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LITTLE HAWK LOGISTICS LLC

Little Hawk Logistics Adds 2017 Daher TBM 910 to Charter Fleet

Three-aircraft turboprop fleet expands capacity as the company opens a western market test in Arizona

CHARLOTTESVILLE, Va. — August 29, 2026 — Little Hawk Logistics LLC (LHL), a Charlottesville-based on-demand charter provider, has added a 2017 Daher TBM 910, registration N910VM, to its fleet. The aircraft entered revenue service in July 2026 and joins two TBM 900s flying from Charlottesville-Albemarle Airport (CHO). Little Hawk has flown the Daher TBM since 2014 and the TBM 900 series exclusively since.

The addition brings LHL to three aircraft and expands the company's ability to serve concurrent client demand. It is the largest single capacity increase in the company's history and follows more than a decade of continuous turboprop flying.

"Adding a third aircraft is about being available when our clients call," said Eric Walden, founder and president of Little Hawk Logistics. "The TBM does something very few aircraft do well — it flies at near-jet speed into the small airports our clients actually want to use, at a cost that makes short-haul private travel make sense again. A third airplane means we can say yes more often, and that has been our constraint."

FLIGHT RECORD

Little Hawk Logistics has flown TBM turboprop aircraft since April 2014 and has provided Part 135 charter service since March 2015. Across that period, through **27 August 2026**, the fleet has flown:

- **More than 7,900 block hours**
- **More than 1.6 million nautical miles** — more than 1.9 million statute miles
- **More than 7,000 passengers carried**
- **Approximately 480,000 gallons of jet fuel**
- **More than 500 airports across the United States** — three in five of them with no scheduled airline service at all

Utilization has accelerated sharply. The fleet flew **647.3 block hours in calendar 2025**, and **633.7 block hours through 27 August 2026** — within three percent of the entire prior year, with four months still to run and the third aircraft only in service since July.

WHERE THE AIRPLANE ACTUALLY GOES

Little Hawk has carried passengers into **more than forty airports with less than 4,000 feet of runway** — among them First Flight Airport at Kill Devil Hills, North Carolina, where the Wright brothers flew, and Tangier Island, Virginia, an island in the Chesapeake Bay with no bridge to the mainland. Passengers were aboard for 127 of the 181 movements into that group of airports.

"Those are not demonstrations, they are trips people paid for," Walden said. "Three out of every five airports we have flown into have no airline service. That is the whole argument for this airplane in this business — it goes where the network doesn't, and it gets there fast."

ABOUT THE AIRCRAFT

The Daher TBM 910 is a single-engine pressurized turboprop powered by a Pratt & Whitney Canada PT6A-66D, cruising at up to 330 knots true airspeed. Little Hawk dispatches it under Part 135 with a **1,250-nautical-mile range** including alternate and fuel reserves.

N910VM is configured for up to five passengers. The TBM is certified for single-pilot operation and Little Hawk Logistics flies it that way as standard, with a certificated first officer available at passenger request.

A FOUR-GENERATION AVIATION FAMILY

Little Hawk Logistics takes its name from a hamburger stand.

In the 1930s, Albert Ueltschi — Walden's grandfather — used the proceeds from a small Kentucky lunch counter called The Little Hawk to buy his first airplane. He went on to fly for Pan American World Airways as personal pilot to Pan Am founder Juan Trippe, and in 1951 founded FlightSafety International, which became the world's largest professional aviation training organization and was acquired by Berkshire Hathaway in 1996.

The family's aviation record reaches back further still. Walden's great-grandfather, Dr. Henry W. Walden, designed and flew the first American-built monoplane in 1909 and is an inductee of the National Aviation Hall of Fame.

Eric Walden is a University of Virginia graduate whose career includes captain positions at Atlantic Coast Airlines flying the BAe Jetstream 41 and Fairchild Dornier 328JET, followed by eleven years at NetJets before founding Little Hawk Logistics.

"Safety culture isn't something you install," Walden said. "It's something you inherit and then refuse to compromise. Seven thousand passengers and twelve years in, that's still the only standard that matters."

THE FLIGHT CREW

Behind the three aircraft is a flight department of **five professional TBM captains**, supported by a full-time first officer and by certificated flight instructors who fly right seat at passenger request. Together they fly every trip the company sells, and the company credits them directly for its flight record.

"Airplanes are the easy part of this business," Walden said. "Finding pilots who fly the way you'd want someone flying your own family — that's the part that takes years. Nothing this company has done would have happened without them."

LOOKING AHEAD

The company's growth has been driven almost entirely by client referral rather than paid acquisition, a pattern Little Hawk Logistics attributes to the consistency of flying a single aircraft type with a small, dedicated crew roster.

With three aircraft in service, the company is opening a **western market test at Scottsdale Airport (SDL) in Arizona**, with N910VM as the western aircraft. Walden will be at NBAA-BACE 2026 in Las Vegas, 20-22 October.

ABOUT LITTLE HAWK LOGISTICS

Little Hawk Logistics LLC is an on-demand air charter provider based at Charlottesville-Albemarle Airport (CHO) in Charlottesville, Virginia, with a fleet of three Daher TBM turboprop aircraft. All charter flights are conducted under the FAA Part 135 air carrier certificate of 45 North Aviation, certificate number 9CCA698M. Flying since 2014, the company provides fast, direct, personally accountable private air travel.

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