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PIREPS June 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.

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[Mooney Ultra On Display At Addison Airport In Dallas June 17-18](#)



The new Mooney Acclaim Ultra, the next generation of the Acclaim Type S, will be on display at the upcoming Texas Aircraft Expo at Addison Airport (KADS) in Dallas June 17 and 18. For the first major upgrade in more than ten years, Mooney has completely reimagined its flagship aircraft. It now features an elegant cockpit, seamless ergonomics and a radically redesigned interior. Not a switch, jack or control has escaped scrutiny, as evidenced by touches such as USB outlets throughout and a center console for keypad, side controls and lighting. The aircraft is quieter thanks to a single-piece composite shell around the cockpit, replacing overlapping sheet metal, creating a sleek and streamlined aesthetic. The redesign includes a new pilot-side door as well as passenger door, widened an additional four inches to provide unparalleled ingress and egress. The Dallas/Addison Expo will be at Cutter Aviation on Friday, June 17 from 3-6 p.m. and Saturday, June 18 from 10 a.m.-2 p.m.

Here are some highlights of new features offered on the Ultra Acclaim:

Comfort, convenience and visibility: Most noticeable is the new left-side pilot door, a first for the M20 series. Doors on both sides of the cockpit ensure easy entrance and exit for customers. In addition, both pilot and copilot doors have been stretched in length by four inches to allow better rear-seat access and offer better visibility thanks to larger cabin windows.



Composite technology: The new Ultra models incorporate composite technology with a single-piece composite shell that wraps around the all-metal roll cage surrounding the occupants, providing unprecedented protection. This new composite shell eliminates several riveted panels and allows for even tighter tolerances for the doors and windows – which will yield an even quieter cabin.



Professional-quality flight deck: Inside the new Acclaim Ultra is an ergonomically perfect interior which reduces pilot workload and increases passenger comfort. In addition to new soft-touch switches and optimized switch locations, the new interior features an integrated Garmin flight management keypad for use with the aircraft's G1000 system. Mid-Continent's all-in-one stand-by instrument with four-inch displays and internal battery has also been centrally located in the panel, as have the flap, landing gear, and rudder trim controls.

Performance: The flagship Acclaim Ultra has a typical useful load of 1,000 lbs; take-off distance of 2,100 ft. (isa, sl, mtow, 50 ft obstacle); landing distance of 2,650 ft (isa, sl, mlw, 50 ft obstacle); maximum rate of climb of 1,375 fpm; maximum operating altitude of 25,000 ft; maximum cruising speed of 242 ktas; and maximum range 1,275 nm with long range fuel tanks and economy cruise. For more information about the Acclaim or Ovation Ultra, or to review Premier's extensive inventory of pre-owned Mooneys, contact Richard Simile at (334) 826-1660 or richardsimile@flypas.com.

Premier Announces Referral Fee Program For New Diamond And Mooney Purchases; Private Individuals, Flight Instructors And Maintenance Professionals Eligible



Premier Aircraft Sales President Fred Ahles has announced a new prospect referral program that provides a "meaningful referral fee" to individuals who bring forward a prospect that eventually purchases a new Diamond or Mooney aircraft.

"New aircraft purchases are a major decision, and we have found that many purchasers collect information from fellow pilots, flight instructors or maintenance professionals prior to approaching Premier. Our program recognizes the role that such an individual plays in educating the purchaser of a new aircraft."

To be eligible, the referral must be that of a new prospect, meaning an individual who has not previously been in contact with Premier. For more information on the specifics, contact Vice President for Piston Sales Jeff Owen at (954) 771-0411 or jeff.owen@flypas.com

The Proficient Pilot: Picking The Path

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

Summertime is a fun time to fly, with long daylight hours and favorable temperatures. As the atmosphere heats up, so does the convective activity. Flight planning a cross country in the summer can be just as challenging as the winter. Winter months generally have pretty precise forecasts regarding exactly when conditions are going to deteriorate. Pilots use this to avoid flying aircraft into airfields that do not support winter operations when the white stuff is falling and low visibility with icing.



What about the summer weather forecasts? These change rapidly as the sun begins the process of heating up the atmosphere, and those tall cumulus nimbus clouds begin to rise and create the friction of a thunderstorm. This information is available from the www.aviationweather.gov; look up the extended convective forecast product (ECFP) and the probability of convection 72 hours in advance of your trip. Let's see how to navigate with convective activity forecast.

Flying your aircraft in smooth air with good visibility and cooler temperatures in a summer morning is enjoyable. Flying the aircraft in the afternoon has a high probability of bumpy turbulence and avoiding the cumulus clouds. Finding an altitude in the middle of the afternoon with the smooth conditions may be a challenge unless you climb to a flight level for smooth air. If you are challenged with navigating the convective areas beware of lightning and severe turbulence associated with thunderstorms.

So how do you avoid this? Start with planning and if unsure stay on the ground. Even with the NEXRAD and storm detection equipment on the aircraft, pilots need to pick a flight path of least resistance to navigate away from the convection or just

avoid the flight in that area all together.

My story is a flight at seventeen thousand feet along the Gulf shore of Alabama and Florida with a storm scope and on-board radar, knowing I was going to go around an area of convection and would encounter it two and half hours in the flight. I received the updates from FSS and the equipment appeared to be working ok. When I was closer to the area I noted the storm scope was a fireworks show at 150 miles ahead and to the left of the nose. The radar is going to be accurate the closer I get to the area within 80 miles. I have a way out – a right turn to the gulf in case my intended flight path is covered up. As I entered the area I was given updates by ATC; the heavy precipitation returns were to the left of the flight path. I entered the high layered stratus clouds from the out flow of these storms, now relying on the radar and storm scope as my “exterior eyes”. I thought I was far right of the storms. What surprised me was the quick entry in the moderate accumulation of rime ice with turbulence, and I immediately requested the ninety degree turn to the gulf, the path of least resistance. ATC said we need to coordinate that, so “standby”. I said I need to turn now and they granted the request as the radio transmission was deteriorating with ice on the radio antennas.

A “what if” moment? What would you do if ATC communications were lost? The aircraft is certified for flight into known icing, but I normally play it safe and just avoid these conditions. I thought that was going to be the case here at 17,000 feet. The radar let me down and was not returning the clouds that were on the flight path; it wasn't working properly. Thank goodness for the storm scope and ATC as I draw a mental picture of the area with this information.

As I turned towards the gulf over water, I broke out of the clouds and looked out the side window to see the black wall and a spectacular lightning show to the north, and it was more than 20 miles away! The lesson learned was these massive thunderstorms can affect conditions well beyond the twenty miles. Know the path of least resistance – and sometimes that is staying on the ground. A few guidelines to avoid thunderstorms are below.

How to Avoid Thunderstorms

1. Strategically plan by using the Extended Convective Forecast product to help pick the path of least resistance.
2. Leave early in the morning and later in the evening when the convective activity from heat settles down.
3. DO NOT solely rely on weather avoidance equipment onboard the aircraft to keep you safe when operating near the convective area.
4. Convection happens rapidly; ask ATC for deviations as early as possible.
5. Continually confirm with FSS your route plans and alternate routes, as large gaps in convective areas can close up rapidly.
6. Do not pick your way through an active thunderstorm area; pick a path of least resistance around the area. See the tall clouds and avoid them.
7. Use multiple weather resources: NOAA, FSS, ATC, PIREPS, CWA, Nexrad
8. Do not assume it will get better, PIC must know it will get better, or stay away.
9. Small thunderstorms are as deadly as big storm systems.
10. Thunderstorm flying is difficult, especially at night. If there's any question, don't go.

Develop your summer flying plan with a good understanding of thunderstorm avoidance. We only touched on the avoidance resources and techniques, exiting a storm are another topic. Florida typically has a thunderstorm routine in the afternoon. If you live anywhere in the US where summertime convective activity is the norm, set your watch for 1 p.m. from June to October and you will see the cumulus nimbus many afternoons as the “convection recipe” is perfect. These storms reach altitudes of forty thousand feet with hail and lightening and moderate to severe turbulence – and there's no fail-safe way to know what the weather will be like when you get near the forecast convective area.

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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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PIREPS Archive**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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Premier Aircraft Sales, Inc. Fort Lauderdale Executive Airport (FXE)
5544 NW 23rd Avenue, Hangar 15 Fort Lauderdale, FL 33309
Main 954-771-0411 Fax 888-206-0582

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