

Australian Air-Ferry

Ferry company of choice for all the major manufacturers

January Newsletter

Cirrus Design Announces Concept JET

In 1963 Bill Lear's introduction of the world's first business jet sparked nothing short of an aviation revolution.

Lear was acquired by Bombardier Inc, 1990, and with the release of each new aircraft Bombardier adds another layer to the legacy.

More than twenty years later Cirrus Design has recognized a niche market for an even smaller personal jet.

The Cirrus Personal Jet (Very Light Jet) is poised to spark another revolution in aviation.



Cirrus' signature parachute will also be a feature on the small jet

Cirrus Design Corp recently announced its Very Light Jet (VLJ), According to Alan Klapmeier, president and CEO of Cirrus, who believes that there is a growing market for an easy-to-operate, low-cost, possibly even single engine jet aircraft, “call it a Personal Jet.”

Cirrus believes this emerging class of personal jet is between high-performance single-engine flight and what is now the new market sector, known as Very Light Jets. In fact, the personal jet would actually complement the VLJ class.

This new mode of transportation follows the company’s philosophy to grow the personal aviation industry.

Over the coming months, more details will emerge around the Cirrus personal jet. While stopping short of identifying a specific product plan, Klapmeiers suggested the personal jet is just the kind of leading edge concept to be expected from the minds of Cirrus Design.

Dale Klapmeier, executive vice president and co-founder emphasized Cirrus’ idea of a personal jet will be an airplane designed around the pilot. “Easy for the pilot to fly, easy to operate in all environments, and just like the Cirrus SR22, this airplane will be designed so that everyone on board will enjoy the experience. If we offer a Personal Jet it will be designed as the next step up for an SR22 pilot.”

To optimize success according to Alan Klapmeier, “such an aircraft would probably cost less than USD \$1 million and would, of course, be equipped with the company’s signature safety device, the Cirrus Airframe Parachute System.”

It’s purely speculation at this stage, but the new Cirrus Very Light Jet, has been described as having a roof mounted jet engine, a similar cockpit to the SR22 (full glass cockpit), with six seats, and no doubt a futuristic look.

Australian air Ferry visited the Cirrus Design factory to pick up a new SR22 (GTS) 4th January 2006, and discovered a partially constructed addition to the factory. Staff members were tight lipped about the new building, although it is unofficially the production line for their new jet.

There are rumors that the first Very Light Jets will be available from Cirrus in three years.



Mig Jet Adventures call Richard Mcdonald 1300 302 660

A New Staff Member

Due to our increasing workload Australian Air Ferry has decided to seek the services of another full time ferry pilot.

We'd like to welcome Matthew Karlos on board and we're confident that he'll provide our customers with the highest possible levels of customer service.



Open Martial Arts is a culmination of all the martial arts and it is Matthew Karlos's speciality, in 2004 he won the coveted Australian Title, for the open weight division.

Currently Matthew trains the juniors, and some adults in Open Martial Arts and he's won several state (Qld) titles in the Open Black Belt division. Several of his students have also won various titles.

Matt's goal is to regain his Australian Open Full Contact Title, this year in the Olympic Arena, Sydney.

"Martial Arts is a means of maintaining health and mental sharpness, you have to be focused and extremely dedicated to remain at the top of these sports," Matthew says.

Matt will semi-retire to a mentor's position later this year after reclaiming the 2006 title and all his attention and time will be dedicated to Australian Air Ferry and its customers.



Matthew Karlos Winning Open Weight Title trophy

Matt's ferry career started with a friend of ours, Trevor Stalhut, a fellow pilot with more than 8,000 hours on Shorts 360s. Trevor found Matthew whilst planning a ferry from Florida to Jakarta (Indonesia).

It was early 2005 and strong head winds were blowing onto the Californian coast from Hawaii. Trevor rang from Florida (we're in South Carolina) and I vividly remember discussing his options.

The next morning Trevor and Matthew departed Florida (heading east) and they flew through the Bermuda triangle, landing in Bermuda for an overnight and refuel. Day two they landed on the Azores (Portugal), day three was Valencia (Spain), day four Malta (In the Mediterranean sea), Cairo (Egypt for refuel), and then over-nighted in Dubai (Arab Emirates), then onto Calcutta (India), and Bangkok (Thailand). Seven days after departing Florida they landed in Jakarta. They'd experienced tail winds throughout the entire trip and had made record time.



Malta in the Mediterranean

Matt's second ferry was in a Cirrus SR22 from California, through the Pacific to Australia, in company with another aircraft.

After two great adventures Matt was hooked, he'll continue to ferry aircraft throughout the globe and we'll continue to support him in his endeavor to become a very experienced aircraft relocation specialist.

In time you'll all get to meet him as he completes aircraft relocations, please introduce yourselves and mention this newsletter.

Cirrus SR22 GTS Delivery

Following the extreme heat of the Australian Christmas period, Australian Air Ferry was glad to be escaping to the North American winter, even if it was for a short interlude.

January 4th, we arrived in Duluth Minnesota where the temperature was a very pleasant 32 degrees, that's 32 degrees Fahrenheit, so it was hovering precariously close to freezing, zero Celsius.

Our brand new Cirrus SR22, GTS purchased by Scott Goninan was sitting in the heated hangar awaiting our arrival.

There had been several improvements to previous models, and that's indicative of the Cirrus Design philosophy.

The back up analogue, rpm, man press etc on the extreme right hand side of the instrument panel were all gone, replaced by a glove compartment. The back up information is now conveniently located on the bottom of the left hand screen.



Cirrus' heated hangar, with very little mid-winter snow

Previously the outside air temperature probe was sticking out of the fuselage just forward of the co-pilot, it has now been moved to the outer section, underneath the right hand wing.

We later discovered that the pilot's left-hand screen had some enhancements as well.

After coming to grips with all the modifications, we headed for the runway, double-checked everything and shortly before 10:00am we've headed towards California.

Once the autopilot was on, it was time to share stories with the new owner, Scott Goninan.



VH-UAG makes Christmas Island, Pictured with Scott Goninan

Ironically Scott Goninan is in the steel manufacturing business, not a lot of support from Cirrus, a 100 percent fibreglass aircraft.

The Goninan family business has been handed down through four generations, they've been manufacturing steel for more than 100 years, since 1891.

Durachrome Industries manufactures, bright steels in round, flat, square and hexagonal sections in dimensions to suit all standard applications.

The business is located on 8 acres in Green-Field Newcastle and Scott will be using the Cirrus to commute weekly from his home on the Gold Coast.

As day one drew to an end we were nearing the Grand Canyon, so we decided to spend the night at the Grand Canyon Resort.

The next day we left reasonably early and flew along the Grand Canyon, a quick look at The Hoover dam and Las Vegas from a distance and then onto California where we spent the rest of that day and the next tanking the aircraft.

Next morning we departed Monterey early and headed towards Hilo (Hawaii), and to my surprise the forecasted light headwind were actually tailwinds. Twelve and a half hours later we landed at Hilo, and again as it was getting dark we sort refuge in a nearby motel.

It was the first trip of the year, we'd departed Duluth 4th January and I'd have to admit that Australian Air Ferry were clearly dragging their feet, a days fishing somewhere or a days rest somewhere would have been nice. But Scott Goninan was eager to get home, and so we made land by night and flew all day every day until we arrived in Brisbane, 11th January 2006.

The first trip of the year, a monumental millstone for 2006, and a difficult time of the year for our departure from North America, but luckily the weather had co-operated long enough for us to get away. The notorious winter headwinds between California and Hawaii abated long enough to let us through and other than a Tropical Depression situated over Samoa, there was very little that slowed us down.

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