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PIREPS March 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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[Diamond's Revolutionary DA62 On Tour Now; Contact Us For A Private Showing And Demo](#)



Diamond's sleek, diesel-powered, seven-seat DA62 will be on a demo tour throughout the US this spring, stopping at Sun n Fun before heading home to London, Ontario. Pilots interested in moving into the most technologically-advanced light twin on the market are invited to a personal showing from one of Premier's Diamond experts. The aircraft will be in **Arizona** March 12-13; various locations in **Texas** March 16-24; **Arkansas** March 30; **Louisiana** April 1-2; various locations in **Florida** April 3-17; **Georgia** April 19; **Alabama** April 20; **Tennessee** April 22 and **Ohio** April 24. [Click here to register your interest in viewing the plane, and a Diamond specialist will contact you to arrange a date and send a brochure on this revolutionary plane.](#) Alternatively, call Jeff Owen at (954) 771-0411 ext.104.

The DA62 has been met with a lot of excitement from pilots and the aviation since its introduction last fall, and was recently certified in the US, allowing production to begin. 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 Jeff Owen, vice president for sales at 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."

"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," he said. "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 [Jeff Owen](#)

[Mooney Introduces 2016 Acclaim and Ovation Ultra; Pilot-Side Doors, Keypad FMS And Composite Skin Top Changes](#)

[Click here to contact Premier to arrange private demos by appointment or at Sun n Fun](#)



Mooney International has introduced a major redesign of the M20-series aircraft with the recent introduction of the 2016 Acclaim and Ovation Ultra models. Among a host of changes, the M20V Acclaim and M20U Ovation are outfitted with a pilot-side door, keypad flight management system and composite skin components.

At the recent launch event in Kerrville, Texas, Mooney said it took a "clean-sheet approach" to the airframe, interior design and instrument panel enhancements. The company is seeking to broaden the appeal of the aircraft, well known as the fastest piston singles in their class, to those looking for a super-comfortable and luxurious interior, improved cabin access, and a professional flight deck.

Premier will be arranging demo flights in the Acclaim and Ovation ultra through individual appointments and at Sun n Fun. For more information and to schedule a demo ride, contact [Richard Simile](#). Here are some highlights of new features offered on the Ultra models:

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 schedule a demo, contact Richard Simile at (334) 826-1660 or [Richard Simile](#)

The Proficient Pilot: Fatigued and Forget

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



Cessna N1234 turn right heading 340 and descend and maintain 8000. N1234- Chicago center? N1234 turning right 300 and descending to 8000. Chicago center- Cessna N1234 "NO" turn right heading 340 descend and maintain 8000. Roger N1234 heading 340 and 8000. This pilot might be feeling the fatigue and forget factor. Certainly not replying correctly to the center instructions. Is fatigue complicating the pilot's decision making? Let's look how the pilot began his day. The pilot started his day leaving the hotel at 730 am for a meeting at 830 with a luncheon followed up with a short drive to a project site twenty miles away from the office and then back to the office for a final meeting at 4pm that finished up at 5pm with a short dinner till 6:30pm. Now the pilot can focus on his flight planning for an hour and half flight which will end with a night landing at 9pm? OK, now ask yourself if you have been in this situation before? Is this pilot physically and mentally at an alert level to fly and handle complex ATC instructions and deal with any emergencies effectively? Probably not as good as a pilot who didn't have all this activity in the last twelve hours. The pilot is fatigued and will likely forget to perform certain tasks that are considered routine. The pilot should include the flight as part of the work cycle in a twelve hour day.

What procedures are pilots developing to prevent situations like this from occurring? Here are a few guidelines to include in your flight planning. A personal minimums checklist should be used as the pilot plans the trip. The physical condition of the pilot is important as the amount of fuel needed in the aircraft, It's one of the elements in the checklist. I included a link and

PDF of this personal minimums checklist for readers to download and use in their flight planning. Modify the lifestyle that causes fatigue. Know when to say I'm tired and it's time to rest and stay grounded.

https://www.faa.gov/training_testing/training/fits/guidance/media/personal%20minimums%20checklist.pdf

Flying your plane is physically demanding and preparation is a key element to prevent the onset of fatigue. I use these basic guidelines when operating on a full day of activity ending with a flight.

1. Twelve hour rule- like the airlines all flying must be accomplished in twelve hours and this hourly rule is shortened when the day contains a lot of physical tasks,
2. Weather is favorable for light workload
3. Safety pilot consideration
4. Stay hydrated prior to the flight
5. If you have supplemental oxygen in the plane use it.
6. Any deviation from the original departure plan is a caution to reevaluate, if the flight is necessary.
7. Signs of fatigue before the flight stay on the ground.
8. How long did you sleep?
9. How long have you been awake?

Identify your fatigue signs and be honest how well you are feeling to fly. Try planning the arrival at your destination before 10 pm and avoid eating large meals before flights. A good night rest is very important the day preceding the flight. Lots of planning is done in advance of the flight besides the navigation and weather decisions. The pilot must be prepared as well. Even if you are on a low level cross country and have the opportunity to use oxygen- use it. A pulse oximeter measures the oxygen saturation in your blood and a great device to have in the aircraft on cross countries. This device will display the human performance level just like the engine monitor does the engine. Don't forget that fatigue is a real factor in aviation accidents and low performance. Relying on the human body to perform cognitively at a high level after a long day is not going to be at peak performance. Recognize the risks and reduce them so you don't forget to perform routine tasks. Keep your sanity and forget trying to fly a marathon day. Wake up fresh and ready to go the next day. As a pilot you must be able to recognize when the brain is ready to rest. Even a short cat nap can enhance the alert level. Charles Lindbergh was sleep deprived when he flew the non-stop trip from NY to Paris in thirty three hours, no autopilots back then, he just went on, the plane was unstable so he was continuously stimulated.

STAY ALERT. DON'T FORGET TO REST.

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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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