

# 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 and Diamond Aircraft. Plus, each month, you'll get tips on aircraft ownership, safety, maintenance, and a lot of other insights that will help you get the most out of the aircraft you already own or are planning to buy.

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## Premier's Upcoming Events And Diamond D-JET Tour Schedule

### January

No events are currently scheduled.

### February

#### Texas Aircraft Expos

See all the latest general aviation aircraft models in one day at an airport near you. Plus, get information on insurance, taxes and financing.

Houston

Thursday, Feb. 19 at Ellington Field (EFD)

Sugar Land

Friday, Feb. 20 at Sugar Land Regional (SGR)

2:00 p.m. to 6:00 p.m. each day. Dates and locations subject to change. For more information visit: [www.TexasAircraftExpo.com](http://www.TexasAircraftExpo.com) or call Stephanie Phillips at Premier Aircraft Sales: 800.564.2463.

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## Diamond Announces That The 2009 DA20 Will Be Available With The New Aspen Avionics EFD1000 Glass Panel.

**Priced at under \$200,000 the DA20 is the lowest priced certified glass panel equipped airplane on the market.**



How do you make the most popular, fun-to-fly training/sport two-seat airplanes available even better? Well Diamond Aircraft has done just that by offering the Aspen Avionics EFD1000 Primary Flight Display (PFD) as an option on the 2009 DA20. Owners will be able to select

either the Aspen EFD1000 Pilot Primary Flight Display or the Aspen EFD1000 Pro Primary Flight Display.

"We are excited that Diamond has chosen the Aspen Evolution Flight Display system for the DA20," remarked John Uczekai, president and CEO of Aspen Avionics. "Diamond has such a strong reputation as an innovative, market-leading company, and the DA20 is a great application for our avionics. This cockpit will add significant utility to DA20 operators – making it possible to do TAA (Technically Advanced Aircraft) training in a certified, sub-\$200,000 aircraft."

“By adding the Aspen PFD option to a new DA20, you get significant advantages for both a flight school and an individual owner,” explained Jeff Owen, Diamond regional sales manager for Premier Aircraft Sales, Inc. “For under \$200,000 flight schools have an FAA certified aircraft that burns just 5 gallons per hour and can be used to introduce students to glass cockpits, which have become standard in all general aviation aircraft at a fraction of the hourly operating and acquisition cost of another comparably equipped trainer.”

“For the owner/pilot,” Owen continued, “the Aspen glass gives them the situational awareness and capabilities that have made all glass cockpits so popular at a price that won’t blow their budgets. Besides that, the Aspen glass makes an airplane that is already a lot of fun to fly even more so.”

“As an added benefit to owners who place their aircraft on a leaseback with a flight school, having it equipped with the Aspen PFD will make it even more popular with the schools and students,” Owen said.

Owen also said that Diamond and Aspen are working on a program to permit the aftermarket installation of the Aspen EFD1000 Multi-Function Display (MFD). Certification of the MFD retrofit is expected in mid-2009. Contact Premier Aircraft Sales for more information.

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### **You Can’t Keep A Great Airplane Down – Diamond Unveils The New Lycoming Powered DA42 L360 Twin!**



Diamond Aircraft took advantage of the recent AOPA Convention in San Jose, California to introduce its new DA42 L360 – the Lycoming powered version of the company’s popular light twin. “The new DA42 L360 is everything the earlier DA42-

TDI was and more,” explained Ryan Ramos, Diamond regional sales manager for Premier Aircraft Sales, Inc. “Obviously they replaced the troublesome Thielert engines with the 180 horsepower Lycoming IO-360 engines. That gives the DA42 L360 a total of 360 horsepower, which translate into great performance for a light twin. Preliminary numbers show a top speed of over 180 knots and an initial climb rate of over 2,000 fpm.”

“If you run a flight school or just want a light twin that’s really fun to fly and has the latest in Garmin G1000 avionics, the new DA42 L360 is the airplane for you,” he said.

Along with the Lycoming engines, the new DA42 L360 also features a PowerFlow tuned exhaust system, flight into known icing certification, a recontoured canopy for more comfort, and to help maintain the DA42’s pilot-friendly flight characteristics Diamond has mounted the twin Lycoming engines in a counter-rotating configuration so there is no critical engine.

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## Premier Aircraft Sales Promotes Patrick Crisp to Diamond Aircraft Sales Specialist In East Texas



Premier Aircraft Sales, Inc., has promoted Patrick Crisp to Diamond Aircraft Specialist serving customers in Texas. “Patrick joined Premier as our Customer Service Manager in Alabama, where his considerable knowledge of the product quickly earned the respect

of customers during and after sales transactions there. Now we are

excited to welcome him into our Diamond sales team in Texas,” stated Fred Ahles, president of Premier. “His boundless enthusiasm combined with his knowledge as a CFI and A&P will continue to be a real benefit to our customers and our entire staff.”

Crisp’s territory is East Texas, including Dallas, Waco, Austin and Houston. He joins Lyndol Askew, Premier’s Diamond representative for West Texas, including San Antonio, El Paso, Amarillo, Abilene and Lubbock; and Kristi Cherry, Premier’s Mooney representative for the state of Texas. Crisp earned a B.S. in Aeronautical Science from LeTourneau University in Longview, Texas. He is an instrument rated Commercial pilot and is a single- and multi-engine CFI. He also holds an A&P rating. In his new position, Crisp will be based in Premier’s Texas office at Addison Airport (ADS) in Texas. He can be reached at (214) 278-0188 or [patrick.crisp@flypas.com](mailto:patrick.crisp@flypas.com).

## Tips From The Maintenance Shop: Aftermarket Speed Mods Help You Fly Faster, Farther And Burn Less Fuel!

Wes Dale, Director of Service, Premier Aircraft Sales, Inc.



There is no doubt that the current cost of fuel affects all of us in our daily lives and every pilot and aircraft owner wants to find ways to stretch our fuel dollars. Simple things like a good wash and wax can help maintain the performance and thereby increase efficiency but there are some more effective ways to save fuel.

The first thing that comes to mind is throttling back to a lesser percent power setting. For those of us lucky enough to operate Diamonds and current production Mooneys, that is about the only way to improve efficiency due to their superior aerodynamic design and construction. The respective factories have done everything possible to get the best performance & economy out of these aircraft.

Most other aircraft can benefit from speed modifications, and with the price of fuel, these speed mods will allow the plane to be flown at the previous speed with much better fuel economy or at the

higher speed afforded by the mods while enjoying a much better miles per gallon return.

Reducing drag is the easiest way to improve overall performance as it allows the plane to climb faster! Cruise faster! Go farther! All on the same amount of fuel!

Premier recently had a customer interested in a Piper Saratoga. He needed six seats but was not favorably impressed with the performance numbers. We met his needs by simply adding a number of modifications such as flap hinge fairings, flap, aileron, stabilator, and flap gap seals, plus some additional fairings. When we were done, the Saratoga's cruise speed jumped from 150 knots to 163 knots! This increase in speed weighed less than 15 lbs.

Now when the owner needs to fill those six seats, he can complete his mission on the reduced fuel load by reducing the power settings yet maintaining a most reasonable cruise speed. If light, he could top off and utilize a reduced power setting, increase his speed by 15 knots and his range by as much as 100 nautical miles. If utilizing the original cruise speed, an increase of 200 nautical miles can be expected, which means more savings at the pump! YEAH!!! More money to go more places!

Nearly all Cessnas, low wing Pipers, and most Mooneys prior to the M20M TLS/ Bravo have a large number of speed mods available. Regarding Mooneys, the current Acclaim Type S utilizes all of the same flap gap and control surface fairings as are available on the aftermarket for the smaller Mooneys. One can gain as much as 10 knots airspeed on a M20F by utilizing all of the LASAR speed mods and improve ease of maintenance to near Ovation standards. Just installing a composite belly will gain 5 knots by removing all of the screws and gaps and save from \$200 to \$300 in labor along during on every annual.

Premier Aircraft Service in sunny Ft. Lauderdale can handle any of the popular mods for you. Feel free to call Ray Bysiewicz or me to discuss what the latest speed mods can do for your aircraft.

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## **The Proficient Pilot: Getting The Most Out Of Your Aircraft's G1000 Avionics Suite – Part Two: Terrain Proximity.**

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



Even in today's world of GPS's and advanced avionics Controlled Flight Into Terrain or CFIT is one of the major causes of aircraft accidents. A Terrain Proximity system provides you with an additional aid to avoid flying a perfectly good airplane into the ground. Terrain Proximity (TP) is different from Terrain Awareness Warning System (TAWS). A Terrain Proximity

system features less sophisticated calculations of the aircrafts position, voice alerts, warning lights on the PFD and MFD. The goal of CFIT avoidance equipment is to provide the pilot a clue that the aircraft's flight path and altitude could be compromised by rising terrain. Terrain Proximity uses 3-D GPS position along with GPS altitude, which is converted to MSL

altitude, and then presented as a two-dimensional image of the terrain and obstacles on the G1000. The G1000 can display the terrain in a 2-D image using three colored areas – yellow, red and black. Yellow displays topography where the terrain is between 100 feet and 1,000 feet below the aircraft altitude. Red is used for topography where the terrain is above or within 100 feet below the aircraft's altitude. Areas displayed as black are at 1,001 feet below the aircraft's current altitude. The G1000 will display these color graphics on the inset map of the PFD, overlaid on the NAV page of the MFD, a dedicated page Terrain proximity page on the MFD.

Current databases are important with regard to displaying obstacle data on the G1000. You should check the data cycle. Obstacles are displayed with antenna like images on the map displays. These obstacles are represented with the same color parameters as the terrain – yellow and red. Towers with lights will display with a small bow-like image on top of the tower. Non-lighted towers and obstacles will not have the small bow atop the antenna displayed.

I recommend using the inset map and turning on the TP feature. Having the TP enabled on the large MFD NAV page can make the MFD look cluttered with a big yellow or red areas filling up the screen, so I have that for the inset map to alert me that I might have a terrain to consider. TP is a great feature on the G1000 and it can be enhanced with the addition of TAWS – but that's next month's story.

### **United States Air Force Academy Selects The Diamond DA40 CS For Its Powered Flight Program**



Diamond Aircraft announced recently that the DA40 CS Diamond Star has been selected for the Powered Flight Program at the United States Air Force Academy (USAFA).

Twenty Diamond DA40 CS aircraft have been ordered, with deliveries to begin in early 2009.

The USAFA Powered Flight Program is an airmanship course that incorporates both academic study and flight training to introduce cadets to the core aviation mission of the United States Air Force. The 557th Flight Training Squadron will operate the aircraft from the USAFA at Colorado Springs, Colorado, under a contract managed by Blue Sky Aviation, the primary contractor, and their partner Doss Aviation.

“We are very excited to have been chosen for this contract and for the opportunity to provide cadet flight instruction in our new DA40s,” said Anthony Sweet, President of Blue Sky Aviation. Ken Smith, President and CEO of Doss Aviation, Inc. added, “This is a fantastic opportunity for us. We have enjoyed a great relationship for several years with Diamond Aircraft and the United States Air Force Academy. It’s a great win for our team and an even greater

win for the Academy's flight training program."

The Diamond DA20 two-seat aircraft was flown in the USAFA Introductory Flight Training program from 2002-2007. Today, all USAF pilot and combat weapon system officer candidates receive primary flight training in the DA20 as part of the USAF Initial Flight Screening program at Pueblo, Colorado, operated by Doss Aviation.

"Diamond Aircraft is honored by the selection of the DA40 CS and our continued association with the United States Air Force Academy," said David Moser, Director of Fleet Sales at Diamond Aircraft. "Through the Powered Flight Program, cadets will be exposed to a modern aircraft, with cutting edge avionics, very early in their military careers."

The DA40 is a four-seat, single engine, all composite, technically advanced aircraft that features the Garmin G1000 glass cockpit. The aircraft's fuel economy, performance and industry-leading safety record make it a favorite of leading flight training organizations and personal operators. It is well suited for primary and instrument flight training, as well as for personal transportation.

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