

# Australian Air-Ferry

## *February Newsletter*

**This edition of our newsletter is dedicated to Martin Hazelton – who sadly lost his long and arduous battle against cancer.**

The writer first met Martin Hazelton in the late 80's when he joined his uncles airline, based in Cudal NSW.

Martin started at the bottom, mowing the lawns on the Cudal airport and relocating crew, or doing charter work. He'd already completed several ferry flights from the USA and other assorted international destinations. Sometimes with his father Jim Hazelton, and occasionally alone.

Despite his global exposure to aviation Martin rarely discussed ferry flights and he managed to remain down to earth avoiding the political unrest that accompanies large groups of staff working together within an airline environment.

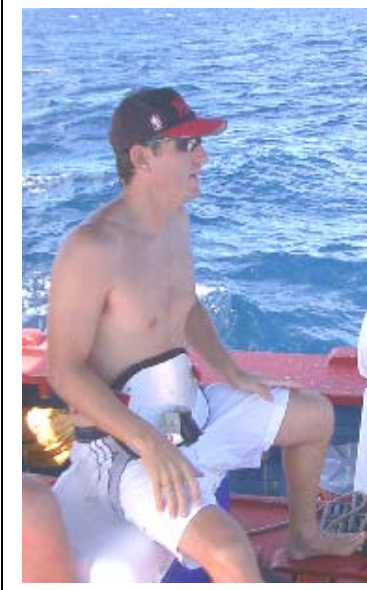
After several years with Hazelton Airlines Martin commenced employment with Ansett, where he was employed as a co-pilot on an A320 Airbus.

Martin first discovered he had cancer while working for Ansett and it ended his career with the airlines.

Despite the setback Martin battled Cancer and returned to global ferry flights.



**The writer and Martin (right) after delivering Shorts 360 to Honolulu from Miami Florida 2004**



Martin loved to spend time with his family, but he was an adventurer who loved life.

#### < Martin on a fishing trip of Christmas Island 2003

Late in 2004 Martin returned from a ferry flight that took him from Asia to the USA in a King Air. At this point he decided that he was again experiencing a dreaded illness that had changed his life.

He could not continue until he'd regained his health.

Unfortunately he never did. It is with enormous sorrow that we say goodbye to our dear and close friend, an adventurer, aviator, husband and father – everyone who knew him will sadly miss him.

## Heavy Chevy

You'll remember we mentioned the Aero Commander registered N197K in last months newsletter.

Australian Air-Ferry had taken the Aero Commander from Tennessee to California where Steve's Aircraft were going to install ferry tanks. This was all completed early February and the aircraft was then taken to Hollister to await ideal weather conditions, conducive to the Pacific crossing.

It was Martin Hazelton's job and he'd asked his father Jim to complete the crossing for him. So Jim had watched the weather carefully from Australia and coincided his arrival with favorable weather.



So the departure day arrives and both the writer and Jim Hazelton prepare to leave Hollister for Hawaii. The winter weather that plagued the west coast is slowly decreasing in severity but the Pacific crossing cannot be made without careful preparation, after all it is the longest over-water crossing in the world. There are no alternatives; from the middle you're 1000nm from land in any direction.

Above: **N197K in the Pacific, on its way to Hawaii - Hazelton International's Ferry**

### Heavy Chevy Continued:

Jim woke early and headed to the airport in Hollister – Both the Cirrus registered N54125 and N197K departed as the first rays of sunlight appeared on the horizon.

The crossing is long and at times slow, there's still a dominant headwind and for the experienced old ferry pilot picking the best altitude is critical - it could save you hours and possibly your life. After looking aloft we settled at 6,000ft, certainly the best miles per gallon today.

Now you'd think that a Cirrus SR22 and an old Aero Commander traveling together would be impossible, even a struggle. Not at all the Cirrus SR22 easily does 180 knots (TAS) and it out-climbed the Aero Commander with a full load of fuel. So once the IO-550 had dragged the nimble Cirrus to nine thousand feet, it had to slow to 50 percent power and wait for the Commander. During the next few days the Cirrus proves beyond a shadow of doubt that it will out-perform the Commander in all flight conditions.

We assumed the Cirrus would need the Commander to cruise at a reduced power setting, but instead the Cirrus sets the pass.

After a long day with the sun setting over the Hawaiian islands we arrived in the circuit area, it's a typical Hawaiian evening, very little wind and unlimited visibility.

After landing we hurry to get to the accommodation before the restaurants close, grab a quick bite to eat and then into bed for a hard earned rest. You never have any trouble getting to sleep in Hawaii you've gained a couple of hours daylight and earned a beer.

The following morning it's a leisurely trip down to Christmas Island and the day after onto Western Samoa.

Again we start early and it's a typical day in Western Samoa (Apia). It's past 9:00am before we start the engines and despite our best efforts the islanders don't want to hurry. They're still weary and sleepy at nine, and our paying landing fees and getting weather seems distant to their interests.

The Cirrus accelerates along the runway with the Aero Commander close behind. As it roars through the early morning stillness a Polynesian airlines British Norman Islander sits patiently on an adjoining taxiway awaiting departure. Over the tower frequency the pilot says, "hey it's a heavy Chevy" as the Aero Commander accelerates by. Nothing is said but if you've flown an Aero Commander you'd know that they have some similarity's, the Commanders are comfortable and Stylish.

The day slips quickly by as we give position reports, manage fuel and navigate carefully through foreign airspace.

The following day the Aero Commander arrives in Cairns via Rockhampton and the Cirrus arrives in Archerfield where it will undergo Australian certification.

## **Strange Traveling Companions**

A Gold Coast based operator with a passion for old 411 Cessna's found his latest 'pride and Joy' in Colorado.

The US based pilot that is engaged to bring the aircraft across the country discovers the engine is running rough after landing in Las Angeles.

Which is where the aircraft remained for a couple of months. A new cylinder, turbo charger and a few thousand dollars later Australian Air-Ferry is engaged to move the aircraft.

Once again the weather is blowing a dominant headwind, right on the nose in fact.

The x-factory Cirrus and the 411 head towards Santa Maria (California) as it was decided it would minimize the headwind component.

We'd assumed that everything would go smoothly in Santa Maria, we'd done our research and contacted the necessary people.

Upon arrival at Santa Maria the re-fuellers were out marshalling us into position and after shutting down and organizing fuel it was time to check into the Radisson, conveniently located on the airfield.



This is where things started to go pear shaped, it seems that Michael Jackson's court hearing started today and all the accommodation in town is booked out, journalist everywhere. With the assistance of local hotel staff we secure a room on the other side of town, only to discover that it will take two hours before a taxi could get to us.

Luckily there's a Hertz rental car company on the airfield, and damn Michael Jackson I was looking forward to staying in the Radisson.

Michael Jackson's 'Never Never Land' is half way between Santa Barbara and Santa Maria, but it had been decided that Michael's hearing would take place in Santa Maria.

For anyone thinking about flying within the United States, you can taxi your aircraft up to the doorway of the Radisson in Santa Maria.

We departed the following day into a dominant 20-knot headwind, it persisted for more than five hours. As lunch-time came and went (we have to make our own coffee remember), we noticed that the day just got better. It's a perfect day for flying, nil wind, no cloud and the deep blue water beneath was as flat as your kitchen table. These conditions remained throughout the entire crossing, just the most perfect day for the last half of the trip.

Again the Cirrus had to wait for the 411, during the climb and cruise it out performed the big twin, all on 14 gallons per hour.

We managed to avoid the Cyclone of Samoa, Percy had come within 40 nautical miles of Samoa and then turned north as if to go around.

We ate fish every night and managed to catch the sunset on the beach with a beer in hand on every island.

## Surplus Equipment

We have another Lowrance 1000 GPS available for \$1,150 Aust, the first one sold quickly to someone in Kempsey (NSW) – I think the Lowrance 1000 is every bit as good as the Garmin equivalent (if your not into name brands, this is a nice set), we might even have a color screen Lowrance 200 available if you wanted color. 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.

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