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July 2007 Newsletter

Very Light Jet

Aviation enthusiasts in America are starting to get enthusiastic about the launch of what will undoubtedly be an entirely new era in aviation history.

One very knowledgeable (Aviation) business man in California says they are going to be like flies, they'll be everywhere, so many people are talking about upgrading to these new aircraft.

Embraer have announced their building two, there's Eclipse, Diamond, Cirrus, Piper, and Cessna have already launched their Mustang, a small jet.

It seems everyone has been working through the manufacturing and approval processes very quietly, and they're finally revealing their plans for a very different future.



Cirrus release photos of their Very Light Jet

.Cirrus Design Corporation fulfilled its promise to a select group of customers by giving them the world's first look at "the-jet" – the most anticipated aircraft in the company's history.

The company's tight control of the project was evidenced even further by the fact that its own employees who were not directly working on the project were not able to see "the-jet" until hours before the depositors' showing recently.

"We're calling it a 'personal jet', not because of its size but because it's a natural extension of our SR22 line," said CIRRUS Co-founder and CEO Alan Klapmeier. "Like the SR22, 'the-jet' is designed to be owner flown and it will be loaded with innovative features, including the CIRRUS Airframe Parachute System™. While it's technologically advanced, it's designed to be exceptionally easy to fly, offering customers the opportunity to grow into yet another lifestyle change with CIRRUS."



Co-founder and Vice Chairman Dale Klapmeier commented, "We are still in the early design and development phase and didn't want to limit ourselves in any way. It is also important that any data we released was absolutely accurate." There are many more details to be announced, and information will be released as they are finalized. "So far we can confirm that 'the-jet' will be powered by a quiet, efficient and lightweight William's jet engine that will give the aircraft great utility, economy and simplicity never before seen in this market," Klapmeier concluded.

This aircraft will cruise at 300 knots, at an altitude of 25,000ft; it has a 5 seat capacity, with two additional fold out seats. It's pressurized and can fly into known icing conditions. Surprisingly it fits into a 40ft hangar.



We test fly Cirrus's New G3

A Hawaii based doctor contacted us and asked if we could move his new G3 SR22 from California to Honolulu, and return with his old SR22 (G2), this was a great opportunity to compare the new model with its predecessor.



One major design change was the wing, we'd normally run a fuel line out through the air vent line, the fuel line would travel through the wing exiting directly in front of the point where we tap into the main tank.

You can imagine our dilemma, when we first saw the aircraft, I can remember standing in front of the wing on the left thinking, "oh no, they've done away with the hole in the wing on the left," I quickly walked around to the other side, only to find there was no hole there either.

This caused all sorts of problems, we had to redesign our fuel line routing, and redo the appropriate engineering drawings.



There's some new functions on the full glass cockpit panel

The new G3 wing is over 50 lb lighter than before, and the manufacturing process simplified removing around 200 Hrs from the build time. The TKS tank has been moved from the fuselage to the wing, and at the same time the capacity has increased by 50 percent giving duration of 45 minutes in maximum flow mode, and 90 in normal mode.

The fuel tanks (also in the wing) are now larger and carry a total of 92 USG rather than the previous 81 USG.

Another very noticeable change is the new propeller, the three bladed prop looks like something out of a science fiction movie, each blade is huge, twice the width of those on previous models.

While the aerofoil remains the same – a carbon fibre spar – combined with other manufacturing changes, there are some aerodynamic changes and a new, lower drag, and wing-to-fuselage fairing has been fitted.



The new G3 parked in Northern California

The wing's dihedral has also been increased by one degree, and as a result the aileron rudder interconnect fitted to G1 and G2 is no longer there.

The undercarriage has also been changed, and although the same main wheel legs are used these are now mounted at more of an acute angle. This has significantly narrowed the track (by about two-and-

a-half feet) which in turn means that the aeroplane now sits a couple of inches higher giving some extra propeller clearance.

There are two wingtip, high intensity LED position lights, which are very effective and they look really neat.

The two tone gold colour scheme looks really good and the new Light JET is also pictured in the same colours.

Inside there's an updated interior featuring an added LED light or two. The circuit breakers (positioned by the pilot's right leg) are now better marked with key breakers having collars, while the main power, avionics and lighting switches are now recessed and backlit.

There's one other significant addition to the G3 and that's an ADL. It's situated in the tail of the aircraft. ADL stands for Automatic Data Logger and it is used to record engine parameters, CAPs status, TKS usage and switch selection, 'aerodynamic data' and control surface position. The company has stated that the data will be used solely for the purpose of accident investigation and prevention.

This is the first time that a data recorder has been fitted as standard to a piston GA aircraft.



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