

Australian Air-Ferry

Ferry company of choice for all the major manufacturers

February Newsletter

Simple, Safe & Secure

A safer way to purchase a safer plane - Concerned by the growing safety implications of older and getting older aircraft flying in Australian airspace, one of this country's leading aircraft brokers, Hazelton International, have initiated a global aircraft purchasing procedure that is simple, safe and secure.

Private aircraft owners and buyers can now shop worldwide with ease and security, knowing that Hazelton International will accept all risks associated with importing modern aircraft into Australia.



Old aircraft never die, they just get really tired looking

Every year Australia's private aircraft fleet defies its manufacturers' expectations for longevity, and every year these aircraft are another year older. The major influence on the age of the local aircraft fleet is the logistics of transporting short-haul aircraft the long distance to this country.

Hazelton International genuinely wants to make a difference, and has developed a procedure that ensures importing aircraft into Australia is as easy for their customers as a local purchase. Based on its experience gained through previous aircraft sales, the company has created a method that offers buyers real solutions to the restrictive hurdles to importing aircraft.

Hazelton International breaks down the barriers and provides global access to aircraft for Australians by guaranteeing the safe passage of modern aircraft into the country. As well, the company will provide the prospective buyer with a comprehensive inspection report, including due diligence, before any commitment is made.

This safer way to purchase means Hazelton International will initially take ownership of the aircraft, deregister it from the country of origin, ferry it to Australia, carry out the inspection for the Certificate of Airworthiness and obtain registration in Australia.

The import process is handled in its entirety with full responsibility resting with Hazelton International.

Once completed, and the aircraft is on the Australian register, the buyer then pays for the aircraft and has the plane delivered with a three month warranty on all parts and labor. This process will take an astonishing six to seven weeks to complete, so once the customers have made the decision and organised a deposit, the aircraft is literally only weeks away from delivery.

For full details visit their website on www.hazeltoninternational.com or call 02 65631406



Australian Air Ferry will be the exclusive ferry provider

Top Gun Dream

Flying at incredible speeds coupled with unmatched agility is no more than a dream for most adrenalin junkies. Only a select few navigate the hurdles to achieve the elevated status of a fighter pilot.

But now, the dream has become a reality for Richard McDonald, who operates a polish-built Mig-15.



Mig-15 Australian registered VH-DIE, apply named for the enemy

This particular aircraft was built in the late 1950's and is extremely solid, despite the perception associated with Polish manufacturing. Everything was constructed using the highest quality materials.

“Surplus” is another key word that has been associated with the aircraft's rebirth. The Russian Airforce had enough surplus parts to rebuild many aircraft and these parts have been easily purchased to maintain the aircraft in a near-new condition.

This aircraft was designed and built for the Russian military during the 1940-60's. They would have had very healthy budgets and this could explain the strength and performance of this magnificent old aircraft.

Professional Australian engineers reconstructed the Mig-15 and they had access to 40ft containers full of brand new components. The re-construction was complete in 1992 and after sitting in a hangar, almost idle for 12 years, Richard McDonald purchased the aircraft to join the Australian airshow circuit, and to provide joyrides for interested enthusiasts.

The Mig-15 was first designed in 1946 and at the time it was state-of-the-art technology. It served in the Korean War and was considered a superior aircraft to the Allies F86 Saber.

Australian Air Ferry went along on a relocation from Narromine to the Sunshine Coast.

Before departure Richard explained how everything worked, this turned out to be a flight of discovery for us both.

After climbing into the flight suite, and into the Mig, pulled on the helmet, adjusted the seatbelts, ran through some do's and don'ts and then engaged the starter.

Four tonnes of turbine engine came to life, after the engine rpm reached an acceptable speed, Avtur (kerosene) is then introduced into the turbine.

Both occupants are confined into a relatively small area, which is directly on top of 6,000 pounds of raw thrust.

The Polish-built Mig-15 is short on passenger comfort, but overwhelmingly loaded with character.

The aircraft is basically one enormous turbine engine, with provision for two seats and numerous instruments, so during the taxiing you get the overwhelming feeling that you're about to experience something very special.

A final call from Richard as we lined up, everything was fine in the back seat and an incredible rate of acceleration saw the jet reach 100 knots in no time at all. The front wheel leaves the ground at 150 knots and shortly after the landing gear is pulling into the airframe. Richard hands control to the back seat, and cautiously monitors the instruments to ensure the aircraft continues to accelerate.

The airspeed indicator continues to climb as we remain close to the ground and the runway disappears under the nose, it's time to point it skywards – our vertical speed indicator reads 6000ft/min as the Mig-15 puts some distance between us and the ground.

Vertical climbs of 15,000 ft/min are achievable under the right circumstances. It's not long before we're maintaining 29,000 ft and as a display of our air superiority we do a slow roll. The aircraft feels balanced and graceful as it rolls around its centre.

The sound of two of us breathing through the oxygen mask can be heard via the helmets intercom and as you look outside you can't help but feel the pride that the pilots would have experienced as they dominated the airways of their time.



[Richard \(left\) in Hawaii on a ferry flight](#)

The swept back and down wings seem short and useless, but the Rolls Royce replica (NENE) engine obviously makes up for any short-comings in lift.

The aircraft is very responsive at its cruise speed of 400 knots, and we're nowhere near the aircraft ceiling of 48,000ft.

We're only airborne for 25 minutes and its time to descend into Tamworth for fuel.

As we descend Richard monitors the airspeed indicator and makes mention of the barbers pole. The barbers pole represents the speed of sound in the atmospheric conditions in which we're operating. The Mig-15 suffers from Mach-tuck, which means it rolls over onto its back if the speed reaches or exceeds Mach-one. So you can understand why he's making sure the airspeed indicator didn't reach the barbers pole.

As we arrive in the circuit Richard resumes control and we join downwind for a landing towards the west.

Stationary on the ramp we unbuckle the seat belts and try to stand up. The area is tight and both hands are placed on the solid area just behind the front seat. As I came up out of

the seat I felt something release in my back-pack. I stepped out onto the wing, and looked back into the rear-seat to see metres and metres of colourful silk laying all over the rear seat. Yes the parachute had deployed into the back seat, something had gone terribly wrong as I was standing up and the parachute was now draped everywhere.

Richards first remark, was that the parachute doesn't work when your only six foot from the ground, and that comment was returned with a few swear words and an equally inappropriate response. Several minutes later our sense of humour returned and we we're laughing about it.

After re-fueling we spent an hour trying to get the parachute back into the pack, without success. Disappointed and frustrated by the exercise we climbed back into the Mig and headed for the Sunshine Coast.

Twenty-one minutes after leaving the ground in Tamworth we landed at Maroochydore.

We made a couple of phone calls and discovered that the parachute would have to be repacked, and the cheapest quote we could find was \$165.

Mig-15 was designed with one 50mm cannon and an ability to drop bombs, the bombs have been replaced with drop-tanks which are filled with fuel and used to increase its endurance, instead of demolition its area of expertise is now pure adrenalin inducing enjoyment.

Richard McDonald said, "I've been an aviation enthusiast all my life and a military jet operation has been my main goal as an aviator." "Now my childhood dreams have become a reality and I can share this experience with anyone who wants to join me."

Richard runs a crop dusting business in Rockhampton (Queensland), during the slow months Richard ferry's aircraft for Australian Air Ferry. Richard has 20 years flying experience; he has accumulated a total of more than 12,000 hours during his career. 6,000 hours has been as an agriculture pilot and 5,000 hours has been as an airline pilot. Richard has also completed 1,000 hours of pleasure flying, that includes aerobatics and floatplanes.

Richard and I first worked together in the late 1980's for Hazelton Airlines; we started in Chieftains on regular public transport runs and within a few short years we found ourselves Captains on SAAB 340 and Shorts 360 aircraft.

Richard is a valued member of the Australian Air Ferry crew, mention the parachute incident if you meet him roaming the globe on a delivery flight and see if he still remembers it.

Richards latest project is a Mig-21, which is sitting in his hangar in Rockhampton, awaiting reconstruction after being containered down from Bulgaria, no doubt that ride will have all the necessary ingredients for an exciting story.

Crash Tackled

Several people have asked me what happens when you don't tip a waiter in the USA, and to date I have not been able to answer that question because I've been very careful to tip appropriately.

Several times I've joked with different people that the waiter would probably crash tackle you to ground and demand her tip.

Recently in Lakeport (California) having dinner with our very good friend Steve Culbertson, we made the mistake of not leaving a tip.

TIP, means **to ensure promptness** and like it or not, it's the way they do it in the USA.



In my defense the Australians aren't used to it and despite my best intentions one day it was bound to happen.

After dinner and a very nice bottle of red wine, we we're engrossed in our conversation, and to avoid being kicked out we ordered coffee so that we could linger a little longer.

The first bill had come and gone, we'd placed the money in the wallet, it had gone away and come back with the appropriate change inside. Now the bill for the coffee had arrived and after it left and came back, there was a couple of dollars left over, which was left on the table.

So for those of you who missed it, we'd tipped for our coffee service, but the dinner tip had disappeared back into my wallet.

We were the last to leave and we'd got the feeling that our lingering was interfering with the closing schedule. So we gathered our coats and headed for the door, we got approximately twenty feet from the door, when a rather big girl came bounding out of the doorway in pursuit.

On the second excuse me we turned around to see this waiter racing towards us, yes what's wrong replied Steve. "Did I do something wrong," asked the obviously upset girl.

“No not at all,” replied Steve. “Well why didn’t you leave a tip,” she exclaimed. “We did I replied, it’s on the table”. “No that’s only a couple of dollars,” she explained.

And then it clicked, we’d left without leaving a tip for the dinner service and she was not happy. So we remedied the situation quickly, apologized profusely and got on our way.

So the moral of this story, for all those who ask, if you don’t leave a tip, you will be pursued and dealt with appropriately, you might not be crash tackled to the ground, but you’ll most definitely get a please explain.

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