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## PIREPS May 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](mailto:dale.smith@flypas.com)

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### Premier Aircraft Service Is Now An Authorized Cessna Service Center.

Premier Aircraft Service has been appointed as an authorized Cessna Service Center. "Earning this authorization is a testament to the skills and dedication to excellence that our team of aircraft technicians demonstrates every day on every type of aircraft we maintain," says David M. Pomerance, Chief Operating Officer of Premier. Premier is also an authorized service center for Diamond, Mooney, Centurion, Austro and Lycoming.

"Our location at FXE (Fort Lauderdale Executive) means that local owners of Cessna piston singles won't have to fly far from home to get all types of inspections and maintenance done at a factory authorized facility," he added. "When you combine Premier's convenient location with our highly skilled technicians, it's easy to see why we expect Premier to become the preferred Cessna Service Center in the region."

"We are also a jumping-off point for flights in the Caribbean," said Pomerance. "Our location is ideal to get that one last 'tweak' done before heading out over water for island destinations.

"We have been doing a lot of maintenance on Cessnas for a long time," he said. "The factory authorization now gives the capability to provide in-warranty service and maintenance for newer aircraft. We've already had calls from Cessna owners who are excited to have this service available here at FXE."

For more information about Premier Aircraft Service and its Cessna maintenance capabilities, please contact Art Spengler at (954) 771-0411.

### Premier Edition Diesel 172 Program Takes Flight.



**Featuring A Centurion 2.0 Turbo Diesel Engine And Garmin Touch-Screen Avionics, The First Converted Plane Generated Tremendous Excitement At The Texas Aircraft Expos.**

The Premier Edition Diesel 172 has created a lot of excitement and inquiries following its first public debut at the Texas Aircraft Expos in Midland, Dallas and Houston this month.

"The new Centurion 2.0 turbo diesel engine coupled with a Garmin G500 PFD/MFD and a GNS750 touch-screen GPS/COM/NAV avionics package make this the airplane to own," says, Premier VP Operations, Art Spengler. Spengler said that at 75% cruise power, the Centurion-powered 172 will burn about 5.2 gallons of Jet A-1 per hour. The typical Lycoming-powered 172 will burn around 9.2 gph at the same power setting.



"While the Centurion 2.0's ability to run on less-expensive Jet A-1 fuel is what everyone wants to focus on, the upgrade also gives owner/operators a number of other benefits, including a much easier-to-operate single lever FADEC system," says Spengler. "With FADEC on board, engine power, mixture and propeller settings are all done with one lever. No more worrying over fine power/fuel adjustments," Spengler stated. "It's an extremely attractive feature for flight schools in particular. No more worrying over whether or not a new student is running an engine too rich or lean."

For more information on the Premier Edition 172, contact Art Spengler at: [art.spengler@flypas.com](mailto:art.spengler@flypas.com) or call 800.903.8402.

### **First New Production Mooney Acclaim Going To The Highest Online Bidder.**

**Company's New Mantra: "Safety, Speed And Style."**



If you're one of the legions of "Mooneyiacs" who have their heart set on being the lucky pilot who gets to call the first of the new-generation production Acclaims their own, you better get your computer ready because the only way you're going to get it is to be the winning bidder during Mooney's online auction.

"We gave a lot of thought to the first airplane rolling off the line, because it is so special," stated Mooney International Corp. CEO Dr. Jerry Chen. Chen explained that the online auction gives all qualified bidders a shot at owning the plane. The winner will be announced on July 11<sup>th</sup>, two weeks before EAA AirVenture in Oshkosh, Wisconsin, where the aircraft will be on display. He also said that proceeds from the sale of the aircraft, valued at \$800,000, will go to jumpstart the recently established Mooney Museum at the company's Kerrville, Texas headquarters. The winning bidder can opt to sit on the Board of Directors and help shape the future of the museum.

Company COO Tom Bowen explained that the museum is being created as a 501C3 non-profit organization to preserve the history of the company and the brand, as well as celebrating the Mooney line, which is now more than 60-years old.

Once the first new Acclaim is off the line, the company plans to produce several aircraft in the fourth quarter of 2014, and then increase that rate in early 2015 with the goal of three a month later in the year.

"We have an aggressive plan to compete in the high-performance single-engine piston market and run a more efficient operation," Chen said. "In the past, Mooney's motto was, 'The Three Ss': Speed, Speed and Speed.' Today, I'm saying we want to not only emphasize speed, with our new 'Three Ss: Safety, Speed and Style.'"

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## The Proficient Pilot: Complete The Pre-Flight Safety Briefing.

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



Unless you were fortunate enough to be on board a recent Southwest Airlines flight and be entertained by a very creative Flight Attendant <http://www.youtube.com/watch?v=07LFBydGjaM>

you probably don't consider the pre-departure safety briefing as much more than the signal to turn off your cell phone.

Truth is, these briefings are important for commercial aircraft and critical for pilots and passengers of smaller aircraft. Have you ever wondered how well you and your passengers would handle an emergency in your aircraft? Do you really want to wait until there is an actual emergency to tell your front seat passenger how to help the back seat passengers get out?

Like most of us, chances are you haven't given an emergency egress plan any thought since your instructor asked you about it during your early flight training.

The truly prepared pilot takes everything into consideration before he or she starts the engine. What are your immediate action items for the unlikely, but possible occurrence of an engine failure after takeoff, en route or during an approach or landing? Here are four steps to help you get your safety briefing started:

1. Research the plan -FAR 91.517
2. Develop the plan
3. Practice the plan
4. Brief the plan

As the PIC, it is your responsibility to brief each passenger as to what you are going to do and what their responsibilities are - even if it's as simple as sitting there quietly and not to panic. Of course, the responsibilities vary by aircraft and type of emergency. And waiting until the unthinkable happens is, well, just waiting a bit too long.

For example, when you sit in the exit aisle of a airliner the flight crew asks the passengers seated in the exit row if they are willing to aid in the egress operations to open the over wing door. Well, if you're the PIC, then you need to do the same before every flight. In fact, it's required in FAR 91.519,

Far from causing unease in your passengers, this type of emergency egress plan demonstrates your high regard for safety and that you have a plan in place should something go wrong.

How about a ground fire during start? Have you planned and briefed your passengers for that scenario? Prior to turning the key, you should brief yourself for your immediate actions and relay the engine fire egress plan to the occupants.

Remember as PIC you are responsible for everyone and everything that happens on your aircraft. I've had pilots say that these types of briefings will make passengers nervous. "Do you think the engine will catch fire?" It's possible. But, it's more likely it will ease their minds knowing you are a very well prepared and professional pilot.

Your briefing should include the location and operation of cabin fire extinguishers, the location of rescue hammers, operations of the doors and cabin emergency exits, oxygen equipment (if available) and yes, even safety belts. It's not hard - chances are everything you need to know is right there in your aircraft's POH.

If the flight is out over water include a ditching briefing so each occupant knows his or her level of responsibility. This briefing should include the location and operation of all safety equipment. This briefing is especially important for cabin aircraft with one entry/exit door since everyone must exit through that one door.

The egress after ditching must be well orchestrated and practiced prior to departure. Stop and think about how difficult it will be for three or four occupants to exit after a splash down. The U.S. Coast Guard has a good overview for identifying tasks the pilot should consider when ditching. Here is a link to the downloadable file: <http://www.cawgcap.org/members/publications/261-united-states-coast-guard-water-ditching-procedures?path=>

Here is a link to a Coast guard ditching rescue of a C310 pilot executing a picture-perfect ditching in the Pacific: <http://www.youtube.com/watch?v=TJadOjAQq8A>

Don't take off without giving your passengers the best survival tools they have while riding on your wings. They trust your skills as a pilot and the duty to take command in any situation.

### Premier Pilot Tip: Preparing Your Pet To Be The Perfect Co-Pilot.



We've all heard the adage that a dog is a man's best friend, right? So it makes perfect sense that many GA pilots don't want to leave their best friend on the ground when they fly. That being said, flying with pets can be tricky. Smaller aircraft can be noisy, bumpy machines, and keeping your pet calm and happy can often be a daunting task. But if you're going to do it, there are a few important steps you need to remember to make sure both you, and your pet, arrive happy and healthy to your destination.

The first thing you need to think about is the age of your pet. If your pet's too young, or too old, it may be a bad idea to take it flying with you. The USDA is the organization that regulates all US air transportation of animals, and according to their guidelines, pets must be at least 8 weeks old prior to flying. While there is no USDA age regulation for older pets, you may want to avoid flying with them, as they are more prone to higher levels of stress and pain.

Make sure your pet is well tempered. No one knows your pet like you do, so making the right choice in this matter is an important judgment call. If your pet is temperamental on the ground, chances are it'll be the same, if not worse, in the air. Also, with the added noise of the aircraft, and the excitement of being in a strange place, verbal commands between will become very difficult for your pet to hear. You can always sedate your pet to keep it calm, but with sedation, your pet may be exposed to serious health risks, as sedatives at that altitude have an entirely different effect than they would on the ground.

Get a good carrier. While it's not a requirement to keep your pet in a carrier like on commercial aircraft, it's a good idea to bring one with you anyway. A loose pet on a plane can be a disaster if it gets scared or loses control. If you do use a carrier, make sure it's big enough that your pet has some room to move around. Remember to line it with towels, as "accidents" tend to happen often above 20,000 feet. Keep the carrier secure so it won't move, and have you're your pet close to you, or other passengers onboard. Make sure to keep a bowl of water and a small bowl of food handy, as your pet will dehydrate quicker in your plane than on the ground.

Protect your pet's hearing. Many animals, especially dogs, have a heightened sense of hearing. This can really affect them while onboard an aircraft, as noises tend to be loud and constant. Some pilots have found that using pillow foam or cotton to block your pet's ears works well. However, you do run the risk of getting these materials stuck in your pet's ear, which in the end will do more harm than good.

One option would be to buy your pet custom made earmuffs. Believe it or not, there are now a few companies that specially design and make these. Mutt Muffs are very popular with the airborne pet-set: <http://www.safeandsoundpets.com>

As a pet owner, it's always important to have your pet's best interest in mind before trying something new with them. Flying with you should be no different. Making the decision to fly with your pet may not be as easy as you thought. But if you use caution and good planning, you and your pet will have a happy and safe flight.

This story was originally posted by PremierAircraftSales on [HangarChat.com](http://HangarChat.com)

- **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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