

# Australian Air-Ferry

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## *February Newsletter*

### **Oil Leak Saves Christmas**

That old saying, “everything happens for a reason,” certainly applied recently when we tried to depart Maryborough 22<sup>nd</sup> December 2006. Shortly after reaching top-of-climb, we noticed oil leaking over the right hand engine cowl. The co-pilot flew while I went down the back to investigate.



We'd departed on time and we were going to overnight in New Guinea, and then onto Guam the next day, with a flight already booked from Guam, we'd arrive home midday Christmas Day.

As I looked out the right hand window, I realised that all our plans were about to come to an abrupt end, and so would the right engine if we didn't do something fairly quickly.

We turned the aircraft back towards the runway and shut-down the right engine, as a precautionary measure, we didn't know how much oil had been lost but the engine cowl was certainly a mess.

As the speed slowed the GPS indicated less than 25 minutes to the airport.

The authorities were notified as was everyone in the area, and we managed to get back on the ground without further incident.

Another old saying came to mind as we taxied in, "I'd rather be on the ground, wishing I was in the air, than in the air wishing I was on the ground". And today we were glad to be back on the ground.

The oil was 1.5 quarts down, so no damage had occurred when the prop shaft seal had blown.

But best of all the aircraft could not be fixed until after Christmas, so we both made a b-line for home.



**Co-pilot Laurie Sexton completes a pre-flight, for the second attempt**

Fourth of January 2007 the EMB110 headed for Guam without further incident. The aircraft had completed a test flight and our two days trek was completed in perfect weather and without further incident.

## **Mergers and Aggressive Take-Overs**

Mergers and take-overs seem to be a common occurrence in the business world these days, and despite aviation's sometimes sedate nature it has not escaped unscathed as currently a series of mergers take place, not small little companies, massive giants worth billions. Qantas Airlines is currently going through the process and Raytheon have agreed to sell to Onex for 3.3 billion.

Onex announced recently that it has signed a definitive agreement to sell its wholly owned subsidiary Raytheon Aircraft Company (RAC) to Hawker Beechcraft Corporation.

The Company also announced that, subject to the closing of this transaction, its Board of Directors has approved further debt reduction and an increase in the Company's stock repurchase authorization.

"The sale of Raytheon Aircraft Company further demonstrates our commitment to deliver on the company's strategy of focusing on our core Government and Defense business and providing the best technology, solutions and Mission Support to our global customers," said William H. Swanson, Raytheon's Chairman and CEO.

The Company will sell RAC for approximately \$3.3 billion and expects net after-tax proceeds to be approximately \$2.5 billion.

The transaction includes Raytheon Aircraft facilities and other assets in Wichita and Salina, Kansas; Little Rock, Arkansas; Dallas, Texas; as well as its Fixed Based Operations (FBO) network across the United States, United Kingdom and Mexico.

The sale, which is subject to customary conditions and regulatory approvals, is expected to close in the first half of 2007.

Subject to the closing of this transaction, the Raytheon Board of Directors has authorized the repurchase of up to an additional \$750 million of the Company's outstanding common stock, commencing in 2007. Also, subject to the closing of the RAC sale, the Board of Directors has authorized the early retirement of approximately \$1.0 billion of the Company's outstanding debentures. This is in addition to the \$685 million of scheduled debt maturities in 2007.

Raytheon employs 80,000 people worldwide.

Onex is a diversified company with annual consolidated revenues of approximately C\$20 billion and consolidated assets of approximately C\$20 billion. Onex is one of Canada's largest companies with global operations in service, manufacturing and technology industries. Onex shares trade on the Toronto Stock Exchange under the stock symbol OCX.

We may see Hawker Pacific – Raytheon signs very soon.

## **Doctor's Aircraft turns 60**

Celebrating the 60<sup>th</sup> anniversary of the Beechcraft Bonanza, Raytheon Aircraft Company has announced a special anniversary package available for 2007 model airplanes.

With over 18,000 Bonanza's built, today's airplane has all the refinements of a luxury sports car, and 60 years later it is still sort after by discerning customers.

Commonly called the straight 35, the first Bonanza flew December 22, 1945 with test pilot Vern Carstens at the controls. Structural failure caused the first prototype to crash in 1946 when the tail section separated from the aircraft during high-speed dive testing, killing the pilot but the flight engineering survived the crash.



### **AirServices Hawaii Refuelling Bonanza in Hilo recently**

After the accident, Walter Beech ordered structural modifications and after completing 1,500 hours of flight-testing, the V35 Bonanza went into production in 1947.

However, structural problems dogged the aircraft throughout its lifespan; the V35 Bonanza had structural failure rate of 24 times more than its conventionally tailed version, the Debonair.

Because buyers were usually less aggressive, mature pilots, most of the planes weren't pushed as hard as their more inexpensive competitors flown by younger, more enthusiastic pilots, so the aircraft soldiered on.

However, the V-tail version began to lose its lofty status after a number of accidents and FAA mandated AD's.

Powered by the Continental E-165, which developed 165 horsepower at 2,050 RPM, the first airplane had a top speed of 184 MPH. Over the years, three different models with numerous sub-model categories were built.

The model 35 sports the famed "V-tail" developed due to the design's weight and drag savings. A reduction in total wing area and the number of surfaces to fuselage intersections contributed to the reduction in drag.

Thank you to Raytheon, for research material.

### **G36 Beechcraft's latest**

The optional 60<sup>th</sup> Anniversary edition of the 2007 Beechcraft Bonanza G36 will come with a variety of handsomely appointed niceties. Francier interiors and special logos and trim will separate the 60<sup>th</sup> Anniversary edition from its more conventional brothers.

The new generation Bonanza is powered by a special edition 300hp Teledyne Continental Motors (TCM) engine and has a state-of-the-art Garmin G1000 "all-glass" integrated avionics package. The new G36 has a top speed of 203 miles per-hour and a maximum range of 1,100 nm.

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