

Australian Air-Ferry

Ferry company of choice for all the major manufacturers

August Newsletter

The information regarding blending oils in transit was copied verbatim from a Phillips Oil publication (August 2002, Volume 1), we're not qualified to argue its merit, although I thought it was very interesting.

If you'd like a copy mailed to you, simply email me and I'll mail one out to you.

Oils Ain't Oils

Lubrication Oil can cause a lot of friction among piston engine aircraft owners. Oil myths and legends abound. The slippery stuff has been blamed for everything from a ruined engine to post-nasal drip, while other pilots brag that their oil gets their airplane 500 hours past TBO.

Most Pilots prefer a specific brand, but they can't always defend their oil choice with logic and reason. That's why it's so difficult to consider another brand – even in a situation like this:

A Bad Situation

It's getting dark and the pilot is still three hours from home on a long cross-country flight. On a fuel stop, he discovers his engine is 2 quarts low. His favourite brand is not available, they have brand XXX, What's he to do. He'd ask the pros, engine overhaulers, oil experts, but there's not much professional advice late in the afternoon.

Most would advocate taking the safety-first approach and add the needed oil, even if it isn't the pilot's brand.

All Aviation Oils Compatible.

For Walt Silveira, Phillips 66 aviation oil product technical manager, the answer is simple – “Stock with a brand the pilot prefers when you can, but any approved aviation piston engine oil brand for emergency top-offs. Topping off the oil level is much better than flying with low oil, even if it is not the preferred brand or the right viscosity.”

Silveira says the proof is printed on the container's label. All aviation OEMs (original equipment manufacturers) – including Lycoming, Continental, and Pratt and Whitney – use the same SAE (Society of Automotive Engineers) tests and specifications to assure that approved oils meet the stringent standards to protect their aviation engines.

“All aviation engine oils are compatible,” Silveira says. “Whether mineral-based, synthetic blend, straight grade, or multigrade, all aviation engine oils are compatible and can be mixed without harm to the engine. I'm not recommending that owner/operators make their own oil by mixing a quart of one type of oil with a quart of another type oil

during oil changes, but rather when a situation arises where you are down an oil, the decision to add a different brand is a good one since this will not cause any engine problems,” says Silveira.

How about switching from an all mineral to an AD oil?

According to Richard Fowler, America Aircraft Engines in Tulsa, Oklahoma, ‘Can I mix an Ashless Dispersant (AD) oil with a non AD oil? The answer is yes and both types of oil are very compatible since similar base stocks are used in both types of oil. AD oils are not designed to clean up deposits and sludge build-up that is already in the engine.

“AD oils will not remove past accumulation of lacquer and varnish or hardened sludge. All oils will not cause sludge to move, blocking the oil galleys,” Fowler says.

“When switching from mineral to AD oils, a quicker than normal darkening of the oil may occur on the first oil change. This poses no danger to the engine and means the oil is suspending a small amount of deposits that have not solidified.”

A Little Planning, Common Sense

“Of course it’s a good idea for a pilot to plan ahead and always carry a spare bottle or two of his favourite brand. That way he won’t have to worry about mixing oil,” Fowler says.

“I try not to mix oils,” admits Jim Peterson, retired Navy and corporate pilot and technical editor for Cessna Owners Organisation and Piper Owner Society. “That’s for no scientific reason whatsoever, but I always carry a supply of my own oil – just in case.”

If you do have to decide about adding oil, rely on common sense. Use oil as much like the pilot’s preferred brand as you can find – a similar viscosity range multigrade, similar single-grade weight, and similar mineral or synthetic composition.”

“Pilots should be confident that all approved aviation oils are compatible,” Silveira says. “They all meet SAE aviation specifications, and all have been approved by aviation engine manufacturers. As long as they are aviation-approved, they have demonstrated compatibility.”

Very controversial stuff, but this information could be of immense benefit to anyone who finds themselves in a remote area without any oil in the luggage compartment.

Australian Air Ferry always carries three or four quarts of oil during an oceanic crossing, even in an aircraft that doesn’t use oil, it’s just a common sense approach.

Be careful not to mix turbine engine grade oils and piston engine oils, they are not blendable.

Cathay Pacific Best in the World

If you asked one hundred people who was the best airline in the world you’d probably get one hundred different answers. Australian Air Ferry travels exclusively with Qantas and we pride ourselves on having an excellent relationship with Australia’s largest carrier.



However, a recent survey of 12 million passengers has seen Cathay Pacific named Airline of the Year in the Skytrax survey. Cathay Pacific is affiliated with Qantas and Australia Air Ferry has travelled with Cathay Pacific in the past, and yes they were very good. The Asian culture is one that offers very high levels of customer service. So congratulations to Cathay Pacific and we'd recommend that you keep them in mind if you can't get there with Qantas.

Pacific Baron

This month's ferry highlight was a 2001 Baron, now the latest model in this country, bar one. We found this gem in South Carolina, it's got all the extras you'd expect in a well appointed corporate twin engine aircraft. 530 Garmin GPS, a 430 back-up, weather radar, turbine style engine gauges and leather interior.



The trip started in South Carolina, it's early on a wet and miserable day when we commence preparations for our departure.

Heading straight into IFR in an aircraft that we haven't flown previously, isn't considered ideal, but the aircraft is well appointed and the weather radar is working. So we'll be able to deviate around any severe weather on route.

And so with some trepidation we head west, we're not long airborne when centre ask for weather advisories and we're pleased to inform them that the aircraft has settled between layers in relatively smooth air, with nothing on the weather radar for more than 240 nautical miles.

Our first refuelling stop was in Tucumcari, New Mexico, where we discover that a few Australians had passed through previous to us on their way to Oshcosh Air Adventure. This comes as a surprise as the little town was a long way from any large populous, it's stuck out in the middle of no-where, as they say. This is harsh, desolate county similar to Australia's Simpson Desert border regions.

Our first overnight was in Bull Head City, we landed in Arizona and crossed into Nevada on a courtesy bus to the Palm River Casino. A smaller version of Vegas this little city caters very nicely for ferry pilots transiting the country. The fuel is relatively cheap, the accommodation is \$20 per room per night and the buffet meals are all around the 7-10 dollars. The casino hopes that you'll loose some money gambling and that will cover the subsidised costs, but we simply cannot afford to loose, so we don't gamble.

The next day we're straight through to California where the Baron had all the rear seats removed and aluminium tanks fitted.

Two weeks later our captain and first officer departed in the Baron for Hawaii, the rest just went like clock work. We arrived early every day and managed to get away reasonably early every morning.

At first it was just another crossing, but the more hours spent in the Baron, the better we liked it. This is really a nice machine, solid and relatively unaffected by cross winds, it reminded me why the BeechCraft are considered a pilots aircraft, and it's certainly a pleasure to drive.



Cirrus VH-WTF travels with Baron

You'd think it's strange that a Cirrus SR22 could travel with a Baron 58, but not at all the two were very compatible, in fact with similar percentage power set, they were inseparable.



Three generations of Hamiltons in one Cirrus VH-WTF

Wagga business man, Mr Hamilton flew to Duluth to take delivery of his new Cirrus. He then took his father and son to see the Grand Canyon, stayed in Las Vegas and later continued through to California where the aircraft was tanked and flown to Australia.

Australian Air Ferry delivered Whisky Tango Foxtrot to Melbourne where it is currently awaiting Australian certification. That's not a bad way to start your scrap book with a new aircraft.



Grand Canyon Nevada

Surplus Equipment

We have a 406 Mhz (digital) PLB locator beacon for sale, this is the latest in search and rescue niceties, it transmits your lat/long via satellite to NOAA every few minutes for 24 hours. We'll sell it near-new to you for \$950 Australian dollars and you can register it to your own person / organization. A must have for bush walkers and outback Australia flights.

We also have a black and white Lowrance 1000 GPS available for \$950.00 Australian. They're equipped with a pacific international database, and have seen very little service. We've also got a six-man life raft that has all sorts of inclusions, never used. Talk to Darren Gibson about these items.

FastFind 406 ELT With GPS



Lowrance GPS



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