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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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[Mooney Wows The Crowd At Sun 'n Fun With The Impressive New M10 Series.](#)



Mooney International took center stage at Sun 'n Fun this spring to officially unveil its exciting new M10J and M10T to the U.S. market.

"The new M10 series Mooney will add a new product dimension to the current production lineup, which is currently anchored by the popular M20 Ovation and Acclaim aircraft," said Mooney CEO Dr. Jerry Chen. "The M10J and M10T are bringing new technologies and innovations to general aviation and Mooney aircraft that have not been seen before."

The Mooney M10T is a modern fixed-gear composite training aircraft powered by Continental's 135-horsepower, CD135 diesel engine. The higher-performance M10J is designed for the individual owner/pilot and will feature more luxury amenities and higher performance thanks to its 155-horsepower, CD155 Continental diesel engine.

"The new design shows our focus on aerodynamics and continues the Mooney tradition of efficiency and speed," stated Mooney Vice President of Engineering, Tony Parker. "The stylish and ergonomic interior of the M10 will ensure an enjoyable experience for the pilot and passengers."

During the official media introduction of the new M10, Mooney representatives stated that they expect to achieve the first flight of the proof-of-concept M10 later this year.

For more information on the Mooney M10 or Mooney M20 series aircraft, please contact Fred Ahles, President, Premier Aircraft Sales at (954) 771-0411 or email Fred.Ahles@flypas.com.

Have You Ever Secretly Wished You Could Be A Fighter Pilot? An Aerostar Can Make That Dream Come True.

By Fred Ahles, President, Premier Aircraft Sales, Inc.



We pilots get a special thrill whenever we fly, but who hasn't dreamt of the speed, climb performance and handling that a fighter jets provides? I have, but unless you have the dough to buy your own F16, how can you even come close?

The king of the twin engine, high-performance mountain has always been the Piper Aerostar. The Aerostar was designed by legendary fighter plane designer Ted Smith (father of the F-86) to be the closest thing you could get to a fighter in a GA airplane. The results were legendary—pilots for two decades flocked to the Aerostar line when they wanted the rewards of a military-like design.

In 1978 after Ted Smith's passing, Piper bought the Aerostar Company. The engineers and Piper immediately went to work with the Ted Smith team to develop the ultimate performing Aerostar. In 1984 Piper introduced the 700P—the fastest Aerostar ever with a host of engineering improvements.



One of Piper's first 700P customers, Stuart Millar, loved the Aerostar so much he bought the Piper Aircraft Company! Stuart was a WWII P-47 pilot who loved the way the Aerostar handled and the feeling of power he got climbing out at 1,820 fpm.

And today, we have Stuart's 1984 Aerostar for sale.

Some lucky individual who is ready to combine high performance and excitement will soon be the proud owner of N6907A. This plane just had an annual inspection at Aerostar World and passed our rigorous prebuy inspection. It's in outstanding condition with performance that can't be beat. Consider the stats:

- 260 knots high speed cruise
- 225 knots long range cruise
- Initial climb rate 1,820 fpm.
- Stall speed 80 kts.
- Range 1200 nm (w/optional fuel).
- Takeoff distance (over 50' obstacle) 3,080'.
- Landing distance (over 50' obstacle) 2,100'.
- 7800 foot cabin at 25,000 feet ceiling

If you have ever dreamed about owning a little fighter plane, this machine will get your adrenalin going!

We can arrange training, take trades and have excellent financing available. If interested contact me at fred.ahles@flypas.com or (954) 771-0411.

Making The Coolest Light Twin Even Cooler!

Premier Aircraft Services introduces air conditioning for the Diamond DA42 family.

By Art Spengler, VP, Operations, Premier Aircraft Sales, Inc.



While the Diamond DA42 is truly a wonderful airplane, one thing DA42 owner/operators keep asking is, "How can I make my 42 as cool feeling on the inside as it is cool looking on the outside?" The answer: an air conditioning installation!

As the nation's largest Diamond Service Center, we are proud to announce that Premier Aircraft Service is now the exclusive sales and installation center for an FAA STC'd, all-electric cabin air conditioning system for the DA42.

Weighing only 52 pounds installed, the system's 16,500 BTU output delivers a chilly 38° temperature at the air vents within five minutes of start up. And because it can be operated with a ground power unit, it's the ideal way to have the cabin cool and comfortable before you and your passengers climb aboard.

Installation of the system including new cabin air vents, A/C compressor, evaporator, condenser and blower fan takes three-weeks at our FXE facility. The system cost is \$38,500 installed and comes with a full-one year warranty.

If you'd like more information on cabin air conditioning for your DA42, please call Art Spengler at (954) 771-0411 or email me at Art.Spengler@flypas.com

Continental Announces Their Spring Retrofit Special On CD-Series Diesel Engines!

Save up to 9,000 euros on the Continental retrofit kit before June 14, 2015



If you've been looking for the perfect time to upgrade your Skyhawk's worn-out, fuel-hungry Lycoming for a start-of-the-art 135- or 155-horsepower Continental CD-Series turbodiesel engine, this may be it. From now until June 30th, Continental is offering up to a 9,000 euro discount on their CD135 retrofit kit; click here to see the discount in US currency: <http://www.x-rates.com/calculator/>

"This is an unprecedented offer from Continental on the CD135 diesel engine," stated Art Spengler, VP Operations, Premier Aircraft Sales, Inc. "We have an STC to do the engine change from the Lycomings to the CD135 diesel at our facility at Fort Lauderdale Executive Airport (KFXE). And with a savings opportunity like this, now's the time to make the switch."

"With the rising costs and decreasing availability of quality 100LL Avgas around the world, we've had a lot of inquires from operators in Europe, the Caribbean and South America about the Continental diesel engine conversion on the Cessna 172," he said. "And now that Continental is offering up to a 9,000 euro discount, no doubt many of those inquires will tum into orders."

Spengler also explained that they type of Lycoming engine in the airplane designates the amount of the actual discount from Continental. Roller-tappet engines receive the 9,000 euro discount and non-roller-tappet engines qualify for a 7,500 euro discount on the retrofit kit.

"As an extra incentive, if an owner places their order before June 14, 2015, Continental will also give them a voucher good for a cost-free delivery of one scheduled 600 hour gearbox inspection/change," he said. "That's a 2,600 euro value by itself."

If you'd like more information on the Continental Spring Retrofit Special or about converting your Skyhawk to a diesel engine, please contact Art Spengler at (954) 771-0411 or email at Art.Spengler@flypas.com

The Proficient Pilot: Smart Thunderstorm Deviation.

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



Summertime is here and that means an increased chance of convective activity pretty much anytime you fly, especially if you're traveling anywhere east of the Rockies.

If you don't think that's a big deal, let me ask you a question: Have you ever been too close to a thunderstorm? If you have, then you know first-hand how important thunderstorm avoidance and even trip cancellation/postponement can be to you and your passengers' safety. If you haven't, then this column is for you.

First off, let's discuss how to make a T-storm avoidance plan for your summer trip. The best first step is to make a check of the long term forecast for the potential of any convective activity along your route. It's the first thing I do before I start pre-planning any trip.

Start with plan "A" but also have an alternative plan "B" if the weather is beyond you and your aircraft's capabilities to circumnavigate and avoid what can at best be a very uncomfortable ride.

Another great source for thunderstorm avoidance is the FAA's Advisory Circular: AC -00-24C on thunderstorms. You can download a pdf at: http://www.faa.gov/documentlibrary/media/advisory_circular/ac%2000-24c.pdf

Next, every pilot should be familiar with the thunderstorm forecasting charts. If you want a refresher, it's a good idea to visit: <https://aviationweather.gov/>

When you start to review the charts prior to your departure look to see if there is strong frontal squall crossing along your path. If there is, plan on stopping about 100 miles on the upwind side of the squall line. That gets you on the ground with plenty of time to get your airplane in a hangar.

I've had this situation happen to me a few times and was prepared by calling the FBO in advance to reserve a spot in their hangar. Wind and hail can do a lot of damage to an airplane in a very short time.

If you are en route and you want to see if the storms are circumnavigatable, you can always contact flight watch 122.0 to update the track of the storms. In most cases ATC can provide suggested headings to avoid the heaviest areas of precipitation. But unless you're flying a really fast airplane, it's a better idea to not try to outrun the storm.

Other cells can quickly pop up along your route and surround your aircraft. Being in the middle of a group of T-storms is not where you want to be.

Of course if you have onboard satellite weather (and who doesn't these days?), you must totally avoid any areas displayed as red or magenta. Personally, I steer clear of yellow areas also. Even flying near areas of red and magenta can mean you will encounter hail or get pounded with large rain drops. Again, plan on the side of safety.

Also, before you charge into an area of rain, remember that your Nexrad display is at least five minutes old and experience has taught me that a T-Storm can change a lot in five minutes. So always make safety and storm avoidance your number one priority. Tomorrow's another day to fly.

That is why you always have a "Plan B" needs when it comes to your flight planning. Flying in South Florida as much as I do, I've been in this storm avoidance scenario a few times. I never want to enter the terminal area when there's a storm present or approaching. It's much smarter to WAIT until the T-storm dissipates. If I am 300 miles away and the storm is in the mature stage I will get continual updates from ATC to make my decision to land or wait it out at another airport.

Of course, if the storm is well into it's dissipating stage I will continue to the terminal area. But, I still keep a close eye on it.

Many times in South Florida I will listen to the tower frequency on my second COMM 50 miles out to hear the tower reports from the arriving and departing aircraft. As I get closer I may even ask the tower what the storm movement is and surface winds are. Any report of low-level wind shear means we need to avoid the area until the storm completely dissipates.

Here are a few notes to review for T-Storm avoidance:

1. Allow for flexibility in your schedule.
2. Leave in the early mornings or later evening hours to avoid convective activity.
3. Use more than one in-flight resource to gather en route convective updates. I like a combination of Nexrad cockpit display and communications with Flight Watch on 122.0.
4. Looking out the window-deviations by ATC are suggested heading to avoid precipitation. If at all possible, stay in VFR conditions where you can see cloud formations.
5. Always have an exit plan. Never approach a convective area without one.
6. Do not solely rely on ATC for all of your deviation planning. They have other aircraft to monitor. Bottom line: it is your responsibility to avoid T-storms.
7. Use the path of least resistance, meaning follow a flight path that avoids the heaviest concentration of precipitation.
8. If you don't feel comfortable with any ATC instruction, notify them immediately and ask for an alternate routing. Don't wait hoping it's going to get better. It probably won't.
9. Activate plan "B" with ATC. You should have the plan and not rely solely on ATC instructions.
10. Avoid it all together and choose a day when T-Storms are not forecast.
11. Again, you are totally responsible for the safety of every flight no matter what the weather.

The Premier Aircraft Sales Team: Who We Are, And Why We Love What We Do

With over 100 years of combined experience and more than 1,300 airplanes sold, Premier is one of the nation's largest and most respected aircraft sales organizations. While our depth of experience is truly impressive, what really sets Premier apart is our team of sales professionals.

You can't achieve our unprecedented level of long-term success without having a group of people who truly love what they do. Whether you are buying your first or your 10th airplane, our sales and support team is totally dedicated to making the process a truly enjoyable one.

Premier is a go-to source in the US for foreign buyers searching for pre-owned piston aircraft. We've delivered airplanes on six continents and over 30 countries, including Canada, Mexico, Guatemala, Panama, Ecuador, Bolivia, Colombia, Venezuela, Chile, Argentina, Brazil, Suriname, Bahamas, Bermuda, England, France, Denmark, Switzerland, Germany, Italy, Spain, Belgium, Turkey, Lithuania, Bulgaria, Czech Republic, Israel, United Arab Emirates, Morocco, South Africa, Australia, Thailand and Singapore.

Our sales and management staff includes ex-factory personnel from Diamond, Cessna, Mooney, Socata and Piper. We have on-staff experts with experience flying and selling an unprecedented array of aircraft including Aerostar, Aviat-Husky, Bellanca, Beechcraft, Cessna (piston and jet), Cirrus, Columbia, Commander, Diamond, Lake, Lear, Liberty, Maule, Mooney, Pilatus, Piper, Pitts, Socata, and Tiger. Give us a call to discuss your buying or selling needs at (954) 771-0411.

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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

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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 a 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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