

Australian Air-Ferry

Ferry company of choice for all the major manufacturers

July Newsletter

Oshkosh Air Show

Oshkosh Airshow, is an aviation spectacle that should be witnessed by enthusiasts at least once in their lifetime. This year we saw some new releases and witnessed some truly amazing aerobatic displays. I'll try and share some of that with you, but rest assured these few photos will be a shallow coverage of what was truly an amazing week.



Cessna's new Citation Mustang now launched Space Ship One / White Knight

White Knight launched Space Ship One into Space, after returning to earth it was readied for another mission within fourteen days. It departed Air Adventure for a Washington museum where it will remain forever as a tribute to another milestone in space travel.

This duo managed to land the Piper Cub on the Camper Van whilst it was speeding along the runway in front of the crowd.





Eclipse Showed of its new Jets

Eclipse has a few prototypes that are currently being tested in Albuquerque, New Mexico. We should see the first aircraft come of the production line mid - late 2006. Their new premises are under construction at Double Eagle airport and very visible from the air.



Mooney's Ovation2 GX Arrives Down-under

The first of its type in Australia, the Mooney Ovation2 GX was ferried by Australian Air Ferry from Texas (USA) to Kempsey (Australia).

Back from the abyss of bankruptcy, Mooney is working to regain its position in the GA market. For its devotees this is good news, Mooney redesigned all of its models and has now embarked on a major marketing campaign.

Last month Australian Air Ferry delivered Serial No: 183, the first Ovation2 of the production line. This second hand aircraft was purchased by a Brisbane based Terry Kasey. The one you see pictured below is a brand new Ovation2 the latest to come of the production line. Named the Ovation2 GX, it sports an all-glass instrument panel (the Garmin G1000) and a three bladed prop from Hartzell.

We mentioned last month that the two bladed prop was used on the Ovation2 to increase its top speed. Now the manufacturers gone back to the three bladed propeller which is turned by a 300hp TCM IO-550-G engine, derated to 280 bhp. Derating the engine

extends the time before overhaul (TBO) and quietens things down, especially outside the aircraft.

The engine is the Platinum edition which means it's precisely balanced and the induction and exhaust systems are tuned. Tuning involves adjusting the air/fuel mixture to assure each cylinder is operating at the same power level as the others, at all times.

The control surfaces are all push/pull tube actuated, while the trim (both pitch and yaw), flaps and gear are electrical.

Primarily relying on an all-glass panel, Mooney has installed dual 24-volt, 10-amp hour batteries, a 100-amp alternator and a 20-amp standby alternator. The circuit breaker panel is on the right side of the panel to eliminate bending or feeling in the blind to locate a popped circuit breaker.



Garmin G1000 fitted to Mooney Ovation2 GX

The G1000™ is a completely integrated avionics system designed to fit a broad range of aircraft models. It's an all-glass flightdeck that presents flight instrumentation, location, navigation, communication, and identification data on large-format, high-resolution displays. The digital data presentation on the G1000 puts all flight-critical information literally at the pilot's fingertips.

G1000 features

- A flightdeck that boasts a 10-inch primary flight display (PFD) and 10- or 15-inch multi-function display (MFD) with XGA (1024 x 768) resolution, wide viewing angles, and clear sunlight readability
- Dual integrated radio modules that provide IFR oceanic-approved GPS; VHF navigation with ILS; and VHF communication with 16-watt transceivers and 8.33-kHz channel spacing — built on the proven platform of the Garmin 400/500 avionics series
- Digital audio control panels
- Integrated Mode S transponders with Traffic Information Service (TIS) and optional diversity (Mode-C transponder also available)
- Integrated solid-state Attitude and Heading Reference Systems (AHRS)
- Integrated digital air data computers (optional RVSM compatibility)
- Optional four-color digital weather radar
- Optional integrated Class-B Terrain Awareness and Warning System (TAWS) with worldwide terrain and obstacle database

Upon arrival in Australia you notice that the weather features and traffic (G1000) are not functioning. This system relies on ground station uplift, which is not yet available in Australia.



Walking around the displays at Oshkosh Air Adventure confirms that the aviation industry is entering into an electronic era, with technology oozing from every stand.

There are several versions of electronic engine management displays and there are plenty of alternatives.

For decades aircraft manufacturers have assembled aircraft exactly the same as their predecessors, using exactly the same methods of construction, much to the delight of rivet manufacturers, now there's fibre composites.

GA seems to be embracing these futuristic additions and it has kick started new aircraft sales as those with the funds embrace the new technology. Finally there's something new in GA and what you buy today is a far cry from what you got in the 60s.

The Flight

The flight across the Pacific was uneventful; it was completed with tail winds, almost throughout the entire trip. And the Mooney handled the extra fuel load with a blatant disregard.

As we commence our take-off role in California it is quickly evident that this new Mooney won't have any trouble at all.

We use slightly more runway than a 182 Cessna but as we settle into the climb and see 700 – 800 ft per minute on the VSI fully loaded, there's no doubt this trip will be easy.

After the fuel load is reduced we see 190kt ground speeds for four or five hours.

Hilo has a problem with supplying fuel we're told prior to our departure, so we track to Hilo and then overfly for Honolulu. Hilo is 70nm closer than Honolulu, so to be safe we head for the closest dry land and then turn.

A night in Waikiki Beach (Honolulu) always rejuvenates the tiredest pilot, and after a superb dinner we're off to bed.

We arrived on Christmas Island Saturday afternoon and made the traditional visit to the beach to watch the sun descend beyond the horizon.

Saturday night is a special night on the island, there's a huge barbeque on the beach and all the guests are encouraged to mingle.

The table has an entire pig situated at one end, it's been cooked and left sitting head and all at the northern end of the table, I'll give that a miss although those who carved sections of said it was very nice.

There was an abundance of Lobsters on the barbeque. Lobster is purchased for 35 cents per pound live on the island. The islanders usually don't serve it to their guests, they consider it cheap second rate food. But the Australian contingent returned again and again to fill their plates.

After dinner the UK representative living on the island, heading the nuclear bomb detonation cleanup invites us to a night club near by. I've been coming here for years and didn't even know it existed. It's called big Eddy's and it's only a few hundred metres from the main complex.

As we were seated at the bar, a huge big Eddy introduced himself. Eddy would have to be almost 7ft tall, he's got a head similar to a basketball, full beard and shoulder length hair. He's got a jovial manner and he chain smokes. In a land where most are lightly built and small in stature, Eddy would be King.

The area is one large concrete room with a bar running along one wall. There's a ceiling, but there's nothing you could pick up and throw, no bar stools, tables etc. Apparently fights start after midnight when the place gets started but you don't have to get involved if you don't want to, we're told. We'll be gone before midnight so we won't get to find out. Anyway this is partying where every day is Christmas, or in this case Saturday night.

Big Eddy explains where he got the C-130 propeller which is propped up against a wall, after an hour we're off to bed, tomorrow is a big day.

The next night we're on the beach in Western Samoa watching the sun set over the islands to our west.

It's not long before VH-VVV, purchased by Raemon Mcewen (Byron Bay) is parked outside our hangar in Kempsey.

Life of a Ferry Pilot

The life of a ferry pilot is not an easy one – this passage from a book I was reading recently sums up the life style.

Unlike airline or charter pilots, who are limited by regulations to no more than one hundred hours flying per month, we have no such restrictions. Ferrying aircraft is considered private flying, and under more lenient rules we can fly as much and as often as we want.

We froze during the wintry snow-encased villages in the Artic Circle one week and sweated in the heat and humidity of sultry tropical islands the very next. We crossed time zones at such a dizzying pace that our internal clock was in a constant state of war with local sleeping habits. We got punchy after flying for several hours in the oxygen thin altitudes above fifteen thousand feet. And we often had trouble coming up with an answer when immigration officials asked us what country we had just come from.

We ignorantly tolerated the toll this abuse was taking with a nonchalant shrug that payment would be claimed, if at all, at some imagined time in the distant future. For self-imagined prestige of being in a profession where our total number of colleagues throughout

the world was counted in two-digit numbers far eclipsed any thoughts we might give to rest.

Air Vagabonds, Anthony J Vallone

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 constantly 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 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



AirMap 1000 GPS

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