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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.

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[DA62 A Huge Success; Premier Sells First Unit The Week After Model Introduction At NBAA.](#)



Gull wing doors ensure easy access to the cabin; baggage space is plentiful

Diamond's long-anticipated new twin, the sleek, diesel-powered DA62, was met with huge applause from pilots and the aviation press alike when it was introduced at the recent NBAA convention in Las Vegas. As proof positive of the DA62's warm welcome in the US marketplace, in the short time since the introduction Premier has sold its first DA62. An optional seven-seat twin, the DA62 cruises at 198 kts with a range of 1,285 nm and a full fuel payload of 1,033 lbs – all while burning 11.8 gallons per hour in long range cruise.

"We are extremely pleased – but not surprised – that one of our customers has already embraced this plane," said Fred Ahles, president of Premier. "This aircraft is like no other in the market in terms of safety, performance, equipment, comfort and convenience. It has docile handling characteristics, is extremely economical, is stunning to look at, easy to get in and out of, and extremely comfortable to ride in."



The DA62's interior is roomy and luxurious, with seven seats

"One of the features of the DA62 that has gained the most attention is the four optional metallic paint schemes available to buyers (along with a custom paint option). Together with the gull-wing doors, the aircraft has a space-age look and feel to it," says Jeff Owen, vice president for piston sales at Premier. "Everyone who has seen the airplane is calling it a true flying SUV that does not compromise on range or useful load." The aircraft is powered by twin Austro AE330s, a turbocharged, fuel-injected 2.0 liter jet fuel engine. It comes equipped with an integrated Garmin G1000 flight deck, color radar as well as optional FIKI deice and air-conditioning. It has a maximum operating altitude of 20,000 ft.



There are a limited number of 2016 production positions available for the DA62. To learn more about the aircraft or to request a brochure, contact Jeff Owen at (954) 771-0411 or click [here](#).

Mooney's Certified Pre-Owned Resale Program Takes Off



Two certified pre-owned planes have sold since the October announcement

On the heels of robust new aircraft sales for Mooney International this year, the company's new Certified Pre-Owned aircraft program, developed in partnership with Premier Aircraft Sales, has been a popular option for Mooney buyers since its introduction in October. Two of the four CPO aircraft offered since introduction – an Acclaim Type S and Ovation GX – were quickly sold. A 2005 Ovation 2GX is now added to the program, while another aircraft will be added to the program shortly.

The CPO program includes 27 points of inspection, repair and refurbishment of the engine, avionics, airframe, interior and exterior. The program is designed to attract new members to the "Mooney family" by ensuring a selection of superior-quality pre-owned aircraft are available in the marketplace. The program, which applies to 2004-2014 G-1000 equipped aircraft, also includes a "Fly-Away Guarantee" providing free repair or replacement of inoperative equipment for the first 30 days or 10 hours after taking delivery of the aircraft as well as a factory-signed certificate of authenticity verifying all work was done. Eligible aircraft are required to have the work performed at a Mooney Factory-Authorized Service Center. The lengthy list of engine, avionics and airframe benefits of the program includes verification that all Airworthiness Directives, Service Bulletins, and Mooney Maintenance Manual items are addressed; all required and recommended inspections are current; engine and prop complies with manufacturer overhaul recommendations; rigging is tested and corrected; and a host of other items.

Cosmetic benefits includes touch up or repainting of all chips, nicks and scratches to paint; deep cleaning and reconditioning of leather seats; repair of sidewall and headliner scuffs; and buffing or replacement of taxi, landing and wing tip light covers. For more detail and a full list of amenities, contact Jeff Owen at (954) 771-0411 and click [here](#).

The Proficient Pilot: Automatic Button

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

Note from Fred Ahles: When we started Premier in March of 2003, Corbin was our first hire as Customer Service Manager. We knew that our business would grow based on providing first class customer service. Corby has proven to be the perfect hire. He wears many hats here, but he truly cares for each of our customers and is one of the finest flight instructors I have met. We have a saying at Premier, "the most important part of each transaction is proper training for the new owner or their pilot". Corby is involved in giving or setting up training for most of our clients. Corby puts a lot of thought into his monthly columns like the one below. If you want to receive a collection of prior columns, click [here](#).

Do you have a sophisticated auto pilot with all the features and feeling confident the auto pilot (AP) will keep you safe and out of trouble in clouds. Now that is great but what if it doesn't work and the reliability factor was challenged? Your hand flying and rapid scan are called in from the bullpen to activate precession flying in cloud and turbulence. Are you ready for this? Do you rely solely on the AP to keep the airplane flying 95% of the time? What about the other 5%? I encourage the use of the AP in high work load phases of flight. How often does the pilot hand fly the aircraft and work on the climb, cruise, descent and



approach referencing instrumentation scans? These are the necessary skills to avoid a loss of control. Abandoning those scanning techniques and sole reliance on the AP lets the PIC know a deficiency exists. Here is how to get started refreshing the IFR scan plan.

Schedule a lesson with a CFI and practice the IFR scanning techniques to identify any lag and deficiencies. Then proceed to include the proficiency scan on your solo flights, meaning hand fly the aircraft reference to instruments in the climbs for the first five thousand feet. Practice five minutes straight and level cruise scan. Descent scans practice five minutes. There is a total of fifteen minutes of IFR scanning excluding the approach.

The proper scan for a constant airspeed climb is critical to know and execute as pilots depart into IFR cloud layers near terrain where they must rapidly scan and correctly interpret the instruments. For pilots that rely on the AP to do this every time be ready the day it doesn't work, your scan and interpretation better have success.

Example: Constant airspeed climb entry and cruise climb

1. What instrument is used for initial pitch and how much?
2. When do you add power?
3. What instrument is primary for pitch?
4. Scan rate?

Answers: end of this article.

Loss of control attributed to misinterpretation of instruments happens and a correctable skill but the operator first must recognize the deficiency and do something about it. Increase the training schedule to include more IFR scanning. There is a simple track to follow that I included with this article for pilots to challenge themselves. Find a good safety pilot or CFI that will fly with you, now, now, now. Your ego can't get in the way of this learning environment as the pilot defines his/her precession by executing the maneuvers over printed tracks and don't let the CFI or safety pilot distract your abilities. They should provide minimum guidance on the first attempt and discuss any deficiency prior to the second track.

Improved technology in cockpit instrumentation with PFD and MFD displays give pilots better situational awareness but the hand flying skill still requires the pilot to properly interpret the instruments and make corrective actions. Glass is reached the ten year mark in small GA aircraft since Diamond aircraft was the first manufacture to introduce the G1000 in 2005. Since then many improvements to the glass world of flying include the synthetic vision, a 3D look at the earth's surface on the PFD. How amazing is that for situational awareness.

The NTSB put loss of control in the MOST wanted list in 2015. With more GA aircraft installing advanced safety technology into both new and older aircraft the situational awareness and reliability of instruments could lead to less loss of control accidents if pilots practice the proficiency using the proper scanning and interpretation techniques.

Answer:

1. Attitude indicator-pilot should know the approximate pitch attitude for a give airspeed climb. Five degrees. It will depend on make and model.
2. Add power when the airspeed reaches the target climb airspeed
3. When established in the constant airspeed climb the airspeed indicator is primary for pitch. The attitude indicator is used to make the minor corrections.
4. Performance instruments: Airspeed, Altimeter, Vertical Airspeed. Control Instruments: Attitude Indicator & Power indicators.

George Jetson a cartoon character who lived in a futuristic world with automation at his finger tips, had a job title in a high tech equipment manufacture as a digital index operator. Jetson's primary job was to sit and repeatedly push a single button on a computer. Charles Lindberg didn't have the luxury of an autopilot he hand flew the Spirit of St. Louis which was unstable, keeping Lindberg awake. Today, pilots have the luxury of auto pilots but we also must remind ourselves of the instability in our training when autopilots aren't operable or fail. Murphy's Law disables the autopilot when the conditions warrant the use of the auto pilot so be prepared and practice your IFR scans without the autopilot.

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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 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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