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## PIREPS September 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 [flypas.com](http://flypas.com). *For best mobile experience, view this newsletter in Desktop mode.*

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### News Flash: FAA Will Pay You \$500 If You Install ADS-B Out Now!

The Federal Aviation Administration recently announced a new rebate program to encourage general aviation aircraft owners to install ADS-B Out avionics in their aircraft right now. The first 20,000 owners who apply after installation are eligible for an FAA rebate of \$500. The program will be in effect for one year, or until the 20,000 rebates are paid, whichever comes first. The agency is encouraging owners to contact their FAA Part 145 Repair Station (Premier is one; most shops are not) to schedule an appointment now.

With an estimated 160,000 aircraft in the US requiring installations, the FAA hopes to minimize the inevitable bottlenecks to installation that will occur as the deadline approaches – and possible groundings if the deadline passes and owners were unable to get an appointment. If you would like an estimate on an installation of ADS-B, click here to provide information and we will be in contact with you.

<https://www.surveymonkey.com/r/ADSB-Pireps>

#### What is ADS-B?

ADS-B stands for Automatic Dependent Surveillance-Broadcast. It uses GPS satellite signals to broadcast aircraft information continuously to air traffic controllers and other participating aircraft. It's the foundation of the FAA's [Next Generation Transportation System](#) (NextGen) and was developed to increase the efficiency and safety of the nation's [airspace system](#) by providing precise aircraft location information to air traffic controllers through a type of GPS tracking technology. ADS-B Out is the broadcasting part of ADS-B, allows controllers to see aircraft, and is currently mandated. ADS-B In is the "receiver" part, allows pilots to receive traffic and weather information, and is not currently mandated.

### Who Must Have ADS-B Out?

There are an estimated 160,000 aircraft in the US requiring ADS-B installations by January 1, 2020. This includes aircraft flying in certain controlled airspace – generally the same busy airspace where transponders are currently required. Aircraft that fly only in uncontrolled airspace where no transponders are required, and aircraft without electrical systems, such as balloons and gliders, are exempt from the mandate.

### Who is Eligible for the Rebate?

Aircraft owners of U.S.-registered, fixed-wing single-engine piston aircraft with avionics that comply with FAA technical standard orders and meet the rule requirements could be eligible for the rebate. The FAA is not offering rebates for software upgrades for aircraft already equipped, new aircraft, or aircraft for which the FAA already has paid or committed to upgrade. The FAA will be able to distribute 20,000 rebates – one rebate per aircraft owner. The rebates are available on a first-come, first-served basis for one year, or until all 20,000 rebates are claimed, whichever comes first. The FAA estimates that as many as 160,000 aircraft need to be equipped by the deadline.

### What Will An Installation Cost?

Installation costs will vary depending on the type of aircraft, equipment already installed, which features and functions the owner wants to have available, the altitude the aircraft flies at, and whether or not the aircraft flies out of the country. Upon scheduling an appointment for installation, customers will receive an estimate.

### How Do I Schedule An Installation?

Provide us with the information we need to prepare an estimate by clicking on <https://www.surveymonkey.com/r/ADSB-Pireps> and we will be in contact with you. You can also contact Ray Bysiewicz, Director of Maintenance at Premier Aircraft Service, at (954) 954-334-2393 or [ray.bysiewicz@flypas.com](mailto:ray.bysiewicz@flypas.com).

*Source: the information above was obtained directly from the Federal Aviation Administration website. For more detailed information, click on [more information about equipping](#) and the [rebate program](#), which will take you directly to the FAA website.*

## Finally! You Can Predict Today What You Will Deduct Tomorrow On The Purchase Of An Airplane In 2016

By Jeff Owen, Vice President, Piston Aircraft Sales

Unlike recent years when Congress passed last-minute tax bills, we now have permanent legislation offering Section 179 Expensing for small business and 50% bonus depreciation for new aircraft purchases in 2016 and 2017. If you purchase a business-use aircraft by the end of 2016, Section 179 Expensing provides qualifying taxpayers a \$500,000 immediate deduction for new or used aircraft.\* Why wait till December to make your purchase decision when you can predict the tax benefit now?

Section 179 Expensing requires the taxpayer to have sufficient earned income in order to benefit from this Expensing provision. Bonus depreciation allows qualifying taxpayer 50% deduction on the cost of a new business aircraft. This deduction is not capped nor does it require current year taxable income. Under some circumstances, this deduction may create a net operating loss for a taxpayer that can result in tax refunds from taxes paid in prior years. If you are a current aircraft owner, upgrading to a new business aircraft in 2016 can provide added tax benefits. For example, if you own an aircraft and have tax basis remaining, trading up to a new aircraft will free up the remaining tax basis immediately. Call me for further details when you start looking for a business-use aircraft.

\*Current tax law potential 2016 tax savings based on 100% business use and 45% marginal tax rate. Figures shown are an illustration and not a guarantee of tax benefits available. Contact your tax advisers for information. This incentive begins to phase out when the aircraft exceeds \$2 million and it is not available when the aircraft exceeds \$2.5 million. Source: Daniel Cheung, Aviation Tax Consultants <http://aviationtaxconsultants.com/>

**Click on the aircraft photos to learn more...**



**2016 Diamond DA62 Estimated Tax Savings \$421,088**



**2016 Diamond DA42 VI Estimated Tax Savings \$331,785**



**2016 DA40 Tundra Estimated Tax Savings \$218,250**



**2016 DA40 NG Estimated Tax Savings \$206,910**



**2016 DA20 C1 Eclipse Estimated Tax Savings \$102,510**



**2015 DA42 VI Estimated Tax Savings \$233,998**



**2014 DA40 XLT Estimated Tax Savings \$175,050**



**2013 DA40 XLT Estimated Tax Savings \$152,550**



**2012 DA40 XLS Estimated Tax Savings**



**2006 DA42-TDI 2.0 Estimated Tax**



\$138,555



2016 Acclaim Ultra Estimated Tax Savings \$288,551

Savings \$173,250



2016 Acclaim Type S Estimated Tax Savings \$269,651



2016 Ovation 3 Estimated Tax Savings \$241,301



2015 Acclaim Type S Estimated Tax Savings \$227,228



2009 Acclaim Type S Estimated Tax Savings \$184,500



2008 Acclaim Type S Estimated Tax Savings \$193,050



2008 Acclaim Estimated Tax Savings \$179,550



2007 Acclaim Estimated Tax Savings \$161,550



**2005 Ovation2 GX Estimated Tax Savings \$112,050**



**1986 M20K 252TSE Estimated Tax Savings \$78,750**



**2007 Malibu Mirage Estimated Tax Savings \$228,803**



**2006 Meridian Estimated Tax Savings \$236,903**



**2002 Malibu Mirage Estimated Tax Savings \$226,553**



**2005 Columbia 350 Estimated Tax Savings \$105,750**



**2005 Cirrus SR22-GTS Estimated Tax Savings \$103,050**



**1997 Cessna 172 Diesel Estimated Tax Savings \$101,250**

Notes: Tax Savings are based on 100% business use and 45% marginal tax rate with a 4th quarter 2016 purchase. Consult your tax and legal advisers for more exact information.

## Take Our Active Pilot Survey For A Chance To Win A \$100 Gift Card!

By Cathy Ahles, VP Marketing and Business Development

At Premier we pride ourselves on constantly collecting insights that help us understand your flying habits, what information you'd like to receive, how you would like to receive it, and how we can best serve you. We'd like to

invite you to take part in a survey of your flying background, experience, and information needs. Those who complete it by Oct. 15 are eligible to enter a drawing for a \$100 gift card. The survey takes about 10 minutes to complete, and the winner of the drawing will be contacted directly as well as announced on our Facebook page (with permission, of course). Just click on this link to take the survey and thanks so much for taking part. <https://www.surveymonkey.com/r/ActivePilots-Pireps>

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## New Safety Handbook Now Available!

One of the most popular features of Pireps is The Proficient Pilot, a regular column written by Premier's Corbin Hallaran. Among many hats, Corbin is Premier's chief safety officer and has created a huge body of knowledge to help pilots improve their pilot skills. [Click here to download our 55-page Proficient Pilot handbook.](#)

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## The Diamond DA62: It's Just That Simple!

By Lee Drumheller, Customer Relations Manager



On a recent trip to Diamond's factory in London, Ontario, I was in for a very special treat -- a personal walk-around and demo of the DA62 by Diamond's test pilot Bill Scott. This is Diamond's latest airplane, the crown jewel of the Diamond fleet, and has been much anticipated by the aviation community. For those of us who have flown multi-engine aircraft, simplicity is not the first word that comes to mind, but the DA62 makes a huge mark as a very simple and safe light twin. The Austro turbo-diesel powered DA62 is definitely going to be a game-changer for the light twin market. It is not only extremely efficient and capable, but it boasts some of the best safety features and flight characteristics of any light twin available for purchase today.

At 27 years old, I represent the up-and-coming aviators of my generation. We are enamored with technology and innovation. Walking up to the DA62 for the first time had this young tech-savvy aviator feeling like he hit the airplane jackpot. The DA62 stands tall and proud on its retractable landing gear, ready for its next mission. The fuselage design is sleek and sexy and the paint gleamed in the sun. As I did my initial walk-around taking in what was in front of me, I could tell this airplane meant business.

### The interior

When I opened the cabin door to see what creature comforts were inside, I was stunned by what I saw: supple leather seats, suede accents on the arm rests, air conditioning, and a gorgeous etched aluminum instrument panel and throttle quadrant. With the Garmin G1000 avionics suite with digital stand-bys, the interior is reminiscent of a \$100,000+ European sports sedan. Configured with either the standard five seats or the



available seven, I could see the possibilities: family trips to the beach, a guy's golf day at Hilton Head Island (yes, there is room for golf clubs), or even a corporate meeting a state or two away. Now that I had imagined the possibilities, I had to try out the seats for myself. At 6'1", sometimes airplanes can be a bit of a challenge for me, but there was absolutely no need to contort my body into any weird position. In both the front and middle row of seats, the plane fit me perfectly with room to spare. I had as much leg room as a first-class seat on a Boeing 757, only this time I didn't have to deal with the TSA. The optional rear seats were tested out by Fred (5'9" tall) and Cathy Ahles at NBAA last fall, and they both found them to be easy to get into, comfortable and roomy, with good visibility out the back windows.



Now it was time to spread our wings! After a short briefing with Bill and a quick thumb-through of the AFM, I was ready to get this machine in the air. I climbed into the pilot's seat with ease. With the adjustable seat back and electrically actuated rudder pedals, I custom fit my seating position and found the cockpit extremely comfortable and spacious.

### Startup

With a flick of the Electronics Master, the G1000 avionics suite came to life. Having spent a good bit of time in the glass cockpit environment, I felt completely comfortable. Firing up the Austro AE330 turbo-diesel engines was an unfamiliar experience to me, but Bill quickly set that to rest. "Just three steps," he said: flip on the engine master, wait for the glow plug annunciator to turn off and press the engine start button. It was just that simple. The FADEC (full authority digital engine control) computer controls the rest. I then repeated the same process for the right engine; I was shocked at the speed and simplicity of the system. An even greater surprise: how quiet the cabin was with the engines at idle. Without my headset on, what I heard was the gentle whirring of the MT propellers and the slight purr from the engines. As we waited for the engine to warm up, I couldn't contain my excitement.

### Taxi and takeoff

We taxied away from the factory and held short of Taxiway Golf as we got the current weather. With Information Juliet calling winds 200 at 15 knots gusting to 20, we called London Tower for our VFR clearance. We taxied to the active Runway 15. The DA62's ground handling is just as I expected, easy and docile; I had no problem keeping the airplane centered on the taxiway. Now we were holding short of 15 and it was time for the run-up. Just like the engine start, the run-up was incredibly easy: hold the ECU test button and let the computer do the rest. The RPM rose and fell, rose and fell, all controlled by the FADEC computer. After about 15 seconds, the test was over. It was just that simple. I repeated the same steps for the right engine.

Lights on, rudder and elevator trim set and the flaps set to take-off position, we were ready to go. It felt like a jet. I pushed the two throttles forward, corrected for the crosswind, and before I realized it, we had rotated and were in the air. I pulled the gear and flaps up as we climbed at 100 kts and 1200 fpm to 5000 ft. As we cleared the airspace, it was time for the true test of the DA62's abilities.

### And now, the really fun part!

Bill had me perform steep turns, stalls, single engine operations, and also a Vmc demonstration. With the center stick directly connecting by push-pull rods to the control surfaces, I was able to fly the airplane with my finger tips. I couldn't believe the control I had and the stability of the airplane through every maneuver we performed. For many, performing a Vmc demonstration can be a daunting and sometimes scary, but the DA62's flight characteristics during single engine operation are one of the key safety features of the airplane. With Vmc and the stall speed being almost the same, the airplane gives you ample warning before any true danger is near. It takes very little effort to keep the airplane upright and flying straight and level with one engine running. As we were flying along on one engine, the other shut off and feathered, I looked over at Bill and laughed out loud at how effortlessly I was able to fly the airplane. It was an absolute dream. I said to Bill, "I could fly like this all day!" and I really could have, it was just that simple.



### Approach and landing

After a few more maneuvers with this bird, it was time to call it a day and take it back to the nest. As we headed back to the airport I set the engines to cruise power of 80%. At that power setting and 6000 ft, I was cruising at 172 kts and burning less than 16 gph. I was absolutely amazed at the efficiency and speed of the airplane. We soon began our descent to 1900 ft to enter the traffic pattern. I reduced the power to 40%, dropped the gear, and we were now on left downwind for Runway 15. Abeam the numbers I lowered the flaps to the take-off position and turned left base. We turned final at 95 kts where I lowered the last set of flaps. Letting the airplane weathervane into the gusting wind, I was anxious to see how my landing would end up. Crossing the threshold, I corrected for the crosswind, pulled the power back, and the DA-62 settled right on the runway. The beefy landing gear made for an extremely smooth touchdown.

We pulled up to the hangar, shut the engines off, and we were done. It was just that simple.

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### Manny's Maintenance Minute: Where Is Your Fuel?

By Emmanuel Vicioso, Inspector & Quality Manager

Wet wings, tanks and bladders: where is your fuel?

After many years of experience repairing fuel leaks, I've had to deal with all the pain and glory associated with each kind of fuel tank. Here are a few tips and procedures to discuss with your maintenance technician when having maintenance done on your fuel storage system.

Wet wings are wing cells, or bays, sealed off to store fuel. Over time, fuel sealants dry-rot when the wings are left empty or low, so keep these with as much fuel as possible when storing your aircraft. Landing gears play a factor in wet wing fuel systems, as weak gear shock discs and oleo struts allow much of the landing impact to deteriorate the sealant, thus causing it to crack. Your tech (and you) should allow at least 24 hrs of drying



time when re-sealing a wing cell before adding fuel or pressure testing.

For fuel contained in detachable metal tanks, corrosion is the No.1 enemy here. Keep water from collecting inside by replacing your fuel cap gaskets at least once a year and sumping all drain valves before each flight. Techs should inspect and treat the wing section surrounding the fuel tanks with anti-corrosive agents. Some aircraft manufacturers have Service Bulletins demanding this.

Bladder fuel tanks are made from rubber based materials which allow these tanks to collapse when empty and expand with fuel. I recommend these be kept full of fuel when not flying, which helps prevent dry-rot and promotes flexibility. Keep in mind that fuel stored for a long period of time (more than 4 months) will create bacteria, so drain and dump this fuel before flight. The main concern here is ruptures and tears during removal and installation... lubrication is key. Techs apply duck tape to access panel holes to prevent damage from sharp edges and lube all inside diameters of nipples on the bladder to ease installation of fuel tubes.

Summarizing, three key factors that relate to all fuel storage system: replace fuel cap gaskets often, sump all fuel drains before flights, and preserve tanks and surrounding areas corrosion free. Preventive maintenance on your fuel tanks will keep the fuel clean and safe for your next flight!

## The Proficient Pilot: Post Flight Review

By Corbin Hallaran, Director of Safety



A pilot and passengers just landed at their vacation destination and they are eager to get going. They jump into a rental car and drive off to the hotel for a week of vacation fun. But wait – not so fast. What about the airplane evaluation after the flight? It only takes a few minutes but can save you a world of headaches or a potential safety issue. Once the aircraft is safely parked and tied down, every pilot should ask him or herself two key questions: Did I do a good physical post-flight inspection of the aircraft, and did I make good in-flight decisions?

### The Post-Flight Walk-Around

Whether you fly thirty minutes or three hours, you should perform a thorough post-flight review using the securing checklist. There are many scenarios where pilots create problems for themselves by neglecting this post-flight task. For example, how many times have pilots exited the aircraft and left the battery master on? Lots! Guess what happens when it's time to depart on the next flight?

The pilot and passengers are stuck at the FBO all day or even overnight, waiting for a new battery to arrive. Another example: have you ever made a bad landing or braked too hard? If so, you might be surprised to see serious tire wear, flat spots or even very little tread left during your post-flight check. Without it, you have an increased risk for potential tire deflation during the next takeoff or landing. You might ask, "Wouldn't I catch a problem like that during the next pre-flight?" Sure, but think about the inconvenience if the tire decided to deflate before you return – once again you're stranded, waiting for a tire. A couple of other post-flight items to take care of are:

- Refueling the aircraft right after the flight. This will prevent water condensation from forming inside the fuel tanks.
- Installing engine cowling plugs to prevent birds from nesting in the engine compartment. The nests can lead to high CHT readings and engine fires.
- Inspecting the propeller for any nicks from rocks that may have contacted it on takeoff or landing.

Another example: what if an antenna fell off in flight and you didn't realize it until you performed the next preflight? Another delay. This actually happened to me when I did a post flight review of an aircraft and saw the transponder antenna didn't look correct. It was an awkward angle that caught my attention. It was ready to fall off. Imagine if I had not discovered this on the post flight and it was found on the preflight. I would have headaches with ATC coordination of an aircraft with an inoperative transponder, and may have to cancel the trip.

Things to look for in a post-flight walkaround include evidence of oil leaks or fuel leaks – things that can ground you until repaired. Performing a physical walk around of the aircraft after the flight can alleviate the headaches before it's time to depart.

## The In-Flight Review

In addition to a post-flight walkaround, a pilot should routinely do a self-review of the in-flight decision-making process to identify mistakes, build skills and identify tasks that may have been overlooked. Here, it's ideal to keep a notebook and write your thoughts down. By journaling your flight, you can go back over time and see patterns emerging.

Each flight, challenge yourself to write a few tasks you would perform differently to improve the efficiency and safety. For example, your taxi clearance was complicated and you went to repeat it but asked ATC several times for the clearance. Improve the technique next time by having a runway exit plan and write it down before landing or taxi out. Before I depart for a busy airport I look at the taxi diagram and decide where the runway exit points are and taxiways to the FBO. Viewing an airport diagram is the best.

Another self evaluation to consider is anything that was new to the pilot on the flight such as an amended clearance limit or a feature on the avionics equipment that is misunderstood. Did the pilot fly the airplane the most efficient way to execute the best nautical miles per gallon of fuel consumed? For example, starting a descent early makes sense sometimes if there's weather in the area, but it's generally not efficient to start a descent too early in good weather. Was the arrival plan executed efficiently considering ATC demands, or was there any bargaining with ATC to shorten the route. A self evaluation on decision making should be done after each flight to see how well did I do. Did the pilot learn something new?

Keep evaluation notes in a journal for each one of your trips; identify your strengths, and the areas where you lack some proficiency. Review them from time to time to see if complacency or deficiency is having a negative effect on your decision-making process. The post flight review, in my opinion, is a way pilots can track their own progress and identify areas of weakness. Physically looking at the airplane after the flight is important; don't just walk away. Finish the journey with a good post flight evaluation of the aircraft and pilot.

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*Last Updated on Wednesday, 28 September 2016 18:32*

### • [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.

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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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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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