

# Australian Air-Ferry

Ferry company of choice for all the major manufacturers

May 2008 NEWSLETTER

## Filipino Mission

From the Eleventh Story balcony in our Manila (Philippines) hotel, you could hear the distinct urban resonance associated with zillions of people going about there every day lives, all manner of transportation tricycles, Cars, the never ending supply of local taxi's and of course the locally built Jeepney's, all using that the single most important part of their vehicle to navigate through the city – The horn.



MANILA STREET

The air was thick enough to cut with a knife and the locals seemed oblivious to the stifling heat and local smells.

There's literally millions of people living on top of each other, the majority, only just carving out a meagre existence.

This area was front page news throughout the world during the Marcos era, and later Aquino assassination. And our epic recovery of a King Air E-90 was almost as exciting.

The aircraft seller was Senator John Osmena, the aircraft was his corporate transport. It had a total time of approximately 4,000 hours and the engines had only run about 500 hours since overhaul. The aircraft had an excellent maintenance history having been maintained by the regions most reputable aircraft maintenance company

Apparently Osmena lived in exile near San Francisco when Marcos declared martial law, and then was the first to return following the Aquino assassination. Dealing with John Osmena we found him to be a gentleman and an honest businessman.

Osmena had purchased the aircraft from a Government owned sugar refinery, after it had come up for tender. Some years ago and has since been using the aircraft privately to travel from his family's home province near Cebu in the Visayas to the nation's Capitol, Manila thus avoiding the hectic and often difficult to deal with Airlines.

Originally a the aircraft was purchased by a corrupt government official, within the Marcos era, who was in charge of the sugar industry had purchased the aircraft and used it for his own personal run about on the governments tab. This official had a runway built in front of his house on a sugar plantation so he could be flown directly from his home.



Capitol Aviation Finance [www.capitol.com.au](http://www.capitol.com.au) +61 2 9555 8234

The Recent Elections had seen John Osmena loose his seat in the senate and as such the E90 was no longer required, Osmena contracted with our sister company for the sale of the aircraft. It was not long before a buyer was found.

The new owner appointed a very cheap ferry company who was going to fly via Korea, across The Eastern Edge of Russia, to Adak Alaska and then down into North America. The new owner was going to accompany the pilot on this magnificent site seeing journey.

Just as unbelievable as the price, so was the pilot, who never showed up or answered his many messages.

Australian Air Ferry was called in to clean up the mess, as we have done several times in the past for different organisations.

The first leg flight to Guam was uneventful, however the exit from the Philippines was not without incident, apparently there was an “accounting clearance” required to leave, it should have been issued by the Air Transport Office at the time the title passed to the new owner.

In a last minute run around it was discovered that this clearance could not be issued because there where outstanding fees on the aircraft.



**E-90 PREPARED FOR FERRY**

Mr Osmena had left the Philippines for a holiday, which made everyone concerned a little nervous.

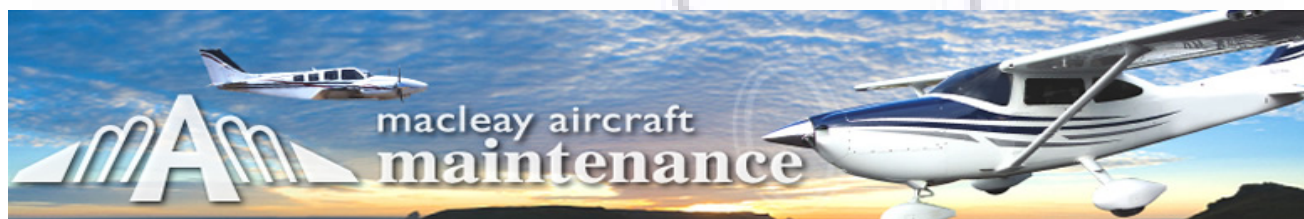
We paid \$50US for a local ‘in the know’ to obtain the invoice from an enterprising clerk at the ATO, which was showing an outstanding amount of 150 pesos (\$3US).

Australian Air Ferry paid the outstanding amount (for which we were never reimbursed) and received the “accounting clearance”. We where now free to leave

We had the aircraft de-registered from the Philippines and re-registered in USA. A Manilla based DAR was going to complete the necessary ferry documentation; however, he was called away to Hong Kong on urgent airline business.

With no-one else available to issue the ferry permit we decided to re-locate the aircraft to Guam, which was well within the range on the aircraft without a ferry system. It was also directly en-route to our destination

We were assisted in Guam by our old friends at Freedom Air, the FAA was already there on another matter and they managed to process the appropriate documentation within eight days.



Macleay Aircraft Maintenance [www.macleayaircraft.com.au](http://www.macleayaircraft.com.au) Phone: +61 2 6563 1406

The rest was easy as they say, the aircraft hopped over to some old favourites, like Majuro, Honolulu and then into Bakersfield California.

Here it was going to have B200 style ram air intakes fitted, before being flown north towards its new home in Oregon.



#### ARRIVAL AT GUAM

The aircraft had been purchased by Peter Pope who was well known in the timber and paper industry.

The company Pope and Talbot was established in 1849, Peter is basically retired and he'd passed the management of the company on to the next generation.

The company already operated a B200, but Peter was under some pressure to get his own aircraft as he'd retired.

Australian Air Ferry was happy to help out, we'd prefer to commence the job, rather than salvage the job, but we'd made some new friends in Oregon.

You can further research Pope and Talbot at their website. <http://www.poptal.com/index.htm>



**Mig Jet Adventures** [www.migjet.com.au](http://www.migjet.com.au) Phone +61 7 49 211 525

## **Composites Edged Aluminum In 2007**



When composites first arrived on the light aircraft scene many pilots greeted them with skepticism -- but a recent review of General Aviation Manufacturers Association (GAMA) records by CompositesWorld.com shows that more than half of 2,675 piston-engine aircraft produced in 2007 (1,376) were built with composite airframes. "A decade ago, less than five percent were," Jens Hennig, vice president for GAMA, told the publication. New manufacturers (with their roots in the kit airplane market) have embraced the technology and employed it in innovative and very

popular designs, notably Cirrus, Diamond, Columbia, and Liberty aircraft, which together account for most of that market saturation. Cirrus Design, alone, accounted for 26 percent (710 aircraft) of the total piston deliveries in 2007. Epic Aircraft may add to the tally in the future. The company produces numerous very high-performance composite kit aircraft (some of which are slated for certification), and in 2007 set a record during the Sun 'n Fun airshow by recording the most sales logged (\$23 million) by any exhibitor. Said Dieter Koehler, vice president of engineering and certification for Epic, "Composite airplanes are stronger and safer than metal planes because of the worst-case hypothetical test conditions that are imposed by the certifying bodies."

Some new composite designs currently in (or slated for) the certification pipeline are Cirrus' the-Jet, Diamond's D-Jet, Honda's HondaJet, Spectrum's Freedom, Learjet's 85-series, and Boeing's 787 Dreamliner, which suggests the trend toward composite aircraft production may not be limited to smaller general aviation aircraft. As for general aviation -- in 2007, aeronautical structures consumed an estimated 1.94 million pounds (880 metric tonnes) of raw carbon fiber, according to CompositeWorld.com. In 2008, demand for carbon fiber is expected to climb to 2.4 million pounds. And by 2017, the company forecasts that "annual carbon fiber demand related to general aviation aircraft production should swell by 35 percent to 3.26 million lb."

## **Embraer Selects Melbourne, FL For US Phenom Assembly Line**

Embraer announced their plans to invest an estimated US\$ 50 million for the establishment of a new facility in the United States dedicated to its executive jets business. The new 150,000-square-foot state-of-the-art facility will house a final assembly line, the first for Embraer in the U.S. It will be capable of producing both the Phenom 100 and Phenom 300 executive jet models, as well as a paint shop and a delivery and customer design center.

The announcement followed a high-level meeting involving Melbourne mayor Harry Goode, Florida Governor Charlie Crist, Enterprise Florida, and other state and local officials.

After a rigorous and thorough site selection process, the preferred location for the project is Melbourne International Airport, in Melbourne, Florida, which best satisfies all applicable operational requirements and strategies. A Memorandum of Intent has been executed between all of the necessary parties, and a final decision is predicated on approval by the State and local governments.

Embraer expects to create approximately 200 skilled positions by 2011. These will be necessary to operate all aspects of the facility, including aircraft assembly, production planning, logistics and quality, aircraft interior design, corporate administration, engineering, and aircraft painting, delivery, and flight testing functions.

"Developing this new facility will allow Embraer to respond to the growing demands of its executive jets business and reaffirms our commitment to meet and exceed customer requirements and expectations," said Frederico Fleury Curado, Embraer President & CEO. "We are very excited and confident that our new location, in Melbourne, Florida, will be a successful step and a special milestone for the Company. We look forward to working with local officials to finalize the proposal and begin the development of this new facility."

## CESSNA SUSPENDS DIESEL 172 SALES, DIAMOND STEPS UP SUPPORT

AOPA says Cessna has suspended its delivery schedule of 172 TD models in light of the crisis at Thielert Aircraft Engines, which supplies the engines. According to AOPA, Cessna intends to continue with certification of the diesel Skyhawk but none of the 100 on order will go to customers just yet. "At this point we have decided that we will not deliver 172TD aircraft during 2008, and we have informed our customers accordingly," AOPA quotes an unnamed Cessna spokesman as saying. Meanwhile, Diamond Aircraft appears to be moving aggressively to establish technical and parts support for its installed base of Thielert diesel engines, following Thielert's bankruptcy filing last week. In a series of letters to owners, Diamond says it plans to order a "significant spare parts inventory" and is asking dealers and owners for status reports on parts needs

### *New Turbos for Older Cirrus SR22s*



Cirrus and Tornado Alley have enjoyed smashing success with the turbonormalized SR22. Now that Tornado Alley has caught its production up to Cirrus's impressive demand, it's doing what it set out to in the first place: making the turbonormalizing systems available to aftermarket SR22 owners. TAT's Roehl said the Cirrus aftermarket kits will be available for all but the earliest model SR22s and should begin shipping by late 2008 or early 2009. Turbonormalizing turns the already speedy SR22 into a 200-knot-plus airplane in the low flight levels. In a little more than a year, Cirrus has sold some 500 factory turbonormalized SR22 and demand continues to be strong.

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