

PIREPS December 2014



Welcome to PIREPS!

PIREPS brings you the latest news and information from Premier Aircraft Sales, Inc., a world leader in the sale of personally-flown piston and turbine aircraft and the Southeast US distributor for new Diamond and Extra aircraft. For questions or comments, contact our editor, Dale Smith, at: dale.smith@flypas.com

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History In The Making: Mooney International Unveils Two New Diesel-Powered Singles

With production well under way on its signature line of speedy piston singles, Mooney International hasn't wasted any time in making good on its promise to continue to grow the Mooney brand. They took advantage of the recent Airshow China exhibition to introduce two new diesel-powered singles – the M10T and M10J models.

During the unveiling ceremony, Dr. Jerry Chen, Mooney International's CEO said, "I am very excited to officially present the new M10 series of Mooney aircraft for training and performance. These aircraft mark a new beginning for Mooney and are an indication of great product innovation coupled with Mooney's long line of history making aircraft."

The all-new M10T is a fixed-gear composite trainer powered by Continental's 135-horsepower, CD-135 diesel engine. Designed to fill the need for new-generation technically advanced trainers, the M10T will be equipped with an advanced glass panel.



The new Mooney M10J

The higher-performance M10J is designed as a complement to Mooney's popular high-performance M20 models. The M10J will feature the 155-horsepower CD-155 Continental diesel engine and retractable landing gear. The company stated that initial performance goals for the "J" model are to have a cruise speed over 170 KTAS and a range of more than 1,000 nm.

The "J" designation alludes to the well-regarded and highly popular Mooney M20J series, including the popular Mooney 201. First introduced in the 1970's, the M20J-series is still regarded as the most fuel-efficient piston single in its category.

"The M20J helped change general aviation by making flying more practical to more people across the U.S." Dr. Chen stated, "Now, the M10J promises to do the same for the world."

The M10T and M10J are powered by new-generation turbodiesel engines, which promise to deliver low operating costs while providing the flexibility of using either diesel or readily available Jet-A fuel.

Dr. Chen said that the company is targeting certification and initial deliveries of the Mooney M10T for sometime in 2017. The target date for certification of the M10J has not yet been set.

Premier Welcomes Barry Rutheiser As Our Newest Regional Sales Manager



We are proud to announce that long-time sales professional Barry Rutheiser has joined Premier as our newest Regional Sales Manager. Barry, who soloed in 1980, has over 3,500 hours of flight time and has owned 15 aircraft. "I've had quite a variety," he said, "from a 1956 Taylorcraft to a Cessna Turbo 210. My experience buying and selling such a diverse selection of my own personal airplanes is a real benefit to my customers, because I've sat in their seat so many times. My goal is to find each customer the right aircraft for their mission, and make the transaction as fun and headache-free as possible."

"That high level of customer trust is one reason I wanted to join Premier. I met Fred (Ahles) a few years ago and was impressed with the way he did business," he said. "When I learned they were looking for a Regional Sales Manager, I asked around and it became clear that Premier was the place I wanted to be."

Barry is based at Premier's headquarters at Fort Lauderdale Executive Airport. You can contact him at (954) 771-0411 or email: barry.rutheiser@flypas.com

Diamond Aircraft Presents The Prototype DA42 To The Vienna Technical Museum



It's hard to believe that it has been over 12 years since Diamond Aircraft's CEO Christian Dries piloted the DA42 prototype on its maiden flight. Almost to the day since that historical flight on Dec. 09, 2002, Dries and all of Diamond Aircraft's employees celebrated that memorable occasion by presenting that same aircraft, DA42 prototype number one, to the Technisches Museum Wien (Vienna Technical Museum) in Vienna, Austria.

"Our DA42 combines three innovations at once – state-of-the-art carbon technology, modern avionics and the most efficient drive (engine) technology," stated Dries. "The plane is used for private flying, for airline and military pilot training and for remote sensing applications."

With its all-composite design, retractable landing gear, Garmin glass cockpit and diesel efficiency, the DA42's introduction marked a new era in general aviation. The aircraft was not only the first all-new light twin to be introduced in decades, it was also the first-ever diesel-powered twin to reach commercial production.

Another interesting bit of DA42 history is that just 18 months after its initial flight, the aircraft made the first-ever non-stop transatlantic crossing by a diesel-powered, general aviation aircraft. Diamond received FAA certification for the DA42 in 2005.

Since its introduction, the DA42 has become the best-selling light twin in the world. True to Diamond's commitment to advancement, the DA42 has seen an array of advancements and upgrades to its current mode, the advanced DA42-VI, which is the most technically-advanced light twin available.

Now on display in the Technology section of the Vienna Technical Museum, the DA42 joins other historical aircraft including the Etrich II built in 1910, the Aviatik Berg DI built in 1918, the De Havilland DH 104 Dove built in 1957 and many others.

To learn more about the DA42's history, visit: www.youtube.com/user/DiamondAircraftMedia

For more information on the Technological Exhibition, visit: (<http://www.technischesmuseum.at/language/en-us/home/ausstellungen/ausstellung-detail/articleid/452/urlmaster/false>)

The Proficient Pilot: When Accepting An Approach, Don't Get Caught Short

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



How many times have you seen that car that is trying to jockey for a "pole position" during rush hour traffic? They increase their risk of an accident on each quick lane change. Chances are just a bit down the road, they are no further ahead than the driver who went with the traffic flow.

That driver has accepted a lot of risk and received virtually no reward.

It's the same with flying. Sometimes taking the short cut is not what it seems to be.

For example, the controller asks: "Cessna N1452, can you accept a short approach?" If you say yes, you will be turning inside a Gulfstream jet on a six-mile final and fly direct to the numbers. Remember, as the commander of your plane, by accepting the short approach you will have to perform a ballet of precise flying to drop in and make a perfect landing on your target.

The questions I ask pilots who I have seen perform this maneuver is: what is the rush?

Why take on the added stress of executing excessive bank angles and flying an unstabilized approach when you could have just continued your downwind and followed the Gulfstream in?

There are actually two situations in this landing scenario that could lead to a mishap. First, I try to understand why a GA pilot wants to accept the responsibility to maneuver their plane on a close-in glide path toward the runway with possibility of excessive speed and over banking.

Then once you're on the ground, you'll probably be faced with max braking as the tower asks you to expedite your turn off to make room for the heavy. Chances are you'll flat-spot one of your tires. Was this avoidable? Absolutely. Also, if you are accepting a short approach there could be a few hidden obstacles, so always be prepared for the go around. If it's training and well rehearsed this would be an acceptable risk, but unrehearsed will be a higher risk.

Standard operating procedures (SOP's) are organized and practiced to minimize RISK and prevent a mishap. We teach short approach as a means to escape the normal pattern should the engine develop a problem. Besides, most GA pilots can't hit the mark without over banking and overshooting the target. Again, why risk it?

The best solution is to go out and try a few short approaches with your instructor and see how you do. There may come a time when you will need to execute a short approach. It's better to be ready and well practiced when that time comes.

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Last Updated on Monday, 15 December 2014 11:10

- **[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 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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