

Welcome to PIREPS! May 2012

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

Diamond Takes Center Stage At Aero 2012 To Introduce The New Leaner, Cleaner, Faster DA42 VI.



Held in the spring of each year in Friedrichshafen, Germany, the annual European Aero show is one of the largest general aviation trade events in Europe. This past April, Aero 2012 became the perfect location for Diamond Aircraft to introduce their new DA42 VI.

While the current DA42 airframe is already the most efficient light twin on the market today, Diamond's engineering team completed extensive analysis of the airframe and identified a total of 21 aerodynamic improvements to be incorporated into the VI.

Probably the two most noticeable changes that devoted DA42 fans will spot first are a totally redesigned tail and rudder combination and all-new engine cowlings. Under the new cowlings, the DA42 VI features upgraded versions of the Austro AE300 turbo-diesel engines.

While the DA42 VI's flight testing regiment is just beginning, the company is reporting that the aerodynamic refinements are paying off with shorter takeoff distances, faster climbs and higher cruise speeds.

Diamond's flight test pilots have already crossed the 200-knot barrier at FL180. Test flights have also demonstrated a twin-engine climb rate of 1,900 fpm at sea level. The new tail and rudder design have also helped reduce the minimum controllable airspeed by eight-knots.

For more information, take a look at the DA42 VI overview on YouTube, <http://www.youtube.com/watch?v=NS8ikBbn8oI> or contact Premier at (954) 771-0411.

Please Vote Now And Help Bahamas Habitat Win The \$10,000 Grant From The Lightspeed Aviation Foundation.



Each year, the Lightspeed Aviation Foundation is proud to recognize a select group of deserving aviation non-profit organizations nominated from members of the aviation community.

“This year Bahamas Habitat was selected from hundreds of nominees as one of 20 possible charities to receive the Award,” explained John Armstrong, board chairman and president, Bahamas Habitat. “Every mouse click puts us one step closer to achieving our objective, so please click on the Vote Now button above to cast your vote for Bahamas Habitat.”

“The top five organizations that earn the most votes will each receive a \$10,000 grant. Your vote can make a difference in the lives of those people that Bahamas Habitat is working hard to provide support for,” he said.

You can place your vote by visiting:

<http://www.bahamashabitat.org/wordpress/lightspeed-pilots-choice-award/>

Please visit the link now and cast your vote for Bahamas Habitat. The Lightspeed Aviation Foundation voting runs through the 2012 flying season.

Your vote for Bahamas Habitat only takes a minute, but it can help change a life

forever.

The Proficient Pilot: Weather Or Not

Corbin Hallaran, Director of Safety, Premier Aircraft Sales, Inc.



Since the earliest of days, part of every flight was getting a telephone weather briefing. That's all you had to help decide whether to go or to stay on the ground. Not too long ago, it was made a bit easier when FSS information expanded into the private sector by the Internet. Not great, but better. Today, pilots are making the go/no-go decision using real time pictorial information that is readily available in computer, iPad, iPhone or whatever device you have. The Nexrad radar images and satellite views have lots of data to help a pilot make a good decision - even before going to the airport.

So what, other than a look at the radar, determines a no/go decision? Too many pilots are relying on the equipment they have on their aircraft. How many accidents have begun with the phrase, "We'll go up and take a look..." Your ability to know your own limitations should be your basis for the no/go decision; not the equipment in the aircraft or a rating you have been issued.

For example, here is a classic scenario for the Florida summer time flying. Daily thunderstorms in Florida are everywhere, so do you go IFR or VFR? Do you go at all??

Personally, I stay VFR in the summer time as much as possible if I have a need to fly in the middle of the day. Most of the flying is done in the morning hours before the heat starts the convection currents. VFR requires a bit of local knowledge on wind patterns and navigating at the lower altitudes to avoid T-storms by at least 20 nm to make sure you are out of the range of lightning strikes. If your aircraft has ever been hit by lightning you know what I'm talking about. If you haven't, keep it that way and steer well clear of towering cumulus clouds.

On a recent flight from Fort Myers to Fort Lauderdale, I looked at the Nexrad images at 3 pm and noted the large area of T-Storms in the middle of Florida. I checked the routing for IFR and it would put me too close to the area. So the decision was to defer takeoff until the storms dissipated.

Three hours later I started up the airplane after watching the Nexrad and lightning strikes dissipate and went VFR directly to Fort Lauderdale under a high overcast. Turbulence, rain, hail and lightning were thunderstorm hazards that I didn't have to deal with. By waiting a few extra hours, I let the storm rain itself out so my flight to Fort Lauderdale would be weather free.

The lesson that day was simple: even if you have the rating to fly IFR and the aircraft

is equipped to navigate around the large areas of convection, why not just wait? If you have to be somewhere earlier, then just leave early in the morning before the storms start to build. Thunderstorms and airplanes don't mix.

Use the golf analogy; "Are you going to lay up or go for it?" When you analyze the risk/reward approach you can test the statistics of reward, how hard are you going to work for the reward if you continued your departure to navigate around the T-Storms. There are no rewards for flying too close to convective activity. You just get a very bumpy ride and the increased chance of lightning or hail strikes.

The bottom line is to develop good strategies for summer flying and avoid the convective activity with good planning. Travel at a safe distance from T-Storms and always have plan B and C and yes, Plan S for stay home, ready to go when the weather clears.

In summary, repeat after me: "It's better to be down on the ground, wishing you were up in the sky – than up in the sky, wishing you were down on the ground."

Vref: Piston Market Stable; Aircraft Selling At Retail

Vref, the quarterly Aircraft Value Reference newsletter, recently provided some interesting market stats for those considering buying or selling an aircraft. They report: "Light and complex singles have had at least seven quarters of little or no change in average price. Pressurized twins have enjoyed five quarters of relative stability, while light twins have changed very little in eight quarters." They also noted, "Even better than the piston market, turboprops have enjoyed at least ten quarters of relative stability."

Their report also pointed out that it's erroneous for buyers—or sellers—to assume the current market is a wholesale market. "In most cases, a good airplane will bring retail," says Vref. "A great airplane can bring more than retail. Obviously, there are still a few airplanes with 'issues' or a distressed seller that can be bought at less than retail. However, these are the exceptions not the rule."

"Buyers should not be on the sidelines waiting to buy at wholesale," says Fred Ahles, President of Premier. "Even lower prices are not likely coming. The wholesale market environment has bottomed out, and prices are on the rise in 2012."

Profile: David Plange, Transatlantic Ferry Pilot.



Premier has become one of the world's most successful brokers of high quality, pre-owned aircraft by literally searching the globe to find an airplane that meets the exact requirements of a prospective customer. As a result, it has bought, sold and delivered dozens of aircraft in over 30 countries as far away as Africa, Australia and Asia. "The best aircraft to suit your needs may well be found offshore," says Fred Ahles, president of Premier. "At one time, buyers avoided purchasing aircraft an ocean away, overwhelmed with the details like dealing with exchange rates, international banks, inspections and everything else that goes into closing," he noted. "Since we deal with these details every day, we make it easy to purchase the airplane that best suits your needs. To remove the uncertainty for buyers, we bring airplanes we find overseas here and get them ready for market"

A critically important aspect of completing an offshore purchase is using a highly experienced transatlantic ferry pilot like David Plange, owner of Alpha2Bravo, (www.alpha2bravo.com) an aircraft ferry company that specializes in moving all types of aircraft from remote locations to the US. PIREPS caught up with Mr. Plange after he completed a recent ferry flight to deliver a Meridian from Kassel, Germany to Fort Lauderdale...an uneventful, though carefully-planned, trip.

"The route was from Kassel, to Alternrhein, to Doncaster, U.K, to Wick, U.K. to Reykjavik, Iceland, to Narsarsuaq, Greenland, to Goose Bay and Gander, Canada, then to Bangor, Maine to clear customs, Newport News, Virginia, then finally to Fort Lauderdale," Plange said. "The weather was good so it only took three days. It would take something pretty nasty to keep the Meridian grounded."

Aside from requiring considerable interpretation of available weather data, part of the challenge of a transatlantic flight is knowing the flight regulations each country visited

on the flight, researching the most favorable locations to obtain fuel, knowing landing and other fees to expect, and understanding the general political climate and level of hospitality to expect when landing in a foreign country.

Plange, an Englishman, came by his ferry pilot career in an unconventional way: after retiring from a successful 20-year career as a professional rugby player, he wanted to do something that would keep him challenged. After earning his certificates and accumulating hours in Europe, his introduction to transatlantic flying came when he bought a Mooney Bravo in Kelso, Oregon and had to get it back home.

“That’s when I discovered the Catch 22 of ferry flying,” Plange said. “If you don’t have five Atlantic crossings under your belt you can’t get insurance.” He hired an experienced transatlantic pilot to make the trip with him and along the way decided that this was the second career he was looking for. To date, Plange has completed over 30 transatlantic crossings in everything from Diamond DA40’s to King Air 350’s. Plange is quick to point out why using a ferry pro is so important – every flight is unique and every contingency needs a plan. “The idea must be that when something goes wrong, it must not be because of something you’ve overlooked or left undone,” he said. “Cover everything you possibly can, then you can fly with confidence.”

A Tip of the Hat to Aviation Hall of Famer Evelyn “Mama Bird” Johnson.



This issue of Pireps would not be complete without a tribute to Col. Evelyn "Mama Bird" Johnson, who passed away recently at the age of 102. As reported in Propwash, the online newsletter of Aero News Network, in her lifetime Johnson logged 57,635.4 hours, or some 6½ years aloft, totaling 5.5 million miles in the air. When inducted into the National Aviation Hall of Fame in 2007, she had logged more than 50,000 flight

hours – more than any female pilot ever – and trained more pilots and administered more Federal Aviation Administration exams than any other pilot in history.

The 20th woman in the U.S. to earn a helicopter pilot's license, she was a certified helicopter flight instructor and a member of the "Whirly Girls" organization. The Ninety-Nines organization of women pilots, which she joined in 1947, chose her as one of the 100 most influential women in America.

Among her many accomplishments and awards, Johnson was inducted into the Women in Aviation International Pioneer Hall of Fame in 1994 and was recipient of the Civil Air Patrol's (CAP's) 50-Year Member Award. During her decades as a Morristown squadron member and flight school owner, she taught over 5,000 pilots to fly; in 1979, the FAA named her as flight instructor of the year. In addition to owning a flight school in Morristown, Tennessee, she served as manager of the city's Moore Murrell Municipal Airport.

The Premier Aircraft Sales staff tips its hat to this aviation pioneer one of the most truly exceptional aviators in history. (Information used with permission, Aero News Network).

Curious About Diesel Engines? Check Out This Video.

Paul Bertorelli of AvWeb recently recorded a factory tour of the Austro Engine factory. Curious about how they are made? Click on the link below:

http://www.youtube.com/watch?v=kRL-2033lok&feature=player_embedded

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