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## PIREPS August 2016



### Welcome to PIREPS!

PIREPS brings you the latest news and information from Premier Aircraft Sales and Premier Aircraft Service. Premier carries a large, constantly-refreshing inventory of new Diamond and Mooney aircraft and pre-owned Beechcraft, Cessna, Cirrus and Piper aircraft. We broker aircraft for sale, and are also an Authorized Service Center for Cessna, Diamond, Mooney, Centurion and Lycoming. For more information, visit us at [www.flypas.com](http://www.flypas.com).

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### [Mooney 2016 Model Closeout](#)



As the new Ultra nears certification, Mooney International has announced closeout prices on the last two 2016 M20R Ovation3s. "With only three 2016 Ovation3s remaining, we are offering SERIOUSLY meaningful incentives on these aircraft," says Richard Simile, regional sales manager. Tailored to each buyer's needs, the incentives may be structured using a customized combination of discounts on paint, air conditioning, TKS and/or cash discounts.

Contact **Richard Simile** at Premier for more details: (334) 826-1660 or [richard.simile@flypas.com](mailto:richard.simile@flypas.com).

### **Adventures Around The Globe In A DA42.**

**Guest Story By Wolfgang Reichenberger, DA42 Owner**

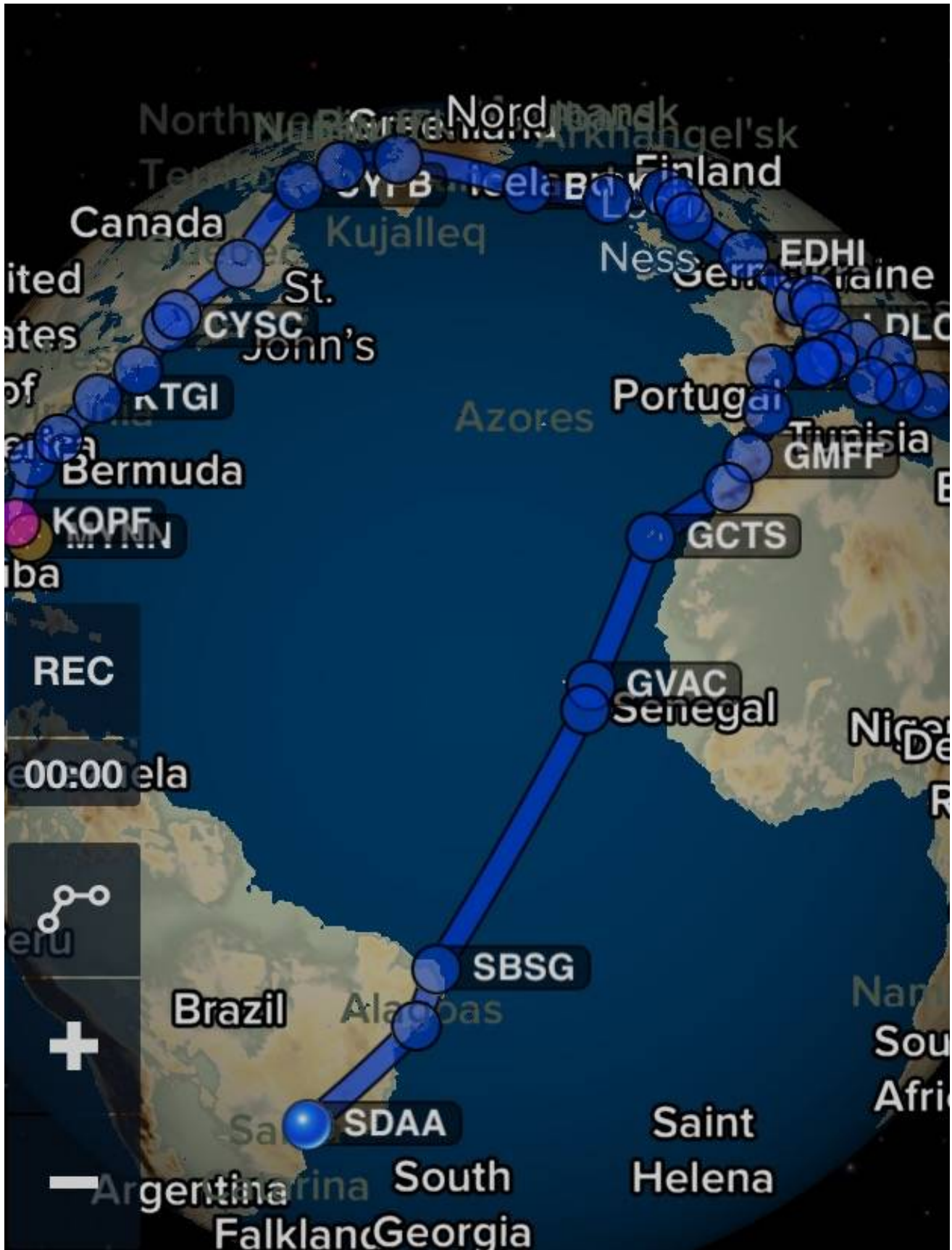


There are many motivations to fly. Some want fly to prove they can do it, some want to fly every weekend to their favorite mountain, beach or lake, some love aerobatics and some, just local sightseeing. I always felt the pull of seeing new places, experiencing different cultures and food, and even hearing different

voices, languages and interactions with foreign ATC controllers. I wanted my wife and family to share these joys comfortably and safely, and that's what let me to a DA42.

After flying rented single-engine planes for over 30 years, I was ready to realize my dream of aircraft ownership and go on some unforgettable adventures. But my airplane needed to take me long distances over water and hostile terrain such as the Greenland icecap or the Amazon rainforest. I feel more comfortable with two engines humming, even if this entails a small sacrifice in the performance/weight equation. I looked at the Beech 36T, the Pilatus and even small jets before investigating the DA42NG. While a bit smaller than other choices, I was impressed by its performance, use of easily available Jet-A and the possibility of retrofitting an extra tank. We flew long parts of our travels with 4 people on board, with fuel the main tanks only, flying shorter legs and limiting baggage to a reasonable amount – easy, because we enjoy AirBnBs with their washers and dryers).

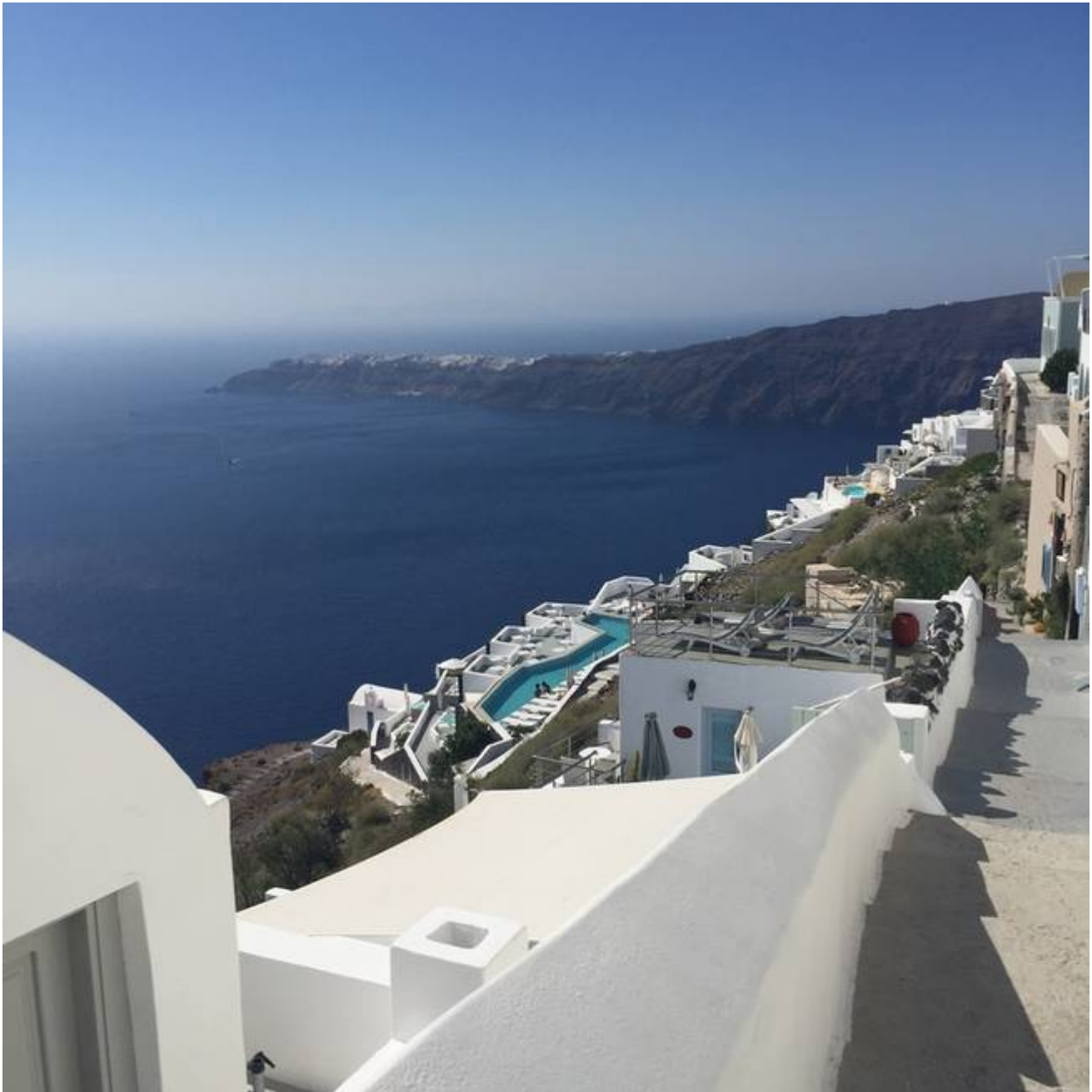
### **Flight planning**



Planning a trip like this is half the fun. I pore over every detail of routes, airports, alternates and entry requirements, and follow the weather along my planned routes for weeks before I go. I ask myself, "how would I react if I had to fly from X to Y today"? For example, the key leg from Cape Verde to Brazil is 1,450nm. You fly through the infamous "hurricane kitchen" where most North Atlantic tropical storms originate, My research found that often one day is reasonable to fly while the next would be dangerous. On the day before my trip, the zone was full of thunderstorms, but the next day, there was again a 400-600 nm window, which let me make a smooth flight over the ocean. I was aware and prepared for this weather pattern.

**Planning for the sights**

We also planned our sightseeing and for this I use Google Earth. When we flew through the Norwegian fjords or across the Austrian Alps, I "had seen it before" thanks to Google Earth. I also knew terrain elevations and how airports look when you approach them visually. The next part of planning is where to stay, and there I have an iron rule: never make a reservation before you arrive! I don't want to be pressured to arrive. And we never, ever had to sleep on the sidewalk! When we arrived in Santorini, Greece, I sat my family in a taverna, and walked the town for half an hour to find the most lovely boutique resort overlooking the famous bay and volcano. Some studying of Trip Advisor and knowing the recommended places ahead of time helps.



### **Planning the entertainment.**

Ah, and the last but not least important part of planning is to load the right music on my iPad or phone, so it is ready to be played over the plane's audio system. Neither pilot nor passengers can hide their emotion when flying the Hudson River corridor watching Manhattan go by with Frank Sinatra singing New York, New York or listening to Alexis Zorbas when cruising over the Greek Islands. We carried about 50 National Anthems for the ceremonial crossing of FIR boundaries, great fun for all! I also use a small FM radio which plugs into the audio system to try to tune into local stations, a nice distraction on a longer flight. If I'm over water, I call ships on a handheld marine radio, channel 16, and try to get their coordinates, distance and bearings, in case I have to use it for an emergency. It's fun!

### **The challenges**



In an epic international flight, where are the challenges? For me, the biggest problem is bureaucracy, and the intricacies of local ATC. In Morocco, the Airport Operations Manager wanted to impound the airplane, because I could not produce an original insurance certificate. Once in Colombia, the Customs officer told me my airplane was now "property of the Republic of Colombia" due to a missing entry custom form. While I normally hate to use expensive "handlers," in some countries this is advisable, and others, like Greece, mandatory. While I prepare well, the bureaucracy has always surprises in store for you, and authorities will always show you page 537 of their AIP, or some legal text to prove they are right. For flight planning in Europe and Africa, I used RocketRoute (a flight planning tool) for the first time and was very happy.



What trips we have undertaken? We've gone five times to Brazil, from our base in Nassau. There are a variety of routes via the Caribbean (our favorite: Dominica) and the Guyanas (Paramaribo) and once to Europe and NW Africa. From here to Europe, you can fly all the way never exceeding 2 ½ hour legs, via NE Quebec, Nunavut, Greenland, Iceland and the Faroe Islands. We were amazed by the beauty of Baffin Island and Greenland, particularly Ilulissat, the largest "iceberg factory" in the world. Iceland is unique, as are the Faroe Islands, rarely visited. Since my hometown Vienna is also close to the hometown of Diamond Aircraft Industries, we left the plane there for a scheduled 100-hour service, and Diamond threw open their doors to visit the factory, as well as the Austro Engine facility, a feast for any Diamond owner or pilot!





On the way back, the highlights were Croatia, Greece, Southern Italy, Morocco and Cape Verde, those small barren islands with beautiful beaches, amazing variety and rhythm in music, and wonderful people. From there, the 9:15 hours flight back to the Western hemisphere, Natal, Brazil. For this flight, my wife (who loves and lives our flights) took an airliner because I needed every spare pound for fuel and the space on the right seat for the HF radio and the portable oxygen tank. She didn't mind a bit!

From all our trips we fondly remember every flight, every approach, every stop. It makes you feel so special to arrive on your own, your planning and your aircraft, unlike any other visitor, and the freedom to depart at your will. Our next plan? Around the world end of 2017!

### **Manny's Maintenance Minute: Why Go Beyond Required Maintenance and Do Recommended Items, Too?**

By Manny Vicioso, Aircraft Inspector



(Editor's note: this is a new feature of Pireps aimed at educating pilots about maintenance of their aircraft). Many pilots hesitate when their plane is in the shop for FAA-required maintenance and are presented with a list of recommended items, too. Addressing recommended items will increase the time the plane is in the shop and the final bill as well...so should you go ahead?

Answering that question requires a basic understanding of the FAA regulations. Chapter 4 of the regs specify maintenance that **MUST**, by law, be performed on an airplane. It applies to "Part 91" aircraft – those flown solely for private use, and include such things as replacement of the stand-by attitude indicator battery and bonding system check. Chapter 5 of the regs specify recommended maintenance – you are not required by law to perform this maintenance, but the FAA and/or manufacturers have determined, based on thousands of hours of operational history, that the component has a higher level of failure after a period of time in service. For example, your magnetos may well be working beyond the manufacturer's

recommend 500 hours in service. Why change it? There is enough history of this component to predict an escalating failure rate beyond the 6 years, so the owner is taking on a greater risk to continue operating with a vacuum pump beyond the manufacture recommended overhaul.

Aircraft used commercially under Part 135 of the regs – air charter, for example – are required to do BOTH required and recommended maintenance to ensure safe operation. That's a testament to how important recommended maintenance is.

So why do it, if not required? First, to identify problems that could be a safety issue before they are readily apparent. Second, to save money by fixing small problems before they become big, expensive ones. Third, a history of recommended maintenance in the log books has a tangible impact on both the ease of selling your aircraft, and the price it will fetch. Forth, it will give you peace of mind flying your loved ones, knowing you have not cut corners on maintenance.

When you send your aircraft in for maintenance, whether at Premier or elsewhere, ask about the Chapter 5 recommended maintenance items due on your aircraft. Any reputable shop will discuss the pros and cons of doing those items now, and give you an estimate of the time and cost involved.

As pilots, we are taught "safety first" – and safety begins in the shop.

## The Proficient Pilot: Downhill Energy Management

By Corbin Hallaran, Director of Safety

Aircraft with lots of speed are welcome to the "flight levels" – the professional environment. Bringing an aircraft to a flight level altitude requires lots of thrust, and managing that is its own topic. But today, let's talk about managing the other end of the flight – the descent. Pilots who are transitioning to the flight levels or higher altitudes with their own personal high performance aircraft need good knowledge of downhill energy management. This means controlling the engine temperatures (piston) and airspeed, including all the environmental distractions that ATC creates. I have observed that pilots who understand the cool-down effect on piston engines generally plan the efficient let-down in time with a request from ATC, and they don't allow ATC to determine the descent path angle unless there is some conflicting traffic or other circumstance. Descend too soon and you'll experience such problems as more bumps and less efficient

speed per NM, just to name a few.

### The process

How do you achieve optimal downhill energy management? I start with my altitude and knowledge of the environment ahead, and do the math for a 500 foot per minute (FPM) descent. Here's an example assuming you are cruising at FL210:



1. Ask yourself, "What is the initial transition altitude for the approach to the runway in use?"
2. Subtract the initial altitude from FL210.
3. Use a rate of 500 FPM (piston) or 1200 to 1500 FPM (turbine)
4. Also ask, "Are there obstacles or terrain encroachment to the descent profile?" If there is, plan for a higher work load.
5. Consider the following: weather and ATC deviations with the possibility of slowing to maneuvering speed for turbulence means you could risk falling behind on the vertical profile.
6. Power reductions for piston aircraft are made to cool the engine during the descent but not prematurely cooling (cooling too fast).
7. Descending too early in a turbine aircraft can result in higher fuel consumption.
8. Hitting the descent profile targets:
  1. Terminal area arrival (speed and altitude) is generally 30 NM. That is where you want to make adjustments if the aircraft is too high on the descent profile. Why? To set up for a stabilized approach.
  2. Approach (speed and altitude) IAF or 10 NM- aircraft speed.
  3. Normal glide path to runway – deploy drag devices (flaps, gear) to decay airspeed, so small power reductions are made

to achieve approach speed.

### Example

Here is an example, applying these principles.

You are cruising at FL210 with a landing elevation at 2500 MSL. The initial approach altitude is 5,000.  $FL210 - 5000 = 17,000$  ft of descent needed. At 500 FPM it takes 34 minutes to descend to the initial approach altitude. It's a quick way to see if the efficient descent profile is on target. As the aircraft is descending or has leveled off for an ATC request the pilot can quickly monitor if he or she is falling behind (too high) or ahead (low). Many of the GPS units will have a VNAV feature to help the pilot with the Top of Descent, or TOD. The time to begin the descent is based on the value of FPM you desire. Why is this important? It's a great performance indicator of how well the plane is on the set descent profile.

### Delayed descent

If ATC requests a descent before the efficient vertical profiles top of descent (TOD) ask for a pilot's discretion (PD). When used in conjunction with altitude assignments, pilot's discretion "means that ATC has offered the pilot the option of starting climb or descent whenever he/she wishes and conducting the climb or descent at any rate he/she wishes. He/she may temporarily level off at any intermediate altitude. However, once he/she has vacated an altitude, he/she may not return to that altitude," explains the [Pilot/Controller Glossary](#).

If ATC requests a good rate of descent or you are falling behind with a normal vertical profile, proceed with the use of drag devices like spoilers, speed brakes and in some cases the landing gear. These devices aid the pilot in achieving a steeper descent profile without the increasing the airspeed. I primarily use them when turbulence is encountered and I need to slow the airspeed during the descent.

Here are a few hints to keep nudging ATC for lower altitudes without the long vector. Ask for the descent a few minutes earlier and listen to the radio to assess traffic for saturation. Pay attention to what the airplanes ahead of you are doing to further understand how busy the terminal area is.

Pilots transitioning to flight levels in high performance aircraft need to learn about downhill energy management to help control engine temperature management and reduce fuel consumption and operating costs. The engine in piston aircraft will have a longer life with ambient cool down during the descent versus a sharp power reduction. The general rule is one inch of manifold per one thousand feet. When I descend the Mooney Acclaim from FL210, I will reduce the manifold pressure back one or two inches initially (from 28 to 27 inches) and as the indicated speed increases, monitor for additional power reductions. My approach target is 120 kts, requiring about 15 inches on MP. I will begin additional power reductions as the aircraft is reaching 16,000 feet, reducing an additional inch of MP per 1000 feet to reach my target of 15 inches on the approach. By the time I reach the terminal area I want to be less than 21 inches of MP. This allows plenty of time for the engine to cool down slowly and place the aircraft in a position for a stabilized approach. The descent is a busy task and keeping it on the most efficient vertical path using the most efficient energy management of the engine and airspeed is a balance of constant change. Managing that change is the challenge.

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## The DA40: Thinking About Buying Or Just Want To Know More?

Many industry insiders, members of the media and pilot owners have called the DA 40 series "the best first plane a pilot can buy" given its safety record, ease of handling and exceptionally low cost of operation. AvWeb, one of the most trusted sources of information about GA aircraft today, calls the DA40 "a composite single that's modern, fast and efficient. Best of all," they say, "the DA40 has an impressive safety record."

Citing superb visibility, speed and stick handling that's "just plain fun," their in-depth pilot report provides potential buyers with the pros, the cons, and the things to take into consideration when shopping for an aircraft in this class. Read the full report here:

<http://www.avweb.com/news/features/Used-Aircraft-Guide-Diamond-DA40-226459-1.html>

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### • [Diesel-upgrade program launched for Cessna 172](#)

From [AOPA February 24, 2014](#) | By [Dan Namowitz](#) Efficiency, safety, and value all will benefit from a newly announced Cessna 172 upgrade program to add a diesel engine, a three-blade constant-speed propeller, and advanced avionics to the aircraft, said [Premier Aircraft Sales](#) of Fort Lauderdale,...

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### Can A Personal Plane Offer Big Business Benefits?



(Photo - Piper Aircraft Inc.)

By Dale Smith, Editor Premier Aircraft Sales.

You bet, particularly when you're talking about Piper Aircraft's top-of-the-line Meridian.

I think that far too many people who could benefit from private aircraft travel underestimate the value of a modern propeller airplane. They suffer from "if it's not a jet, it's not for business" type of thinking. How wrong they are. Take the Piper Meridian. It's a single-engine turboprop so despite the propeller, it is truly jet-powered and that really means business. Admittedly, I'm a Piper fan from way back. I the lead copywriter on the Piper account when the Meridian's older brother, the

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piston-powered Piper Malibu was introduced. It was love at first flight. With its pressurized cabin and ability to fly high over most weather, the Malibu defined a new class of cabin single-engine airplane.

While the Malibu was a good airplane it was elevated to "great" when Piper mated the Malibu fuselage and wing to a Pratt & Whitney PT6A turboprop engine. The result, called the Meridian, is truly amazing, especially if you're lucky enough to pilot one.

#### Jet-Powered Piper Meridian Scores Big On Performance

I've had the pleasure of flying a lot of airplanes, and the Meridian is one of my all-time favorites. With 500 shaft horsepower, it is solid and responsive at its 260 kt (300 mph) high cruise speed as well as slow 75 kt (86 mph) landing speeds, and that responsiveness is a very nice complement to the Meridian's short 2500 foot runway capability. It can easily takeoff and land at small community airports many of which have runways that are too short for even the smallest jets.

That kind of performance makes the Meridian a natural step up for any owner/pilot who is currently flying a high-performance, single-engine piston aircraft. That alone will make most insurance carriers happy, and while type-specific training is always a good idea, there's no FAA requirement to get a type rating to fly the Meridian.

One of the coolest things about flying a Meridian is taxing. With that big propeller and the ability to use reverse-thrust, you not only have a lot of control without wearing out the brakes, you get the added bonus of announcing your arrival with what can best be described as a growl as the prop cycles into the reverse range.

#### Cockpit Capabilities And Cabin Comfort.

The current version is equipped with the Garmin G1000 avionics suite – the same package that's in the popular entry-level Cessna Mustang – so suffice it to say that the Meridian is at no loss for capabilities and situational awareness enhancements. It even includes an onboard four-color weather radar. That's one piece of equipment that I think is essential for hard-core business travel. Satellite weather is good, but it's no match for live radar – especially if you fly in the southeastern U.S.

Now that I've compared the Meridian's cockpit to an entry-level jet, let's talk overall performance. The Meridian delivers an honest 260 kts (300 mph) and a range of just over 1,000 nm (1150 miles – New York to Memphis). So on a typical business trip, your Meridian will cost you a few minutes in travel time, but save you hundreds of dollars in fuel compared to a small jet. And with a \$2.176 million sticker price, the Meridian is about a \$1 million less than one of the top selling entry level jets so that will cover a great deal more fuel cost, as well.

While the Meridian may be everything a pilot could want, the folks fortunate to be traveling the cabin will be equally content. The cabin, with club seating for four, is spacious and the seats are Lexus-like in their comfort. In addition, with the Pratt & Whitney engine far up front, the Meridian's cabin is quieter than many small jets that I've traveled in.

So the next time you're dreaming about flying privately, don't limit yourself to jets. Try the impressive Piper Meridian. Chances are this single-engine turboprop may dramatically change your view of business and pleasure travel in a very big way.

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