

Welcome to PIREPS!

PIREPS brings you the latest news and information from Premier Aircraft Sales, Inc., and the aircraft manufacturers it represents: Mooney Airplane Company, Diamond Aircraft, Extra and Aviat Husky. For questions or comments, contact our editor, Dale Smith, at: dale.smith@flypas.com

Upcoming Texas Aircraft Expos

Most shows are from noon-5 p.m.; the Odessa show is 10 a.m.-3 p.m.

- Thursday, Sept. 30 – Houston: Southwest Airport Services, Ellington Field (KEFD)
 - Friday, Oct. 1 – Houston: General Aviation Services, Lone Star Executive Airport (KCXO)
 - Thursday, Oct. 14 – Amarillo: TacAir, Rick Husband International Airport (KAMA)
 - Saturday, Oct. 15 – Lubbock: Lubbock Aero, Preston Smith International Airport (KLBB)
 - Saturday, Oct 16 – Odessa: Far Mor Aviation, Schlemeyer Field (KODD)
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Upcoming Southeastern Aircraft Expos

All shows are from 1-6 p.m.

- Saturday, Oct. 2 – Shreveport, LA TacAir, Shreveport Regional Airport (KSHV)
 - Sunday, Oct. 3 – New Orleans, LA: Odyssey Aviation, Lakefront Airport (KNEW)
 - Friday, Oct. 8 – Jackson, MS: Aero Jackson, Hawkins Field (KHKS)
 - Saturday, Oct. 9 – Memphis-Olive Branch, TN: Metro Aviation Service, Olive Branch Airport (KOLV)
 - Friday, Oct. 15 – Nashville-Smyrna, TN: Smyrna Air Center, Smyrna Airport (KMQY)
 - Saturday, Oct. 16 – Birmingham, AL: Atlantic Aviation West, Birmingham-Shuttlesworth International Airport (KBHM)
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Aircraft Expo Series: See and Compare GA Aircraft

The Fall 2010 Aircraft Expos give aircraft shoppers (and lookers) a chance to see and compare GA aircraft – and talk to aircraft sales reps at your leisure – without battling the crowds typical of major national trade shows!

Among the brands exhibiting at various locations are Aviat-Husky, Cessna, Cirrus, Diamond, Extra, Mooney, Piper and Remos. Also exhibiting at various shows is Advocate Consulting Legal Group, the nation's leading authority on aviation taxation issues. Check the

schedule above for the specific times and locations or visit: www.aircraftexposhow.com to review the schedule and pre-register. New this year: find us on Facebook by searching Texas Aircraft Expos or Southeastern Aircraft Expos.

"These Expo events give serious aircraft shoppers a chance to compare all the latest models at an airport close to where they live," said Fred Ahles, president of Premier Aircraft Sales, Inc. and a participant in the event. "Despite the economy, interest in aircraft purchases remains steady and we anticipate increased interest this year with the new tax program."

"Anyone interested in owning a new airplane doesn't want to miss an Aircraft Expo event when it comes to an airport near them," Ahles said.

You can also contact Kristi Cherry in Texas at (513) 284-9829, kristi.cherry@flypas.com or Cathy Ahles for the Southeast, (954) 328-9284, cathy.ahles@flypas.com.

Bonus Depreciation on New Aircraft Purchases Expected to Return for 2010; Enhanced Expensing through 2011

According to Advocate Consulting Legal Group, the Small Business Jobs Bill of 2010 has passed the Senate, and is supported by the House and the President. It is expected to be signed into law shortly and is retroactive to Jan. 1, 2010.

It includes bonus depreciation on new equipment and expanded expensing on new and used both. Unfortunately, bonus expires at the end of this year unless contracts are entered into before December 31, 2010.

Enhanced expensing not only doubles in amount, but applies to taxpayers purchasing up to \$2,500,000 in assets; it expires in 2011.



Premier Aircraft Service Sought Worldwide for Thielert Engine Expertise; Shop of Choice for Austro Engine Service

Premier Aircraft Service A&P mechanic Sammy Tavarez is emerging as one of the most sought-after maintenance and troubleshooting experts worldwide on Thielert aircraft engines. And coupled with his extensive factory training on the new diesel Austro engine, Premier is

the shop of choice for maintenance on Thielert and Austro-converted DA42s, as well as routine maintenance and troubleshooting of any Thielert-equipped aircraft (including Cessnas, Bonanzas and DA 40s offshore).

Tavarez has travelled to far-flung places to assist other shops in solving complicated maintenance issues on Thielerts. He regularly gets calls from shops around the US and abroad to assist in troubleshooting the engines.

In Bolivia, he instructed and supervised military Air Force mechanics on the reassembly of 12 DA 40s delivered disassembled on a military DC 10. A former Navy powerplant mechanic himself, Tavarez commanded immediate respect from the military personnel he instructed.

"When it comes to describing the level of expertise we have throughout Premier's service shop, Sammy's a great example," says Ray Bysiewicz, director of maintenance. "Sammy's expertise in Thielert, and now Austro, is recognized in both civilian and military sectors."

Tavarez is one of an elite corps of 9 mechanics in the US trained by Diamond to service the Austro. "The success of the Austro Engine is not only based on improved performance characteristics, but also on the overall support of the product," says Ken Schaelchlin, Director of Customer Support at Diamond. "This is why Diamond Canada will assume an active role in complete support, including 24/7 technical support, parts inventory, warranty processing and maintenance training. Diamond recognizes that outstanding support of the DA42 and the Austro Engine is critical for our customers across North America."

Special First-Person Report **Richard's Wild Ride: A 13-Year Wait Pays off In an F-16 Flight**



By Richard Simile, Regional Sales Manager

(Editor's note: Ace sales rep Richard Simile recently became an ace fighter pilot after 13 years on the ANG civilian flight waiting list. And no – he can't get one for you!)

What a day I had! I was in Aviation "Dream Land." A day I really never thought would happen -- I have only been on the waiting list for 13 years! But the wait was worth it.

Today I flew – *actually flew* – an Alabama Air National Guard F-16D *Fighting Falcon*, from engine start to engine shut down. I got a feel for what I was in for the moment we took the runway and pushed the throttles to full after-burner (AB). It was unbelievable how fast we accelerated. We were doing 450 knots by the end of the runway when I pulled it straight up to the vertical and shot directly to 50,000 MSL. Leveling off, we accelerated to Mach 1.3.

After busting the sound barrier, I throttled way back to conserve fuel and used the extra altitude for maneuvering through a series of loops and snap rolls (man that thing can r-o-l-l). As with any aircraft if you neutral G the plane it REALLY responds, so going down hill in "neutral" was really fun rolling and inverted etc...etc.....

We picked up another F-16 on radar and decided to "pounce him" at 1000 feet and 500 knots. After blowing him out of the sky (virtually) we joined on him and I flew formation as we climbed together back to 15,000.

When we hit 15,000 he shot 5 flares out, hit his afterburner (so loud as he passed us I could hear it), rolled inverted and pulled very hard! It was incredible to watch him descend! My pilot said, "Go get him." We rolled over and lost 4,000' in about 10 seconds with a 7 G pull to level at 11,000.

High G is a very interesting environment. The G-suit works really great and I never even got gray. I went to 7.8 G's max and that was plenty for this old airframe (me) but it was fun pulling it and not losing my lunch.

But all good things must come to an end. Back toward the airport I hit the initial approach (IP) right on target, descended to 2,000' for an overhead initial with a right break to down wind. Gear down, three green, clear the engine a little and a steady state right base to final with a descending turn at 175 kts, roll level and get steady energy to 150 kts – hold it there with whatever power you need. Slight flair low and cut the power at 5 feet, hold it off a little and "bingo!"

That's how you put a cap on the coolest life experience I ever had – in an airplane. "Yee ha!" It was FUN, FUN, FUN! What a true blessing this was for me. I sure wish you were all there to live it with me. I will NEVER forget it.