

Solutions in Business Aviation

Business Aviation Sponsor Showcase

2025-2026



YOUR PLANE BENEFITS FROM OUR PERSONAL TOUCH.

Through 75 years, three rebrandings, and thousands of aircraft modifications, repairs, and overhauls, two things have remained constant: the name Stevens and the commitment by the generations of Stevens Aerospace and Defense Systems team members to deliver on the promise to treat every customer like a friend.

Every owner has a personal bond with their aircraft. So it's no surprise that "personal service" was the number one reason so many owners choose Stevens as their MRO provider.

"During the recent meeting of the Stevens Aerospace Customer Advisory Board, we asked our customers why they bring their aircraft to us," explains Phil Stearns, Director of Sales and Marketing for Stevens. "While our array of services and technical skills was high on their lists, the overwhelming reason was knowing that our team members truly care about them and their aircraft."

As one attendee says, "When I'm here, I don't feel like a job ticket, but a person with

individual needs, and they listen to me. I have the phone numbers of our Stevens contact and the lead technician. I don't know of any other MRO that provides that level of personal service."

"Too many businesses today are caught up in the self-centered who we are and what we offer mindset," Stearns adds. "But we look at it from a who our customers are and what they need perspective, and then concentrate our efforts on delivering the best solution. That simple thing is a big differentiator today."

And don't think the company's dedication to personal service is a flavor of the day. Its "customer first culture" actually dates back to the 1940s, when it began as the in-house main-

tenance provider for a small fleet of airplanes operated by the J.P. Stevens and Company.

"No matter how our business has changed, the one constant has been the culture that we all genuinely care about our customers," adds Emily Hamilton, Stevens' Marketing Manager. "In aviation, everything must be done by FAA regulations, but those regulations are just a starting point for us."

"We go beyond compliance and create relationships that go back decades," she continues. "That's the key to building our 75-year legacy."

"IT'S JUST WHO WE ARE."

Sure, any service provider can say they deliver a great customer experience, but in too many





THE SOLUTION

- » Big capability, small company feel.
- » At Stevens, you don't get lost in the system. As a family-owned business for 75 years, we've scaled our services without losing what matters most — personal relationships, open communication, and a genuine understanding of our customers.

instances today, those words have a hollow ring. But, at Stevens, that commitment might as well be etched on the aircraft's data plate.

"Each customer has a dedicated representative, and it's their job to know how their customers use their airplanes," Hamilton says. "Our customers

are welcome to walk into the hangar and talk directly to the technicians working on their airplanes. Trust is all about transparency."

And while basic technical skills can be easily learned, it takes a great deal of time and attention to pass along the "tribal knowledge" critical to continuing the company's legacy.

"Probably the greatest thing I can think of to describe Stevens is that we have a lot of seasoned experience here that you don't find elsewhere," says Stevens Aircraft Mechanic Philip Coleman. "For some of these airframes, you could call technical support, if available from the OEM, but it's so much better to ask someone here who has done that job before."

Too true. So much legacy experience can't be found in any instructions or documentation. The only way to keep that information alive is by passing it from technician to technician.

"Our customers are welcome to walk into the hangar and talk directly to the technicians working on their airplanes. Trust is all about transparency..."

"New technicians work side-by-side with Stevens' veterans, and their experiences get passed along through these daily interactions. These mentorships strengthen not only our technical knowledge, but also our customer service culture," Hamilton says. "When that

knowledge sharing surrounds a technician, it sticks with them. The high value we place on our people is one reason we have team members stay here for their entire careers."

YOU'VE GOT A FRIEND IN ME...

Stearns stresses that these mentorships are also foundational for building the kinds of long-duration, mutually beneficial customer relationships Stevens is known for.

"In order to do that, we need to understand their world the best we can," he says. "It's not a five-minute conversation or something you can fill out on a form—it's a commitment to long-term listening, interacting, and being there when they need us."

To illustrate his point, Stearns shared a story of when he and one of the Stevens representatives had dinner with a visiting customer and their spouse, whom the representative had known for several years.

"The conversation ranged from college days to grandkids to dogs and finally to their airplane," Stearns says. "At the end of the evening, the owner's spouse asked how he remembered all those personal things about their family. He said, 'Well, it's easy when you care about someone.'"

"That kind of personal investment builds a level of trust that is earned and shared by customers. It makes a huge difference," Stearns continues. "It doesn't matter what the service is; what matters is that the customer knows that we will work to solve the issue with their best interests in mind."



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DIRECTORY



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A FRESH APPROACH TO ATTRACTING, TRAINING, AND RETAINING AIRCRAFT MAINTAINERS.

For nearly 70 years, Western Aircraft has provided high-quality MRO services to business aircraft operators throughout the western U.S. To help ensure that their service level continues, the company is implementing an array of programs to attract, train, and retain the best technical talent.

The Golden Rule of the MRO industry is, “Those who have the best A&Ps and avionics technicians rule.” And that’s created fierce competition among commercial and business aircraft maintainers to attract and retain the best from the shallow pool of new talent entering our industry.

“These challenges aren’t on the horizon – they’re here now,” says Sharon Hamilton, director of human resources at Western Aircraft. “The aviation industry must rethink how we attract, train, and retain talent if we want to stay ahead of workforce shortages.”

However, instead of lamenting the problem, Western Aircraft has been developing and implementing a range of new programs and initiatives to enhance its ability to meet the growing demand for skilled aviation technicians.

One of the most ambitious efforts is to proactively reach out to state and local educators to inform teachers, students, and influencers that business aviation offers a variety of high-paying career opportunities.

“Young people don’t even realize that aviation is a career option,” Western Aircraft’s Director of MRO Operations, Brody McKenna, says. “It’s not only A&Ps, but upholsters, cabinetry, painters – so many other disciplines that skilled workers may not even consider being tied to aviation.”

BUILDING A SUSTAINABLE WORKFORCE BEGINS AT HOME.

Of course, the need to attract new talent to aviation is only overshadowed by the requirement to train them to the highest FAA standards – and that’s the goal of another of Western Aircraft’s recent initiatives.

“We started a new entry-level A&P training program that helps us to get them up to speed faster,” Hamilton says. “Someone with zero experience can work here for three years and be ready to test for their A&P certificate. They become a very valuable addition to our team in a very short time.”

“It’s not just hiring and training, we’re also concentrating on retaining these profession-

als,” she continues. “We’ve introduced our Syllabus Program, which creates a defined career path for our A&Ps and avionics technicians. They see where their career can go with us. It’s been a very effective retention tool.”

McKenna stresses that while building its workforce with trained and motivated technicians is its primary goal, secondarily, their efforts give Western Aircraft’s customers confidence in knowing that their aircraft are being cared for by dedicated professionals.

“Many of our customers have been with us for a long time, and they know we’re in this for the long haul,” he says. “We are doing what we need to do to continue to be their MRO service provider of choice – today, and for decades to come.”

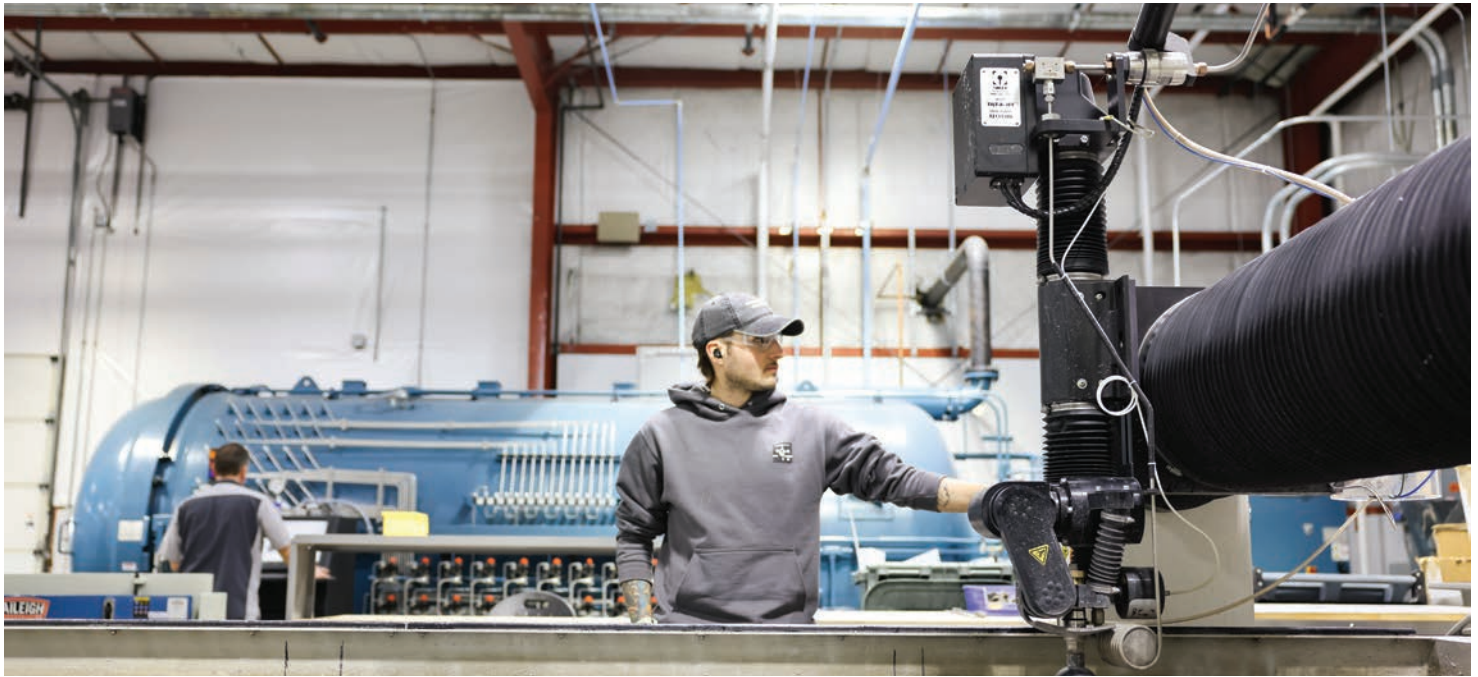


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THE SOLUTION

- » Introduced a three-year, in-house A&P apprentice training program
- » Real-world experience working on everything from turboprops to large cabin business jets
- » Created a clearly defined career track for A&P and avionics technicians to promote retention



SOLVING THE SHORT-RUN PARTS CONUNDRUM.

Built on its vast experience providing installation-ready parts for Duncan Aviation's MRO services, Duncan Manufacturing Solutions has become a trusted provider of cost-effective, FAA-certified parts manufacturing and certification services for business aircraft owners, OEMs, and MROs.

While business aircraft OEMs would love to be able to stock the vast array of replacement parts their aircraft will need throughout their service lives, that's just not possible.

It stands to reason that when you see as many business aircraft come through your network of MRO facilities as Duncan Aviation does, sooner or later, you will face that very problem.

However, while that may create a seemingly insurmountable situation for many MROs, meeting that need is precisely why the company created its Duncan Manufacturing Solutions (DMS) division.

NECESSITY IS THE MOTHER OF DUNCAN AVIATION'S DMS.

Scott Stenka, the manager of Duncan Aviation's DMS, explains that the company's growth into becoming an FAA PMA parts

supplier started when it was heavily involved in completing "green" aircraft for OEMs.

"Back then, aircraft OEMs didn't 'complete' their aircraft interior and paint, so we had to design and manufacture a variety of parts for our avionics and interior installations," he says. "That was the beginning of our relationships with many of the OEMs. They saw what we could do and started to come to us when they needed a specific solution."

"So, when an OEM needs one, 15 or 150 parts, they come to us because it's what we do every day," he continues.

Stenka says the company received its FAA PMA authorization in 1983 to manufacture saleable parts to support Duncan Aviation's aircraft completions and STC programs.

Of course, while Duncan Aviation had all these in-house engineering, testing, manufacturing, and certification capabilities, it made sense to utilize them to support its other MRO activities.

An example is when a legacy jet came into the Duncan Aviation Lincoln MRO for maintenance, one of the control surfaces needed to be replaced. Unfortunately, the OEM had no replacements available.

"The OEM had the old 2D paper drawings of the piece – it was designed in the '60s – but we were able to recreate the part and deliver it faster and more cost-effectively than they could," explains Scott Stenka, Duncan Manufacturing Solutions Manager, Duncan Aviation. "We ended up making eight sets of flight controls. Their normal suppliers just aren't interested in producing such small numbers of parts."

And being able to solve those types of situations didn't go unnoticed by the aircraft OEMs.

"Another project we did for one large business jet OEM was to manufacture and certify parts that they were having a hard time getting

from Europe,” he continues. “They gave us the plans to do a PMA Letter of Assist so we could make the parts they could sell outright to customers.”

“Today, Duncan Manufacturing Services provides a full range of manufacturing and certification solutions for OEMs,” Stenka says. “So, when an OEM needs one, 15 or 150 parts, they come to us because it’s what we do every day.”

A ONE-STOP SHOP WITH MANY SOLUTIONS.

He explains that DMS’s “one-stop-at-one-shop” capabilities put it in a unique position to provide everything from conception to manufacturing and testing, as well as AS 9100D and ISO 9001:2015 certifications.

“And we can do it all quickly,” Stenka continues. “All these years of supporting Duncan Aviation’s MRO projects, as well as the variety of OEM needs, have put pressure on us to work quickly and efficiently, and that is what we are best at. Doing what others can’t is who we are.”

Of course, it takes the right tools and training to make all this happen. “In 2021, Duncan Aviation established a program to grow the capabilities of Duncan Manufacturing Solutions as a stand-alone entity, and they supported that with a \$4.1 million investment in our facilities and tooling,” he adds.



Today, DMS’s “home” is a 21,000-square-foot, climate-controlled complex located at Duncan Aviation’s headquarters in Lincoln, Nebraska. Stenka proudly explains that the investment includes the latest manufacturing capabilities, including CNC milling, sheet metal fabrication, composite manufacturing, additive manufacturing, forming, heat treating, and finish painting.

“These new capabilities allow us to expand our manufacturing offerings into more challenging and complex parts fabrication projects,” he says. “Where some see challenges, we see opportunities to leverage our skills to

quickly and cost-effectively deliver critical parts to our OEM and MRO customers.

TRUSTED SOLUTIONS FOR OVER 40 YEARS.

While the types of work they do and their tools may have changed over the decades, Stenka stresses that Duncan Aviation’s commitment to providing the company’s legendary service has remained the same. “The Duncans have invested a lot of money in ensuring that it can continue to direct its course and not have to rely on layers of management,” Stenka continues. “No one else can support their customers the way we can, and that’s a big reason our customers continue to trust Duncan Manufacturing Services to meet their needs.”

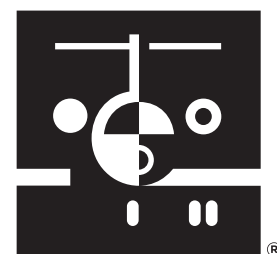
THE SOLUTION

- » Over 40 years of manufacturing everything from single-piece parts to complete parts packages
- » Only MRO with FAA PMA, FAA DER, AS 9100D, and ISO 9001:2015 certifications
- » Manufacturing, and certification services deliver parts faster and at a lower cost

“Today, Duncan Manufacturing Services provides a full range of manufacturing and certification solutions for OEMs...”



**DUNCAN
AVIATION**



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Dear Reader,

Now in its seventh year, AIN Media Group's Solutions in Business Aviation returns in its updated format—appearing as a dedicated sponsored content section within the August issue of Aviation International News. Introduced last year, this format continues to deliver timely insights and innovative solutions from across the industry.

As business aviation evolves, so does AIN Media Group. With the recent acquisitions of AircraftPost and Leeham News and Analysis, we've expanded our reach and strengthened our ability to provide data-driven content that supports the industry.

This year's edition of Solutions in Business Aviation focuses on a key challenge: how to prioritize and invest in new technology. With innovation moving at a rapid pace, industry leaders are making critical decisions about where to focus resources for long-term value. Their insights are featured throughout this special section.

Please enjoy.

Lisa Valladares

Director of Marketing & Client Services

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DELIVERING A FULL SPECTRUM OF MAINTENANCE SOLUTIONS

Whether it's a quick AOG fix or a complex avionics/connectivity upgrade, for over 40 years, Thornton Aviation has continually built upon its reputation for not only providing the highest levels of technical quality but also excelling in the fine art of delivering an exceptional customer experience.

When looking for a new maintenance provider, one of the first questions an experienced flight department manager or DOM will ask is, "What sets your MRO apart?"

Most answers will include *longevity, technical capabilities, FAA and OEM authorizations*, and the like. This is all well and good, but only the fortunate few will begin with their *people*.

"Our people and their depth of knowledge and experience are what sets us apart," explains Thornton Aviation's Chief Revenue Officer, Don Milum. "We have nearly 1,000 years of combined expertise with the Bombardier, Dassault, Gulfstream, and Textron models we specialize in. That's pretty incredible and is a huge benefit to our customers."

"But it's not only the technical experience that sets us apart. It's also the fact that many of our technicians worked for flight departments before joining the Thornton Aviation team," he continues. "That gives us the unique perspective of being able to look at an aircraft and its operation through the eyes of the owners. We understand their perspectives and the pressures that go along with operating a successful flight department."

That "operator's perspective" has been the foundation of Thornton Aviation's unyielding

commitment to exceptional customer service and responsiveness. "If you call us, you talk to someone who cares about meeting your needs," Milum says. "Our managers can act quickly to provide a solution, and our team will 'throw everything at a situation' to get the airplane out when promised."

WHEN IT COMES TO AOGs, WE'VE SEEN THOSE AND FIXED THAT

With locations at Van Nuys and Burbank—two hotbeds of business jet activity—transient aircraft AOGs are SOP for Thornton Aviation's team.

"It's not unusual to see 10 AOGs on our ramp in the morning, with half of them gone by midday and the rest gone by the next morning," Milum explains. "Our AOG experience is phenomenal. There is rarely a problem we have not solved before, and that means our customers can manage their operations with minimal disruptions and downtime."

Much of the Thornton Aviation team's ability to solve issues quickly stems from its experience handling large-scale repair and maintenance tasks, such as airframe repairs or completing complex cockpit/cabin electronics upgrades.

THE SOLUTION

- » FAA Part 145 Repair Station Certificate approvals for more than 60 business aircraft types
- » Convenient locations at Van Nuys (KVNY) and Burbank (KBUR) airports
- » Services range from AOG repairs to heavy maintenance and avionics/connectivity upgrades

Milum explains that when you put it all together, Thornton Aviation "is the right people with the right skills and right attitude—and those aren't buzz words. Our customers know who we are and what we do," he says. "And it all starts with putting their needs first in everything we do."

THORNTON
AVIATION 

Go ahead. Take a look. (818) 787-0205 or visit www.thorntonaviation.com.



EXECUTIVE INSIGHT

What new technology or service is your company introducing and why have you prioritized this investment?



ALPHACHOCKS

ALPHACHOCK MAX is the world's first and only carbon fiber aircraft chock. It is also the first to be produced using the new aCC-Procedure (Automated Composite Compression Process), which was recently developed by our Swiss Supplier, Nägeli AG, in collaboration with ETH University of Zürich. This new technology allows us to optimize design while controlling weight.

Daniel Stieger, Founder, ALPHACHOCKS



DUNCAN AVIATION

Duncan Aviation provides comprehensive engine services, including MPI, CZI, HSI, and maintenance. We are adding a second test cell, shop space, and tooling to our engine overhaul facility for P&W Designated Overhaul Facility status. DOF completion in early 2026 will better support clients and increase demand for all our MRO services.

Mike Minchow, President of Duncan Aviation



JETT GROUP, INC.

Over the past 20 years, we have seen how dynamic and ever-changing this industry can be. To meet today's challenges, we recently hired a chief technology officer and have invested in new technologies to increase the efficiency of our operations, provide safe and secure payment solutions for our clients, and better communicate with our crew members around the globe.

Denise Tuite, CEO, Jett Group, Inc.



NAPLES AIRPORT AUTHORITY

The NAA is proud to prioritize environmentally friendly fuels, such as Sustainable Aviation Fuel (SAF) and UL 94, reinforcing our commitment to environmental responsibility and community well-being. By embracing cleaner alternatives, we're helping shape a more sustainable future for aviation while supporting the health of our planet and the people we serve.

Christopher Rozansky, Executive Director, Naples Airport Authority



THORNTON AVIATION

Our priority is delivering high-quality repairs while minimizing downtime and cost. A major step forward was bringing Cadmium Plating capabilities in-house and investing in tooling, chemicals, and training. We've also formed a strategic partnership with a major engineering solutions and services provider for structural repairs and modifications..

Don Milum, Chief Revenue Officer, Thornton Aviation



WESTERN AIRCRAFT

Western Aircraft is tackling the industry talent gap with a forward-thinking strategy: engaging future technicians through school partnerships, accelerating skills with hands-on A&P training, and fostering growth with clear career paths. These investments ensure exceptional service today—and build the expert workforce our customers can count on for years to come.

Brody McKenna, Director of MRO Operations, Western Aircraft

AT NAPLES AIRPORT, SAFETY ISN'T JUST A PRIORITY—IT'S A WAY OF LIFE



When flying into Naples Airport—the welcoming gateway to Florida’s Paradise Coast—you’re probably thinking about beaches, sunshine, fishing or golf. We are dedicated to helping you get there safely and with a smile.

“Safety has been our top priority for decades,” says Christopher Rozansky, Executive Director of the Naples Airport Authority (NAA). “We’ve had a comprehensive occupational safety program in place since 2001.



In fact, our dedicated Safety Manager implemented our Safety Management System (SMS) in place two full years before the FAA made it mandatory in 2023.”

“All NAA employees complete annual safety training, which includes safety responsibilities, how to identify risks, and how to speak up when something doesn’t seem right,” explains Rozansky. “And every month,

our Safety Action Team reviews safety data and trends, developing risk management strategies and sharing them with staff and tenants alike.”

Recent airfield safety improvements include:

- Relocating Taxiway A3 to meet updated FAA standards
- Improving visibility at the Alpha-Bravo taxiway intersection, a noted FAA hotspot
- New vehicular perimeter roads at both ends of Runway 5-23 to minimize crossings

SAFETY ISN'T A CHECKLIST—IT'S IN OUR DNA

Naples Aviation, the NAA-run fixed-base operator (FBO), continues to earn national recognition for its efforts. Just last year, it became the first FBO in North America to earn the Base Ops Pro Certification from ARGUS International, recognizing elite standards in safety and operational performance.

Our procedures and policies are routinely audited by independent experts to ensure we’re not just meeting standards—we’re setting them,” Rozansky says. “It’s a proactive, top-to-bottom safety culture reinforced amongst employees, tenants and businesses.”

Naples Aviation has also achieved IS-BAH



THE SOLUTION

- » First FBO in the U.S. to earn the Base Ops Pro Certification from ARGUS International
- » Holds both IS-BAH Stage 1 and Stage 2 Certifications for operational and safety processes
- » NAA recently implemented an SMS program two years before being mandated by the FAA

Stage 2 certification, one of the highest international safety milestones in business aviation handling. Louis Sorrentino, CEO of AvMaSSI and Chair of the IS-BAH Standards Board, praised the achievement, calling Naples Aviation: “A shining example of what the U.S. FBO industry should look like.”

Awards and accolades are meaningful, but for the NAA it reflects a long-term commitment to building an enduring culture of safety throughout the airport and FBO. “We’re committed to creating the safest environment possible—and that means encouraging every employee, tenant, business, flight crew and passenger to be engaged,” Rozansky says.



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A SIMPLE SOLUTION TO YOUR COMPLEX CREW MEMBER STAFFING NEEDS.

From a “third pilot” for a single trip or a permanent addition to a flight crew, Jett Group has been providing highly trained, vetted, insured, and experienced pilots, cabin attendants, and maintenance technicians to business aviation operators for over 20 years.

Regardless of the reason, every flight department will eventually need to find a highly qualified pilot, cabin attendant, or technician to fill a temporary opening. Even in today’s tight employment market, it is not as impossible a task as it seems.

“In 2004, a major business jet OEM needed experienced pilots for demo flights, deliveries, and other short-term situations,” explains Troy Tuite, President, Jett Group, Inc. “I was one of those pilots, and seeing an unfilled need, we formed Jett Group, Inc. Today, we are a staffing company that specializes in providing qualified pilots, cabin attendants, maintenance technicians, and ASOs (Armed Security Officers) to private and business operators around the world.”

“All our account managers are professional pilots and are experts with the most popular

business aircraft models,” he says. “Combining that expertise with a commitment to service, our team takes great pride in finding the right professionals to seamlessly integrate with each client’s operation.”

THEY FLY FOR YOU BUT WORK FOR US.

Jett Group has also eliminated one of the flight department’s biggest headaches – dealing with all the required paperwork for temporary crewmembers. Tuite stresses that all temporary crew members are Jett Group “employees,” so clients are not paying individual salaries, insurance, training, or taxes. This also provides the owner/operator with protection from a host of liability worries.

THE SOLUTION

- » Providing experienced flight crews and maintenance technicians for all business aircraft models
- » Flight crew members trained to the latest applicable FAA, EASA, and CAA/DGCA standards
- » Certified Woman-Owned business vetted and approved by multiple government agencies

“It is an on-demand situation. When a client calls, we take care of it all, which makes it extremely easy and cost-effective,” he explains. “Our customers have the flexibility of choosing the expertise they need, when they need it, without all the overhead of a full-time employee.”

Speaking of getting experience on demand, Tuite says one of Jett Group’s more popular services is providing ‘third pilots’ to operators to fill their staffing needs during seasonal peak travel situations.

“There is also a growing need for pilots with experience flying in certain locations worldwide, and we have pilots who know the regions and have the appropriate visas,” he explains. “They know the local language, ATC operations, airport facilities, and ground services. Having them onboard provides a great peace of mind for our clients and their permanent crew.”

“No matter where they are flying or what aircraft they are maintaining, our customers have the peace of mind in knowing that every Jett Group crew member is highly trained and a professional member of their permanent crew,” Tuite says. “We only work with people we know and trust, creating a seamless staffing solution for any operator.”

Jett Group
INCORPORATED

jettgroupinc.com

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CHALK UP ANOTHER SAFETY WIN FOR INNOVATION.

By eliminating all the problems associated with wooden or rubber wheel chocks, the forged-aluminum, foldable, and lightweight ALPHACHOCKS may well be one of the most significant innovations in improving aircraft ground handling safety since the invention of the FBO.

Throughout his 40-year career in corporate aviation, Daniel Stieger had seen too many instances where his company's aircraft were placed in potentially dangerous situations, simply because the FBOs at remote destinations lacked a simple set of wheel chocks.

Because of these situations, his policy was to have each crew carry six chocks on the aircraft. The problem was that the rubber chocks were heavy and dirty, and they took up valuable luggage space. And they could easily catch under a loaded aircraft's wheel and risk damage to the tire and landing gear.

After retiring, Stieger made it his goal to develop a wheel chock that was as modern as the aircraft it was meant to protect.

"The biggest misconception was assuming that any chock was 'good enough.' But they're really not," Stieger states. "Wooden chocks could slip out in the wind, and rubber chocks are too bulky. I wanted something lightweight, super-strong, foldable, and easy to use."

The result is his line of 100% Swiss-made, forged aluminum ALPHACHOCKS.

"The folding feature was the game-changer; it brought simplicity and portability while allowing the ALPHACHOCKS to lock under the wheel and over the dead-center, so it never slips or gets stuck," he explains. "There are other metal chocks out there, but nothing like ALPHACHOCKS."

ONE SIZE DOESN'T NEED TO FIT ALL.

Another problem with legacy wooden or rubber chocks is that their generic dimensions meant

they weren't always up to the task of securely stabilizing every aircraft type.

Stieger eliminated that problem by designing ALPHACHOCKS in three sizes: the forged aluminum MINI for aircraft weighing up to 45,000 pounds MTOW, forged aluminum MID for aircraft up to 145,000 pounds MTOW, and the super-strong carbon fiber MAX for aircraft up to 780,000 pounds MTOW.

"The ALPHACHOCK MID is our flagship model," he says. "It can secure any aircraft from single-engine turboprops to F-15s to Chinook helicopters to ultra-large-cabin business jets. It's the most versatile foldable, aluminum chock in the business."

While ALPHACHOCKS have been created to be more convenient and easier for business aircraft flight crews to use, Stieger says that they're equally beneficial for aircraft handlers working at FBOs and MROs and even ACFT MFR like Pilatus chose to have 2 ALPHACHOCKS MID on all PC24 as standard equipment.

"Beyond just aircraft safety, their light weight (10 to 20 times lighter than rubber chocks)

and ease of use make a big difference for people moving and securing aircraft on ramps and in hangars," he explains. "They don't have to

risk injuries carrying or squatting down under aircraft with bulky, heavy chocks. ALPHACHOCKS are not just better for aircraft; they're better for people, too."



THE SOLUTION

- » Lightweight, foldable, forged aluminum wheel chocks add safety and security to parked aircraft
- » Designed for easy removal to eliminate possible landing gear damage due to "stuck" chocks
- » Available in sizes to safely secure aircraft ranging from single-engine turboprops to 747s

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