

# Malibu

Volume 10 Number 3 Summer 2001

# Mirage



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### Editor

Jeff Schweitzer  
(512) 264-8026 Fax (512) 264-8025  
Email: JSchweitzer@austin.rr.com  
Send all publishing inquiries,  
manuscripts and photos to the Editor. The  
Editor is responsible for initial review of all  
submissions and content.

### Publisher

MDS Graphics and Advertising  
Austin, TX  
Ship to:  
MDS Creative Studio  
809 N. Cuernavaca Drive  
Austin, TX 78733  
(512) 306-1988 Fax: (512) 263-3200  
email@mdsgraphics.com

### Officers & Directors

Mark Swatek  
President & Board Member  
(262) 248-8304 Fax: (262) 248-8352  
Richard Bynum  
Vice President/Treasurer & Board Member  
Mona Rathmel  
Secretary & Board Member  
David Coats  
Immediate Past President & Board Member  
Douglas Leet  
Board Member  
James Yankaskas  
Board Member

### Executive Director

Russ Caauwe M MOPA  
P. O. Box 1288  
Green Valley, AZ 85622  
(520) 399-1121 Fax (520) 648-3823  
Headquarters email: mmopa@att.net  
web site: <http://www.mmopa.com>

### Convention Coordinator

Bill Alberts  
(843) 785-9358 Fax (843) 785-7567



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Pilatus new ad  
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# Letter from the Editor

by Jeff Schweitzer

## International Flight

The theme of this issue, in case the cover was too subtle, is international flight in general aviation aircraft. Flying across the Atlantic or to South America is probably one of the most extreme uses we can contemplate for our airplanes. The potential pitfalls, dangers, and traps associated with long over-water flights or flying in foreign lands, requires a heightened sense of diligence and preparedness different from that needed for a short hop for pancakes. The best way to plan for a complex and potentially dangerous journey is to talk to the experts, those pilots who have successfully made the trip before. This issue gives you access to some of these experts. To date, I have been too cowardly to plan such a voyage, but after editing the stories in this issue, I have a renewed enthusiasm for a trip to foreign territory. We have the benefit of hearing from Richard Perschau, who details his wild adventure in Australia. Bill Bristow gives us his perspective on flying in Australia from his home field advantage. Larry Lee and Marc Mosier provide practical and useful tips on crossing the Atlantic. In our regular columns, Kevin Mead discusses how to prepare your airplane for a trip overseas, and what to do when repairs are needed away from home; and Mary Bryant asks some pointed questions about international flying, hoping you can provide a few answers before peeking at those provided. Buon viaggio.

## New Columns

Alert readers, or at least those with a pulse, will notice that we have added two new columns to the magazine: Coats Corner, by David Coats (coincidentally enough) and Aviation News by Douglas Leet. I know that you will welcome these new authors as enthusiastically as I do. David will pontificate on an eclectic range of issues, as fancy strikes him, and Doug will keep us up to date on important events in the aviation community. The list of authors now writing regularly for this magazine is truly impressive, and a great tribute to MMOPA. I now appear to be the weakest link, and am constantly looking over my shoulder.

As pleased as I am with the current lineup, I would like to add one other column to our publication. In order to make the magazine as relevant as possible to all members, I plan

to introduce a one-page column for those fortunate enough to be burning kerosene. The column, however, needs an author. If you are a pilot who sees a turbine engine from the left seat, and you like to write, please let me know. While we wait for the mystery author to appear, we will publish in a forthcoming issue a "Turboprop Primer" by Ron Cox.

## MMOPA Annual Convention

I have no doubt that the convention this year in Asheville, North Carolina, will be the best ever. In this issue, a brilliantly-written piece by a famous aviation author, *still* waiting for the Pulitzer Prize, details all of the pleasures of a visit to the Smokey Mountains. The Grove Park Inn is a spectacular venue for the convention, and nearby sites and attractions offer incredible diversions for pilots and spouses alike. Read the article on Asheville and you will not manage to stay away in spite of your best efforts.

## Twilight Zone

Either I have entered the Twilight Zone, or I have experienced a close encounter of the fourth kind, but I seem to have surpassed normal earthly problems with my autopilot and radar. After three highly-regarded avionics shops failed to correct a suite of problems over a period of 6 months, I wound up at a respected radio shop in San Antonio. Nobody seems to be able to prevent the autopilot from tracking one dot to the right of course, and the unit persistently does not intercept a localizer, blitzez pass the heading bug in one direction, sluggishly moves toward the bug in the other, and often does not faithfully follow the flight director. In San Antonio, an army of people are working on the problem, including a representative from Bendix/King. Amazingly, one part on my autopilot needing repair is being manufactured from scratch because it no longer is in production — and this is from a 1996 unit. As a result, all the testing is being done on a loaner, which then needs to be replaced with my autopilot. I am confident that this will bring on a whole new set of issues. In any case, after five test flights at KSAT, we still do not have all the gremlins worked out. I have even gone backwards, and now my altitude



pre-select has given up the ghost, whereas that was working perfectly before.

During this interlude of mechanical woes, my radar developed a drunken sailor's approach to sweeping the sky, listing hopelessly to one side only. No amount of care, effort or money seems to solve the problem. Giving the radar a good strong cup of coffee was ineffective. Shop after shop reported to me that the problem had been fixed. Yet the asymmetrical sweep mysteriously reappeared on every flight. I am beginning to suspect a vast right/left wing conspiracy. The airplane has been under the knife for four weeks in this latest attempt at surgery. Beam me up, Scotty. On second thought, don't, because the electronics probably will not function properly. I fear I have become the Rodney Dangerfield of aviation.

## Hartzell Prop

As the new advertisement boasts, Hartzell has received approval for a conversion kit for a new three-blade propeller good on any Malibu Mirage manufactured prior to 1998. This means that owners can upgrade to the same propeller that Piper has been installing on the new PA-46 since that year. The three-blade, 80-inch diameter composite propeller is advertised to reduce takeoff ground roll (by up to 25%), and significantly reduces the distance to clear a 50-foot object on departure. The full list price, including full de-ice, is just under \$22,000. The prop comes with a six-year, 2400 hour TBO, and includes a Hartzell Plus Three warranty, covering parts and service for 1000 hours or 3 years, whichever comes first. The new prop will not turn your piston-pounding vibration machine into a quiet turbine, but I suspect the benefits for vibration would be substantial. I would like to get any feedback from owners who do the conversion. ■

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# Aviation News

## Two Meridians, Two Mirages Down

by Doug Leet



Douglas Leet

Douglas Leet studied at Michigan State University and received his M.D. degree from The University of Chicago. Internship, residency and fellowship in General Surgery and Urology followed in Chapel Hill, at The University of North Carolina. He practices Urology in Raleigh, specializing in pediatric and microsurgery, female urology and oncology. Flying was always just a dream until 1978, when he began early morning lessons before work during his fellowship in general surgery. Thirty days later, with nearly continuous ground school, he had his private certificate. Doug bought a 1964 Mooney M20E shortly thereafter and obtained his instrument ticket in 1980. The M20E was sold for an M20K(turbo), and finally the ultimate flying machine, his 1984 Malibu. Doug's flying experiences expand across all of North America and into the Southern Caribbean.

The year 2001 has seen an exceptionally bad start for the Malibu family. To date, we have had four major accidents with three fatalities in only four months. I remember the terrible times from 1989-1991, and none of us wish to repeat that episode. The aircraft was grounded, the FAA restricted aircraft usage to VFR only, and insurance was all but impossible to obtain. Following is a brief summary of this year's events:

Date: 1/19/2001  
 Location: Chillicothe, OH USA  
 Aircraft: PA46-350P  
 Registration: N747RC  
 Source: NTSB  
 Reference: IAD01LA029  
 Injuries: 3 Uninjured

Brief Description: The preliminary report blames attempted takeoff with snow and ice on the airframe, and considerable slush on the runway. The takeoff was aborted near the end of the runway. The pilot "estimated that he used about 4500 ft of the 5400 ft long runway to obtain 80 knots."

Date: 2/20/2001  
 Location: Paso Robles, CA USA  
 Aircraft: PA46-350P  
 Registration: N9176Z  
 Source: NTSB  
 Reference: LAX01FA103  
 Injuries: 1 Fatal

Brief Description: This accident occurred during takeoff and climb from a private airstrip (Mac Gillivray Ranch) and was destined for Santa Ana, CA. The plane departed at night (1900Z) from an unlit runway.

Date: 4/9/2001  
 Location: Vero Beach, FL USA  
 Aircraft: PA46-500TP  
 Registration: N262MM  
 Source: NTSB  
 Reference: FTW01LA107  
 Injuries: 2 Fatal

Brief Description: The Meridian departed from KVRB in visual conditions. Tapes show that only 30 seconds after being cleared for takeoff the pilot stated he needed to return to the airport and land. "About 5 seconds later he reported that they were going down near the golf course." The airplane only climbed to 100-200 foot altitude before its gradual descent and impact with trees.

Date: 4/28/2001  
 Location: Rockwall, TX USA  
 Aircraft: PA46-500TP  
 Registration: N61PK  
 Source: NTSB  
 Reference: PTW01LA107  
 Injuries: 3 Uninjured

Brief Description: This aircraft sustained substantial damage during an aborted landing near Rockwall, Texas. The airplane veered to the right on landing and the pilot attempted to fly the plane off the runway, and overran it. Examination of the plane revealed both wingtips damaged, the left landing gear actuator pushed upward through the wing, the nose gear folded aft and separated from the hydraulic actuator with the right MLG folded outward and the left MLG folded inward. In addition, the bottom of the fuselage was damaged, with wrinkling aft of the left wing.

It is well known that the GA accidents and fatalities far exceed the scheduled and non-scheduled US air carriers. Note the table below for the year 2000 supplied by the NTSB.

As you can see, the accident rate in the GA sector is approximately twenty times greater than the scheduled air carriers, and ten times greater than non-scheduled air carriers. We should be asking ourselves, "What can we do

### Accidents, Fatalities, and Rates, 2000 Preliminary Statistics, U.S. Aviation

	Accidents		Fatalities		Flight Hours	Departures	Accidents per 100,000 Flight Hours		Accidents per 100,000 Departures	
	All	Fatal	Total	Aboard			All	Fatal	All	Fatal
<b>U.S. air carriers operating under 14 CFR 121</b>										
Scheduled	49	3	92	92	17,170,000	11,145,000	0.285	0.017	0.440	0.027
Nonscheduled	5	-	-	-	870,000	442,000	0.575	-	1.131	-
<b>operating under 14 CFR 135</b>										
Scheduled	12	1	5	5	550,000	975,000	2.182	0.182	1.231	0.103
Nonscheduled	80	22	71	68	2,430,000	n/a	3.29	0.91	n/a	n/a
U.S. general aviation	1,835	341	592	582	30,800,000	n/a	5.96	1.11	n/a	n/a
U.S. civil aviation	1,975	365	748	747						



# Aviation News

(continued)

to improve our safety record?" and, "What do the scheduled air carriers do that we do not?" The airlines may have more capable machines, but the big iron probably does not glide as well as a Malibu, and survivability is potentially much less in the event of a crash. After all, the Malibu has a slower speed at impact, and a greater range of potential landing sites. The obvious answer is that the scheduled airlines do not get into scenarios in which a crash is likely in the first place. They have superior training with a biannual review, the SOP's are practiced and tested, and rules are made and adhered to rigorously.

Partly in response to these statistics, and in an attempt to improve safety and training, our M/MOPA Board has established the M/M S&TF. This foundation is supported with monies from host FBOs and vendors, and your dues. You will find nowhere else such concentrated training with top instructors over a period of three days, all for only \$450. We need to support and utilize this Enrichment Training Program. Remember, if we do not improve our safety record and police ourselves, someone else will.

## Ground School and Flight Training:

1:00 PM Friday, August 24 - 1:00 PM Sunday  
August 26, 2001  
Eden Prairie, MN  
FBO/Piper Host - ASI-Aero Services, Inc./  
Modern Aero

Arrive on Sunday, September 30 - Class begins  
8:00 Monday, October 1 - 5:00 PM Tuesday,  
October 2  
Asheville, NC  
FBO/Piper Host - SkyTech, Inc.

## Maintenance Clinic With Instructor Kevin Mead

Arrive Sunday, September 30- Class begins 8:00  
Monday, October 1 - 5:00 PM Tuesday, October 2



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# Malibu Maintenance

## Overseas Operations

by Kevin Mead



Kevin Mead

Kevin is an IA who has specialized in Malibu/Mirage maintenance for 14 of his 20 years in general aviation. He is a licensed private pilot with a multi-engine rating. Kevin recently formed his own business, Mead Aircraft Services, which he runs from a small farm in Inman, Kansas. He will continue to provide support for the Malibu/Mirage fleet in the U.S. and abroad.

Barely a week goes by without a Malibu owner regaling me with an interesting story about his latest trip beyond the borders of the United States. Most head to Mexico or Canada, but a few dare to cross the Atlantic. From a maintenance standpoint, international flying on our own continent is not significantly different from domestic flying. A good looking over, particularly of the engine, is all that is usually needed to prevent a ruined vacation. But if you will be flying over the Atlantic, or any other large body of water, special precautions are necessary.

For a trip across the pond, I recommend a thorough inspection of the plane, with emphasis on the engine. Make sure connections are tight, that no oil is leaking, and that the induction and exhaust systems are working properly. Also, have the magnetos opened and thoroughly inspected. I receive calls almost daily from Malibu owners stranded away from home with an airplane that will not start. Probably 70% of the time the mags are the culprits. After a successful trip over water, and arrival at your destination, you would like to have the option of cranking the engine again. So have those mags checked.

### Fuel Ice is Not Nice

Once satisfied that the plane is in fine working order, you can focus your worries on ice and oil. A smooth running engine over a vast expanse of water is a good thing, so ice in your fuel is a big concern. Check your fuel system for water, and make sure water can not enter through your fuel caps. Above all, use an anti-icing additive. Several years ago, I knew two gentlemen who decided to fly over the Atlantic without their usual stop at Iceland. They were

carrying two 55-gallon drums of fuel in their Seneca, and were prepared with exposure suits and rafts. Unfortunately, the two pilots forgot the anti-icing additive. Ice developed in their fuel, and the crew had to make an emergency landing in Iceland. So much for the benefit of the extra 110 gallons of fuel.

You also have to think about ice on the airplane, so be sure to have the surface deice and prop deice systems examined closely during your pre-trip inspection.

### Have Enough Oil

You should monitor your oil consumption, particularly high altitude consumption, for some time before you attempt to fly over water. Two years ago, I received a Mirage that had flown from France to Kansas. The pilot and his mechanic reported a harrowing flight, and were amazed when I measured only four quarts of oil in the engine. They had not bothered to figure out the oil burn rate on routine flights. If they had, they would have discovered that their engine was too sick to make that flight, and could have avoided their near-death experience.

### The Right Stuff (Oil)

As discussed in the last issue, oil can be a controversial, confusing and emotional topic among pilots. I am not prepared to make any formal recommendation about which oil to use on a trans-Atlantic flight. I will, however tell you which oil I personally would use if I were making the flight. My opinion is that a straight-weight oil may be too heavy for flying over the North Atlantic. This conclusion is based partly on the following story. Several years ago, we sent to Europe a Malibu with a freshly-overhauled engine being broken in with a straight-weight oil. Upon encountering very low outside-air temperatures flying at high altitudes, the pilot began seeing an alarmingly low oil pressure and high engine temperatures. When he descended the problem disappeared. The Continental representative diagnosed congealed oil. For this reason, I would use a multi-viscosity oil.

### Repair on Foreign Soil

So let us say that in spite of careful preparations and scrupulous maintenance practices you encounter problems with the plane while in a foreign country. In anticipation of that eventuality, go to the trouble to locate maintenance shops near where you will be traveling before you leave home. The latest MMOPA directory lists the addresses and phone numbers of international Piper distributors.

You also may be able to fix some problems yourself, so take an assortment of small hand tools, (screwdrivers, a small wrench and socket set, wire cutters) with you. And do not forget to take the MMOPA technical hotline number with you. I have walked many owners through minor repairs and troubleshooting over the phone.

If you will be in an area where you are likely to locate a mechanic who has never before seen a Malibu, and you really want to be prepared, you can take along an Avantext TechPubs CD. The CD weighs almost nothing and takes up almost no space, but contains the entire service manual and parts catalog for your airplane. And do not forget the nice folks in the MMIG 46 club, the European version of MMOPA. I attended their convention in Prague last September, and found them to be an active, well organized, and tight-knit group. They have members all over Europe, who I am sure would be glad to direct you to a knowledgeable shop. Michael Offermann, whose contact information is in the MMOPA directory, is their current spokesman.

### Issues Back Home

Every summer I get numerous calls from Mirage owners experiencing intermittent cabin pressure failure. So in anticipation of the usual summertime barrage of calls, I would like to discuss the issue now. You are flying along at a high altitude, and without warning the cabin dumps. Does this sound familiar? The pressure may not come right back, forcing you to descend. The problem may or may not happen the next time you fly. The gremlin seems random. Your spouse refuses to fly anywhere with you until the pressure problem is fixed. Your local maintenance shop finds nothing amiss. The problem is difficult to troubleshoot, either on the ground or in the air, because the difficulty is intermittent. Other than calling the ghostbusters, what can you do?

Almost every time I hear this scenario, the problem is caused by a build up of corrosion in the squat switch, causing an intermittent connection. I always recommend the following troubleshooting procedure. During flight, pull the cabin pressurization circuit breaker and then wait for the problem to reoccur. It almost never does. Make sure you push the circuit breaker back in when you land. Do this for several flights to make sure the problem has been eliminated, but if the pressure dump does not reoccur, the squat switch is probably to blame. Unfortunately, this switch is sealed and so can not be cleaned. You must replace the switch, which is expensive, but this should fix the problem. As always, feel free to call me with this or any maintenance problem. ■



# Member's Corner

## Author, Author!

The Malibu Mirage Magazine is extending the opportunity to members of the Malibu Mirage Owners Association to be a part of this magazine. Share your real-life flying experiences and adventures or reveal to other members exciting destinations you have visited. A wealth of expertise can be found amongst the membership and we are inviting you to share your experience.

Contact the editor, Jeff Schweitzer  
Phone: 512 264-8026  
Email: JSchweitzer@austin.rr.com

Send all publishing inquires, manuscripts, articles and photos to the editor. Please review the article specifications listed on this page. The editor is responsible for initial review of all submissions and content.

The editor assumes full rights to editing any content of submitted materials. The Publisher reserves the right to refuse or withdraw articles.

### Deadlines

- Winter Issue - November 15th
- Spring Issue - February 15th

## Article Specifications

### Copy Specs

- Articles should be composed in Microsoft Word using either Arial or Helvetica typefaces.
- Do not add pictures to the word document; instead, insert a reference title to the image in parenthesis, such as the following example: (figure 1). Please label corresponding images with the reference title.

### Image Specs

- Digital Files: JPEG, TIF or EPS format, must be 300 dpi
- 35mm picture or 35mm slide.
- If submitting an illustration, image, or text from a book or outside publication, you must submit a document with copyright consent from that publication. ■

# Cover Contest

You have an opportunity to spotlight your airplane on the cover of one of the Malibu Mirage Magazines. Every issue now features a member-owned aircraft on the cover. There are only 4 issues published each year, so act now.

How do you enter the contest?

Submit a photo of your plane to the editor. Do not be concerned about the background.

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## Land of the Sky: Adventures in Asheville

by Jeff Schweitzer

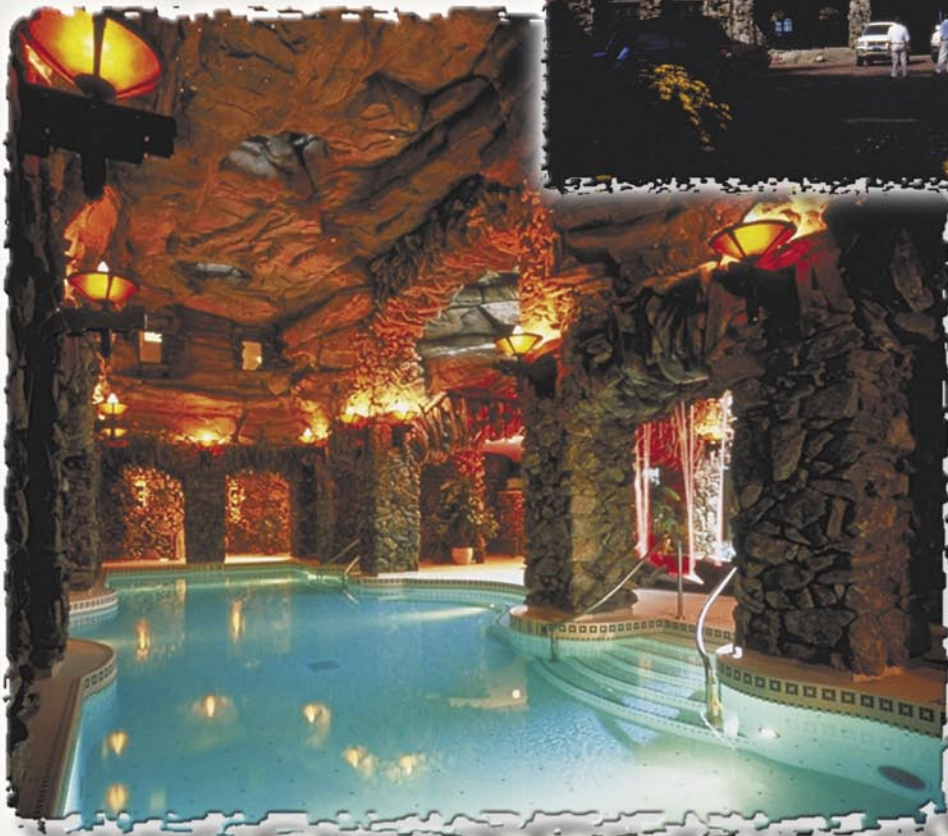
Snuggled proudly in the picturesque mountains of southwestern North Carolina, Asheville has long been known as the Land of the Sky. The fact that this label makes no sense somehow does not diminish its appeal, and after only a short visit the phrase starts to become oddly appropriate. Standing on top of Chimney Rock overlooking the Great Smokey Mountains, the sky begins looking big enough to warrant a few logical contradictions about air, land and sea.

Lured by the prospect of returning to the area's multiple natural wonders, diverse architecture and luxury accommodations, my wife and I decided that Asheville would be our next destination. This diversion from

our routine was also a reasonable excuse to give our 1996 Malibu Mirage a good wing stretching, too. I get itchy if not behind the yoke after a week or so, and the time had come to get airborne.

The aircraft, apparently, had other plans. Flying comfortably in solid IMC at FL230 about an hour after departing from our home base in Austin, Texas, my thoughts wandered to four-star dinners

and rooms with a view only hours ahead. That reverie was interrupted, however, when the number two alternator decided that producing current was no longer on the agenda. Staring at the bright red warning light, I tried to argue that the unit was installed new only a few weeks earlier, but to no avail, and the alternator stubbornly stayed off line. I informed ATC, did a 180, and pointed the nose back home. Shortly after executing the turn, the attitude indicator jumped on the



failure bandwagon, and slowly gave up the ghost. Along with the AI, of course, I lost the autopilot. I was now hand flying in IMC, with one alternator and a backup AI on the co-pilot's side. Accidents are usually a chain of events... Just to add another element of good news, ice started to accumulate on the wings. This caught my attention because to operate the de-ice system I needed power and vacuum, and both seemed to be "experiencing difficulties." Descending to warmer altitudes solved the ice problem, and we eventually landed back at Austin without further ado.

The agony and the ecstasy: Only a pilot can understand the pain and frustration of aborting a mission due to mechanical problems. In spite of lavish attention and money spent on careful maintenance, I was in a terrible slump. My launch reliability was reaching toward zero. I began to take this



Edwin Wiley Grove, the resort's founder, was a successful manufacturer of pharmaceuticals who first came to Asheville in 1898 to escape St. Louis in the summer, and, oddly, a chronic case of the hiccups. Grove was inspired to visit the area after George Valderbuilt completed the Biltmore in 1895, and word among the wealthy began to spread about Asheville's mild weather (moderate winters, cool summers) and the supposed healing power of the pure mountain air. By 1913 Grove had opened his own resort in the heart of the Blue Ridge mountains. The hotel was built of granite boulders taken from Sunset Mountain, hauled to the site by wagon trains, and fitted into place by Italian stonemasons (and hundred of local laborers). Amazingly, the structure was completed in just 11 months 27 days as a six-story clay-tile-roof 150 room hotel, with two of the most famous fireplaces in the world. You will know why when you see the fireplaces in person, but as a hint you could practically build a small house in each one. Reviews at the time claimed Grove Park to be the finest resort hotel in the world. In the early days, guests were assigned a specific table for dining, an individual waiter, and a copy of their hometown newspaper on their table each morning.

personally. So I approached the aircraft with some trepidation after the creature's two week convalescence in the shop. Nevertheless, in spite of my skepticism, the plane performed flawlessly on our next attempt, and I was now experiencing the ecstasy of flying, proving again that pilots have short memories.

In this case, perseverance paid off, because landing at Asheville is a delightful experience. The airport lies on a thirty-five-mile-wide plateau sitting at 2200 feet, bordered by the Blue Ridge, Great Craggies and Black Mountains on the east and the Great Smoky Mountains of the Appalachians on the west. The airport, located just 9 miles south of town, is found 13.5 miles along the 280 radial of the Sugarloaf Mountain VOR (SUG, 112.2). The 8000 foot runway is easy to spot, but beware of nearby mountains if you arrive after sunset. Even though the evening was clear, I chose to shoot the ILS Rwy 34 approach because I was in unfamiliar mountainous terrain in the dark. As usual, ATC proved to be friendly and accommodating, and the landing was uneventful.

over a fair distance. The FBO can help you (828-684-6832), either with their own rentals, or by offering you a ride to the rental car kiosks in the main terminal. The FBO will also help you book a hotel room if you arrive unexpectedly. But the area is a popular destination, so prudence dictates that you reserve a room prior to your arrival if possible. Asheville offers many options on accommodations, in all price ranges, but there is no choice if you want to experience the best. For many people, an integral part of experiencing Asheville is staying at the Grove Park Inn Resort & Spa, and I could not imagine going elsewhere. (No, they did not pay me to say that — unfortunately).

The resort has a fascinating history, which is part of its current charm.

The accommodations were fine enough to attract a long list of celebrities, dignitaries and politicians. President Franklin D. Roosevelt and wife Eleanor were guests, as were Woodrow Wilson and six other U.S. presidents. Novelist F. Scott Fitzgerald lived in room 441 during most of 1935 and 1936, where he did much

After touch down, the brightly-lit and warm FBO was a welcome refuge from the cold dark night. Striding into Asheville Jet Center, I briefly wondered if riders of the Pony Express experienced similar feelings of gratitude after completing a long journey when they saw the next outpost burning a welcoming fire in the distance. Probably not, and I know they did not get offered free hot popcorn, or convenient access to rental cars.

Definitely rent a car for your visit to Asheville. None of the hotels or resorts offer convenient shuttle service to the airport, and the attractions are spread



The resort weathered the death of Edwin Grove in 1927, and the traumas of the Great Depression and World War II. After the attack on Pearl Harbor, the U.S. government transformed the resort into a confinement center for Axis diplomats (not a bad place to be prisoner), and later into a rehabilitation center for naval officers. At war's end, the exterior was as robust as ever. But the original furnishing, rugs, linens, drapes and plumbing had badly deteriorated. It was in this condition in 1955 when the Inn was purchased by a Texas businessman, Charles Sammons. Not long after, the Inn was listed on the National Register of Historic Places. Over the next 33 years, Sammons financed an enormous restoration and expansion program, leading to today's 510 room resort, with four restaurants, two ballrooms, a country club, an 18-hole golf course, a sports center, and a staff of nearly 900.

The recent turn of the century brought more changes, including a \$36.5 million renovation of the property, and the opening of a truly spectacular Spa. The \$32 million, 40,000 square foot subterranean Spa is nestled into a grotto complete with cascading waterfalls, multi-layer pools, lounges and stone terraces. Visitors to the Spa enter through massive stone walls into a grand entry corridor. The reception area is framed by stone arches, stone columns and sweeping barrel vaulted ceilings. Inside, guests are treated to the "body gommage and vitamin cocktail hour" or the "moor mud balneotherapy" among many dozens of weird and wonderful choices for body pampering.

Luxuriating in the spa hopefully has given you a large appetite, because the Inn has a constellation of five restaurants and three

bar/lounges to meet every occasion and taste. The crown jewel and biggest budget buster is Horizons, but the experience is worth the cost, with sweeping views of the property thrown in as a bonus. The restaurant has consistently been given the AAA Four Diamond Award and the Mobile Four Star Award (received by only 372 restaurants in the country). Next on the list is the Blue Ridge Grill, situated in an enclosed glass terrace overlooking the Great Smokey Mountains. Here you will find a huge Sunday Brunch buffet, worth a visit to the Inn even if you are not a guest. If something even more casual is desirable, Chops at Sunset Terrace, the Carolina Cafe or the Pool Cabana are open for business. Service is impeccable in all the restaurants.

Well rested, pampered and sated, the time has come to visit nearby attractions. The first stop is the city of Asheville itself. The area is blessed by being situated at just the right elevation and latitude to avoid the stultifying summers of the south and the crushingly cold winters of the north. In addition to a mild climate, Asheville is strategically placed at the confluence of the French Broad and Swannanoa rivers. As a result, the region attracted early explorers, including Hernando DeSoto, who visited the area in 1540. Formal trading was established with the Cherokee Indians in 1643, taking advantage of well-worn Indian trails that crossed at Asheville's current location. But peaceful trading was not to last long. After years of skirmishing, American colonists under General Griffith Rutherford fought and largely broke the Cherokee nation by 1776. Shortly thereafter, Samuel W. Davidson and his family became the first whites to settle here permanently in 1784. He was later killed by Indians, but by 1785 the permanent town of "Eden Land" had been established, and the settlement grew slowly over time.

After the railroad broke through the Eastern continental divide in 1880, a new wave of development and prosperity hit the region. Further contributing to the region's growth, the Great Smokey Mountains National Park and the Blue Ridge Parkway were developed in the early 1900's, helping to make the Asheville region the most visited recreational area in the United States.

Today, walking through historic downtown, this rich past is evident in the city's broad character and architecture, which set the mood of a small European town. Places to visit include: Market Street, a unique cobble stone avenue with plentiful shops and restaurants; Park Place, a renovated

collection of buildings from the 1800's and early 1900's; Biltmore Avenue, where you will find a street rich in art, food and culture; and Battery Hill, for those who must shop.



The next stop on the tour should be the Biltmore Estate, a short drive from downtown. At the tender age of 33, George Washington Vanderbilt III completed his dream house in 1895 after six years of construction by a virtual army of laborers. Limestone was hauled 600 miles from Indiana, marble imported from Italy, and supplies delivered to a three-mile-long private rail spur that was built to expedite construction. On-site, a kiln pumped out 32,000 bricks per day.

The end product contained four acres of floor space, 250 rooms (including 34 bedrooms and 43 bathrooms), 65 fireplaces, three kitchens and an indoor swimming pool. Ahead of its time, the building was fully electric and centrally heated. George also installed refrigerators and elevators in his palace, making the building one of the most technologically advanced in its day. While the building itself is impressive, so are the surrounding grounds, which originally encompassed a 100,000-acre forest, working farms, a 250-acre wooded park, five gardens and 30 miles of road.

As you approach the palatial structure, keep in mind that George was among the poorest of the male Vanderbilt clan. George's grandfather Cornelius bequeathed nearly all of his \$100 million estate to William Henry, eldest of 13



children. George himself is the youngest of eight children by William Henry and his wife Maria Louisa, and therefore he inherited the smallest share of the fortune. What you are witnessing is therefore the result of the most diminished, second-generation endowment from the Vanderbilt patriarch.

A visit to the Biltmore Estate should include a stop at the Biltmore Winery, a 90,000 square foot facility only a short drive from the palace. The vineyard produces fine varietals as well as blended table wines. Complimentary wine tasting is offered, and all products from the vineyard are offered for sale. If all the touring has created an appetite, a number of restaurants on the grounds offer good meals and great views. A half-day should be sufficient for a visit to the Biltmore Estate.

Well, enough about finery, fancy restaurants and luxury accommodations. Lets explore nature and head to Chimney Rock. This 500 million-year-old rock, standing on the edge of a tall mountain overlooking Hickory Nut Gorge and Lure Lake, affords a view not only of the Blue Ridge Mountains, but also of Kings Mountain seventy-five miles further east. But first, let us not skip the drive to our destination, which is an important part of the experience. Only a half-hour's ride from town, the narrow roads to Chimney rock transport passengers through dense forests of rhododendrons, blooming dogwoods and bright yellow forsythia. Numerous cascading waterfalls and ubiquitous streams complete the picture of natural abundance.

The ride becomes remote-rural very quickly. We passed by places such as Possom Hollow and Moonshine (I'm not making this up), and I began to wonder if we were about to have a "Deliverance" experience. But my fears were laid to rest when we reached the entrance to Chimney Rock Park. The young and hearty can hike up a twisted trail of subterranean shortcuts, catwalks and nearly vertical paths to the top of Chimney Rock, then on to a 45-minute scenic walk to Hickory Nut Falls. For the less young and not nearly as hearty, an elevator dug out from inside the mountain will transport you 26 stories to the Sky Lounge, from which you can walk a short distance to the top of Chimney Rock. I cheated and took the elevator up and hiked down. Squeezing between huge granite boulders that create natural but narrow passes, splashed by cold runoff, tottering on wooden stairs attached to vertical

rock faces, and scampering down stairs cut directly into the rock, I finally made the descent, wondering if the elevator might not have been a good idea in both directions. Ah, the joys of middle age are sometime so starkly brought to the fore.

A bit further out is Grandfather Mountain, where the biggest attraction is the Mile High Swinging Bridge. Much as the name implies, this structure is the highest swinging footbridge in America, suspending visitors more than a mile above sea level, and providing for spectacular views of the southern Appalachians. Grandfather Mountain has been set apart by the United Nations as an International Biosphere Reserve, in which one can spot bears, panthers, otters, eagles and other animals working and frolicking in the wild.

Finally, a visit to the area would not be complete without a drive on the Blue Ridge Parkway. You can spend a few hours or several days exploring the parks and trails along the Parkway. More than half of the Blue Ridge Parkway's 469 miles slices through the rugged mountains of North Carolina. The southern extreme of the Parkway is found at the Great Smoky Mountains National Park near Asheville. The Parkway's highest elevation of 6,047 feet is at Richland Balsam Overlook, offering broad vistas of the surrounding mountains. Equally spectacular views are seen from the Craggy Gardens Visitor Center. If you want to visit the most impressive engineering feat along the Parkway, be sure to see the Linn Cove Viaduct. Not far away are the Linville Falls, clearly the most impressive cascades in the Park.

The area's juxtaposition of mild climate, wild nature and four-star pampering, makes Asheville a unique and desirable destination for pilots and their families in all seasons. The airport is easy to access, with multiple instrument approaches, and is convenient to the local attractions. The FBO is friendly and accommodating. The price of a visit will likely exceed the typical \$100 hamburger, but the price is easily justified by the experience. ■

**Contact Information:**

**Asheville Jet Center**  
Asheville Regional Airport  
One Aviation Way  
Post Office Box 1209  
Fletcher, NC 28732  
phone: 828.684.6832  
[www.ashevillejet.com](http://www.ashevillejet.com)

**Grove Park Inn Resort & Spa**  
290 Macon Avenue  
Asheville, NC 28804  
800-438-5800  
828-252-2711  
[www.groveparkinn.com](http://www.groveparkinn.com)

**Biltmore Estate**  
One North Pack Square  
Asheville, NC 28801  
800-543-2961  
[www.biltmore.com](http://www.biltmore.com)

**Chimney Rock Park**  
Box 39  
Chimney Rock, NC 28720  
800-277-9611  
828-625-9611  
[www.chimneyrockpark.com](http://www.chimneyrockpark.com)

**Grandfather Mountain**  
US 221 @ Blue Ridge Parkway  
Linville, NC 28646  
800-468-7325  
828-733-4337  
[www.grandfather.com](http://www.grandfather.com)



**Blue Ridge Parkway**  
828-298 0398  
[www.brpfoundation.org](http://www.brpfoundation.org)  
[www.blueridgefriends.org](http://www.blueridgefriends.org)

# AUSTRALIA!



By Richard Perschau, M.D.

Since I began flying at the age 12, I have harbored a dream of launching to distant adventures with a group of fellow aviators. My first taste came in a flight with my father to Mexico in a group of aircraft operating with the Flying Farmer Association. Later, the Air Force provided ample opportunity for numerous formation cross-country missions. But the dream was still alive when I started flying Malibus. We are mostly single-seat IMC pilots, but many Malibu drivers share my interest in traveling as a group. When I organized an adventure flight to New Zealand two years ago, my goal was to gather a small group of experienced pilots (the Malibu type fit this requirement), rent some little aircraft, and fly together in a foreign place of enchantment. The New Zealand fly-out with 12 Malibu pilots proved to be a resounding success. We bonded as aviators to meet the challenge of flying together in a foreign place with a VFR-only limitation. We supported each other in formation, and succeeded in getting everyone going the "same way the same day". This group wished to experience another adventure, and we did, this year in Australia.

## Island Continent

Australia is the only nation to occupy an entire continent. Most of the population is concentrated along the eastern seaboard and the south-eastern corner of the continent. As a result, the country is one of the world's most urbanized, with about 70 per cent of the population living in the 10 largest cities. As Bill Bristow mentions in the accompanying article, Australia covers

nearly 3 million square miles (7.7 million square kilometers), but is home to only 19 million people. These people do not gaze in awe at any high mountain peaks, because, after Antarctica, Australia is the flattest continent. On average, the continent is also the world's driest after Antarctica. At the same time, Australia has extremes of climate and topography, with rainforests and vast plains in the north, heavy snowfalls in the south east, desert in the middle and productive croplands in the east, south and south west.

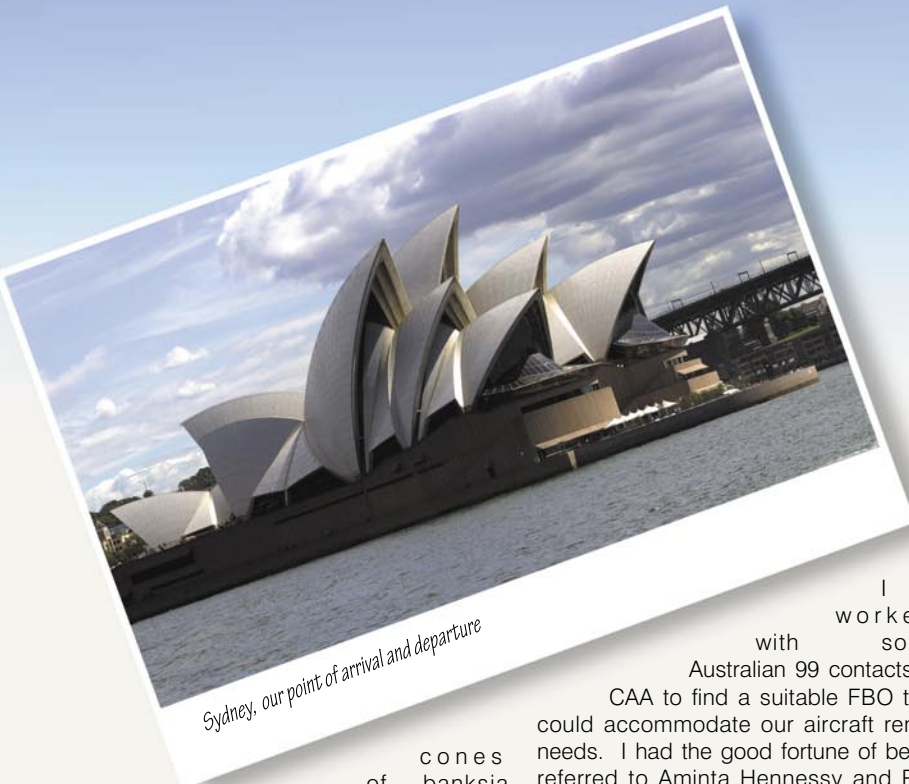
Australia has been isolated as an island for about 55 million years, allowing for what scientists call "island biogeography" to take effect, resulting in some strange and wonderful creatures and plants. Marsupials survived here in the absence of competition from mammals. As a result, Australia's best-known animals are the kangaroo, koala, platypus and spiny anteater.



From New Zealand, Brent and Lynne Ferguson fly the only Malibu to join the expedition

More than 400 of Australia's 700 bird species, including the flightless emu, are found nowhere else. Australia provides habitat to 20,000 species of plants, including the ancient cycad palm and the grass tree. Brilliant wildflowers, such as the waratah, Sturt's desert pea, the flowering





*Sydney, our point of arrival and departure*

cones of banksia trees, and the red and green kangaroo paw, lend spectacular color to the countryside. The phrase "land of contrast" is overused by tourist bureaus worldwide, but here the language is a perfect description of this amazing continent.

**Strategic Planning**

For this flying adventure to the land of contrasts, I decided to take only experienced pilots (Malibu types again), and to have two pilots per aircraft. As before, we would support each other in formation in order better meet the challenge of VFR pilotage, this time in the strange, albeit wonderful, country of Australia. We would also spend 2-3 nights at each stop in order to keep this adventure from being an air race, and to take maximum advantage of our exotic locale. Each stop would also provide an opportunity for all participants to bond and develop friendships as the trip progressed.

I negotiated a low rate (\$1100 round trip) on Qantas for the group, easing the pain of the initial cost of transportation. I was able to arrange with the Australian CAA to have our Australian VFR licenses waiting for us upon arrival. An IFR certificate would have required a lengthy examination on-site, so we decided to take the visual ticket. As an aside, the next time over, we know enough now that we may get IFR certified through correspondence before our arrival.

I worked with some Australian 99 contacts at CAA to find a suitable FBO that could accommodate our aircraft rental needs. I had the good fortune of being referred to Aminta Hennessy and Ray Clamback at Bankstown Airport near Sydney. Ray and Aminta have long been aviation significant others, and have been ferrying small aircraft across the Pacific over the last many years.

These trans-Pacific flights are gutsy operations, to say the least, as demonstrated by "Ray's Triathlon". This is an event in which Ray would "fly a little, swim a little, and boat a little" when he survived the ditching of a Piper Archer into the sea just short of Hawaii. Ray has completed over 200 cross-Pacific



*Mother Hen in a relaxed moment*

crossings ferrying small aircraft to and from Australia. He is a remarkable aviator. As for his significant other, Aminta, she is even more of a story. Aminta performed the miracle of providing our rental aircraft, checking out our now-sizable group on a compressed schedule, and arranging the group ground package for 2 weeks for about \$900. As a bonus, she would even accompany us on our voyage as our tour guide. (Perhaps she wanted to stay close to her aircraft to make sure we would not bend metal)? Aminta is a gift to aviation, and the group quickly took on to her. She became a mother to us all, and soon won the moniker of Mother Hennessy, which then became the root of her call sign, "Mother Hen". This stuck for the journey, and

*cont. p27* ▶



*Aminta Hennessy (Mother Hen) in the familiar role of pre-flight briefer*

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# AUSTRALIA!

(continued)

perhaps beyond. Mother Hen and I worked out a two-week itinerary to fly the SE portion of Australia in a counter-clockwise rotation from Sydney to Melbourne, to Adelaide, to the Outback of the interior, to Cober Pedy, and back across to Sydney. This came out to about 2000 miles of flying. The plan looked good, and the group of aviator adventurers assembled for the launch. The Aussisome Adventure was on....



*Bonding down under*




*Flight leader, Dick Perschau, in action*



*Bankstown, near Sydney, is the largest, busiest GA airfield in the southern hemisphere*

## Voyage Afar

We came from all points on the globe, but arrived in Sydney with just two days to check out before pressing on for our adventure. With express service by Clamback & Hennessy ([www.clamback-hennessy.com.au](http://www.clamback-hennessy.com.au)) at Bankstown Airport, the checkouts were all completed in time. As a reward, we were presented with polished rental aircraft (151's, 161's, and a 182, Saratoga and Cherokee Six). The shine reflected the careful maintenance of our rentals. As a result of our pre-arranged delivery of VFR tickets, we were able to launch immediately after being checked out in the rental aircraft.

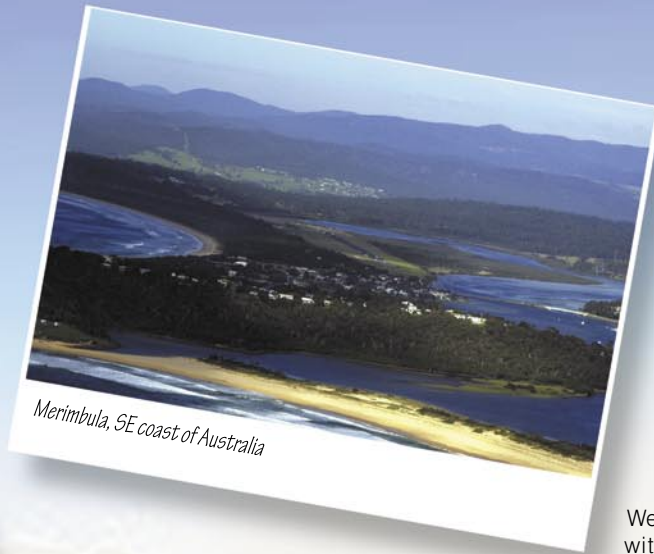
cont. p28 



*Challenges included terrain and weather*

# AUSTRALIA!

(continued)



*Merimbula, SE coast of Australia*

We had some local talent with us in addition to Aminta. Bill Bristow came down from Brisbane in a 210 because his Malibu had a hole in her wing from slipping off the jacks during a gear inspection. Brent and Lynne Ferguson, our gracious hosts during the New Zealand 1999 Fly-out, bravely flew their Malibu over from New Zealand.

## Start at the Beginning

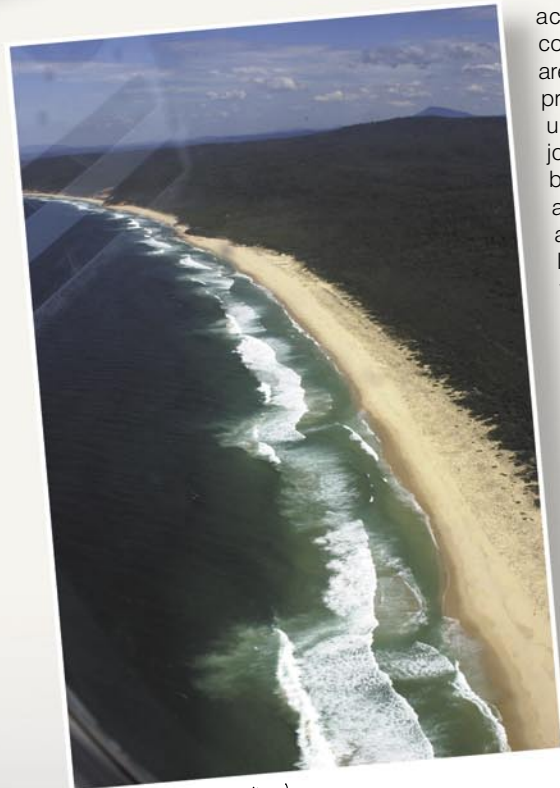
Up for an early-morning breakfast on the first day, the group of aviators buzz with excitement before launching across the great continent of Australia. A few are discussing our Pacific Rim-programmed hand-held GPS units to compare the day's journey coordinates. As we bag-drag off to Bankstown airfield, we note with some anxiety that the weather is lowering and becoming quite wet. Our mission for the first day is to make our way to, then follow, the coast to Merimbula for refueling and lunch. Then we will proceed further down the coastline to Mallacoota for two nights at the most southeastern town of Australia.

With the planes checked out and packed, we taxi out in a reasonable formation to exit Bankstown. The Bankstown controllers are up to our mission by now, and are of great assistance to our cause.

This is amazing to me because Bankstown is the busiest GA airfield in the southern hemisphere, but these folks have been watching us American pilots adapt to their routines and requirements



*The group's first landing by the sea*



*Flying IFC (I follow coastlines)*




*Aminta directing her incoming flock*

over the last two days, and seem to have adopted us.

We launch into the great beyond, only to fight the weather immediately, struggling to maintain VFR under the clouds and rain. The challenge of navigating VFR with unfamiliar low level maps, and staying safe, is immediately evident. But, we are all sturdy Malibu-level pilots, and the challenge seems to be well met. The eager flight crews zip along the coastline, south of Sydney, through the military VFR corridors, and to Merimbula, where we are embraced in coastal beauty. The spectacular coast is the perfect invitation to land for fuel, for both aircraft and pilots. We dine at a runway café hutch while our planes take on their own nutrients. Extra folks are called out to accommodate the "American Flyers Contingency". The American dollar is two times the value of the Australian dollar, which becomes evident at the pump, with gas at about what we pay per gallon in the USA.

The next leg to Mallacoota is short, but beautiful. I cut through the mountains with Aminta so that we can welcome, and direct, the trailing flights into a parking area on a remote strip. This is our first landing on "gravel", but the runway is hard packed, and not as bad as we anticipated. We alert the following flights, and all land well. Even the larger aircraft, Brent's Malibu and Bill's 210, land with adroitness. Mallacoota is a national park of waterways, fishing, and rivers in the most southeastern part of Australia. A boat trip the next day takes us to a remote picnic site where a six-foot lizard enters our playground for hand outs. Just an ordinary customer to the picnic

cont. p31 



*Our first dirt strip*



*Our faithful birds line up for rest*

**2c Scope  
printer has film**

# AUSTRALIA!

(continued)



*Australia at its best*

area, we are told, so we feed him or her generously. (I did not get close enough to make the necessary determination).

We stay in Mallacoota for three days of bliss. Personal bonds and flying fellowship are building quickly. Does it get any better than this?

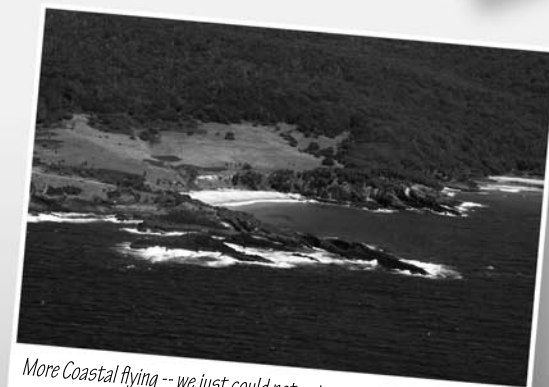
## The Longest Meter

The longest and most difficult leg of our journey is from Mallacoota to Kangaroo Island. From Mallacoota we set out for Latrobe Valley (near Melbourne) for refueling, then fly just south of Melbourne, down the beautiful southern coastline to Warnambool for fuel, then to Kingscote, south of Adelaide, on Kangaroo Island. While the most challenging leg, this segment of the trip is also the most beautiful.

The mission starts off with difficult head winds and turbulence on the coastline at low altitude. We try a bit higher, but the extra altitude offers no help. As we approach Latrobe Valley, we enter a wall of low weather and rain shafts. The aircraft endure together for awhile through the bumps, but the wall of weather is splintering the group. Latrobe Valley is not being friendly to our effort, and the group ends up spread all over SE Australia. I thought the goal of keeping "every one going the same way the same day" had been foiled. My Australian Copilot and I end up fighting scud and rain shafts at 100' to 300' AGL, and find our way to West Sales, with the help of East Sales military radar. These are trying times for our flight. We became single seat individual pilots, and each finds his or her own way to safe refueling with impressive pilotage skills.



*The sole Malibu takes the lead*



*More Coastal flying -- we just could not get enough of the views*

cont. p34 ▶







# AUSTRALIA!

(continued)



*A private field on the SE seashore*



*Mallacoota, the most SE point of Australia*



*A six foot, four-legged guest at our lunch in Mallacoota*



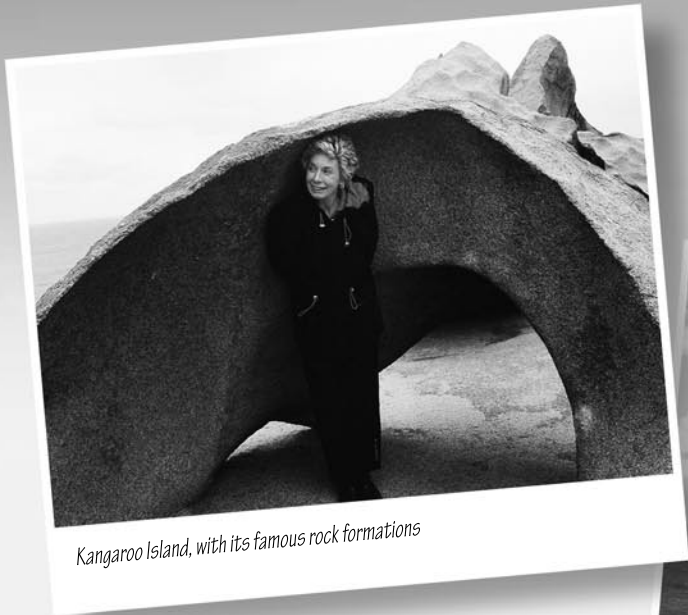
*Hotel lawns often sprouted more than grass*



*Group gathering to mark our extreme SE destination at Mallacoota*

## Lost and Found

We are a lost group, fractionated by Australian weather. But all know that our mission is to reach Warrnambool on the south coast of Australia for a final refueling before reaching Kingscote. Meanwhile, I find that West Sales airfield is a ghost town. We call the telephone number listed on the gas pump, and are amazed that a sprightly lady arrives in 20 minutes to refuel us. We try our cell phones to contact the other pilots, but to no avail. Fully fueled, we take off in another attempt for Latrobe valley to Melbourne, but the controllers proclaim that rain is still heavy to the ground, and that our colleagues had ventured to the coastline to find their way to Warrnambool. These were all beautifully planned routes on the southern coastline. I now feel all alone on this itinerary. My Australian mate and I manage to work our way south to the coastline, and then west to Warrnambool. On this leg we come to appreciate the great value of our self-programmed handheld GPS units that we all brought on the journey. We pick through low-level clouds and rain shafts to the southern shores of the Melbourne bay, home to my copilot. Our down-in-the-dirt VFR piloting skills are challenged this day, and the GPS units are truly invaluable. As we pick our way past GPS and visual points south of Melbourne, I try our previously agreed-upon in-flight Malibu frequency of 123.45 to determine if other pilots have conquered the weather. Much to my surprise, I immediately hear Gary Proctor, and, amazingly, the rest of the crew seem to be just ahead. Wow, this is like coming out of a difficult bombing mission in North Viet Nam, and hearing your comrades back on frequency. I was ecstatic.



*Kangaroo Island, with its famous rock formations*


### Kangaroo Island

We really are all coming together the same day to Warrnambool. Each pilot team flew expertly its own way that day, and my faith in the pilotage skills of the group would never be altered. This is a great poop of greagle (inside joke for those on the trip). At Warrnambool, we learn that Gary Proctor's Cherokee Six had a bad mag. Gary and Judge Polis take the Six to a little airfield, where an A&P repairs the problem, while I take Sandy Proctor with me up the coast to Kangaroo Island. The afternoon flight up the coast to Kingscote is gorgeous. The surf is coming into the shore against offshore winds, creating tremendous mares tails surf. Finally, we leave the comfort of coastline flying to cross 35 miles of water to Kingscote.

Three days at Kangaroo Island reveal an island-locked sanctuary of koalas, kangaroos, penguins, seals, sheep, and excellent restaurants, in which I experienced my first kangaroo steak dinner. A tour to a eucalyptus farm is most interesting. I learn that 10 drops of eucalyptus may provide health benefits, but that 20 drops might be lethal – an interesting drug.

### Coober Pedy

Our next mission departs under the Adelaide control area, and presses up into the Outback to Coober Pedy. I will never again criticize flying over west Texas. In fact, after this leg, I

cont. p36 



*"Mares tails" up to Adelaide along the southern coast*



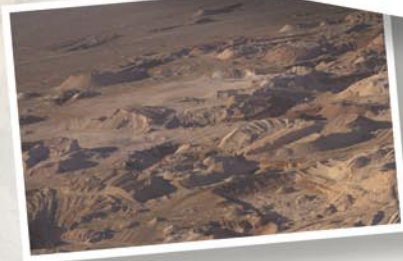
*Weathered rocks create an image of abstract art on Kangaroo Island*

# AUSTRALIA!

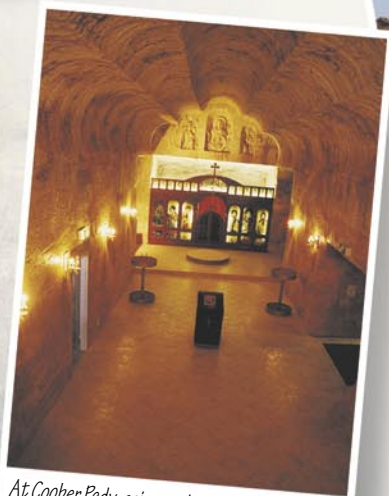
(continued)



*Coober Pedy in the Outback, where flies come supersized*



*For only \$37, you too can stack a claim and dig for opals at Coober Pedy*



*At Coober Pedy, going underground makes sense, as seen in this church*

am inclined to declare west Texas the "garden state" when compared to the thousands of miles of flat land in the Outback. Folks here are dependent on airplanes, and little airfields are everywhere. One can fly anywhere in Australia at 7500' in IMC and never hit a rock. The highest point is 6700 feet. Knowing this little tidbit is helpful when we have to press our VFR limits. The flight to Cober Pedy is interlaced with continuous in-flight banter on 123.45. Over these vast expanses, there is not much else to do. When Dick and Mary Paschke overtake my 182 in their Saratoga, a little formation flying provides some relief of tedium, and provides for some great photo ops.

We cross some big roads, and observe from our unique perspective the infamous road trains of three-to-four 18-wheelers connected together, rushing down the lanes at 80 to 90 miles per hour. Coober Pedy finally comes into view, with Dick Paschke in the lead. He points out that the destination is basically some sand on more sand, in between two puffs of smoke. If my GPS had not agreed, I would have missed the field. On final, the area appears to be pocked with a million "ant hills", which we quickly learn to be opal mining slag piles, a by-product of the main local industry.

In fact, Coober Pedy, in this isolated Outback location, largely exists because of opal mining. One has the impression of a gold mining rush, much like that of the 1840's in California. For only \$37, one can obtain a digging license and set a claim. The veins of opal are capricious and unpredictable, so one may find opal at any





*Golfing takes on a whole new meaning in the Outback*



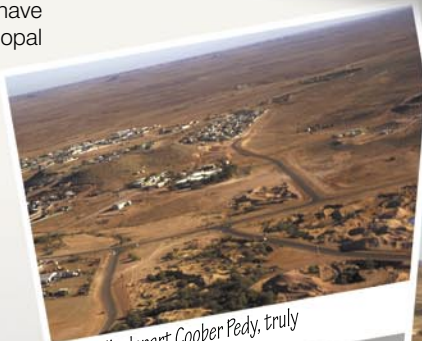
*The first hole offers a huge oasis of green*

dig in the area. In fact, a tourist was stalled at the roadside years ago, and his son kicked a rock, which turned out to be a million dollar opal. Talk about Las Vegas. The miners who come here are "California rush" enthusiasts. Due to the summer heat, most dwellings are built under ground in mining-type shafts. Hospitals, houses, churches, and even our hotel, are under ground.

I step out of our 182 into the fresh air of Coober Pedy. My co-pilot, wishing to enjoy the experience, takes a deep breath and immediately aspirates a fly. This is our first clue that flies are everywhere. In spite of our buzzing companions, the stopover is worthwhile, and proves to be an interesting place to spend a few days buying opals. Not everywhere can you find old miners who still dream of making a million in one day, or spend months working for nothing. Coober Pedy is a place where fortunes can be made or lost in the twinkling of a colored stone. We did have fun here in the Outback. In 1993, the opal was declared Australia's national gem, so the rush continues at Coober Pedy.



*A typical underground residence*



*We sadly depart Coober Pedy, truly in the middle of nowhere*

### Wilpena Pond

Coober Pedy is a great place to see, and a great place to leave, so our departure brings along some mixed emotions. Bill Bristow (in his 210), and I are the last to fire up for the departure to Wilpena Pound. Taxing out together offers a nice opportunity to do a formation take off. We do, with the added benefit of having another great photo op. Wilpena Pound is a short gravel strip behind a beautiful volcanic rim encompassing a national park. After some challenging short field entries, we gathered



*The group braves the heat for a gang photo*

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# Transatlantic





# Flying

By Larry Lee and Marc Mosier

My wife Cathy and I have crossed the Atlantic five times in our Malibu, three times in 1992 and twice in 1997. Even with that experience, I would not consider another crossing without a current review with a professional to cover proper procedures and equipment. I would also benefit from an objective, trained eye giving my bird a good examination prior to launch.

For the professional touch, I call my good friend and Atlantic flight mentor, Marc Mosier, who has agreed to reveal to us his secret tips for crossing the ocean. For aircraft safety, the last landing in the United States before jumping the pond is at Martin State, Maryland. I would not consider a trip over the ocean without first letting Skytech bless AirLarry.

My first three crossings were in association with an event billed as the "First Air Race Around the World." With the race starting and ending in Europe, two crossings were necessary simply to get to the event and home. After an extensive annual by our friends at Skytech, and a carefully reviewed and packed set of spare parts, we were off for Canada. At the time, the Canadians required an Aircraft Inspection and Pilot Proficiency review and certification. While this procedure is no longer on the books, you will certainly want to know and comply with the essence of what was earlier required by statute. Marc's tips cover these, and more.

The starting line was Geneva, and the race coursed east through Russia, Alaska, Canada, the U.S., and back across the Atlantic to Cannes, France. The trip required one day to cross the United States, and 3 days to cross Russia from Moscow to Nome. The "race" part of the trip was not serious for my crew. Rather the event was simply an opportunity to experience a rewarding and exciting adventure. Part of the reward for my wife and me was the crew itself, which included our two adult sons, David and Darius, both of whom are pilots. The memorable part was that after a month, the four of us were still speaking to each other.

*cont. p42* ▶

# Transatlantic Flying *(continued)*

Our most recent crossings were for the "First World Air Games" marathon, a race from Iceland to Turkey. This had a mandatory one or two day stop between each leg for R&R. The greatest part of the trips back and forth were the wonderful people we came to know. I also did not mind winning the Gold Medal of this race. Neil Armstrong was the first to greet us at the finish line, a true highlight of the event.

With these experiences behind me, I believe an international adventure with a group of Malibus would be a great idea. Perhaps a trip around the Atlantic, with a jump between Africa and South America. Anyone interested in talking about this can reach me at llee@plastech.com

## Marc Mosier's Tips for Atlantic Crossings

**Currency.** Brush up on your instrument procedures: the weather can be miserable in Newfoundland, Labrador, Greenland, Iceland, the Faroe Islands and the British Isles. Procedures are often unusual for stateside pilots (NDB-DME approaches, IFR letdowns over water to VFR conditions). Expect to fly fully published procedures, as most are conducted in a non-radar and usually uncontrolled environment.

**Fuel Quantity.** Do not launch over the pond if you are fuel critical. To avoid this, you must have no less than a planned three hour reserve at destination, computed with no wind. Canada regulations require this reserve before authorities can approve your launch over the North Atlantic. You will want at least this much fuel in reserve, regardless of official regulations, especially if you are relying on a forecast for strong crosswinds with a tailwind component. Winds aloft forecasts over the North Atlantic tend to be less than perfect, and a crosswind in error by just 30 degrees can result in a strong headwind instead of the push you were

counting on. In particular, the Goose Bay (Labrador) to Reykjavik (Iceland) leg is well-known for its treacherous wind shift from the north-west to the north-east once you pass the tip of Greenland. If Narsarsuaq and Kulusuk are fogged in (the rule rather than the exception in that wind scenario), and if you do not divert to Nuuk (also possibly fogged in) or Sondrestromfjord (400 nm into the headwind) before you pass the tip of Greenland, you may be left without options or fuel a hundred miles short of the Icelandic coast.

**Extra Fuel: Ferry Tanks.** Seriously consider equipping your aircraft with auxiliary or ferry tanks. The cost of installing a temporary ferry system (\$1,500 or so, and a one day stop in Bangor or Portland, Maine) will be recouped as soon as you bypass a single fuel stop in Greenland (over \$11 per gallon of avgas in Kulusuk, and you have to buy it in whole 55 gallon drums). But more importantly, ferry tanks will give you many more options to maximize safety if the weather does not cooperate. You will be able to fly non-stop from Canada to Iceland, possibly even to the Azores or Ireland instead of risking to have to wait for days in Goose Bay or Iqaluit for the fog to lift in Greenland. In any case, get-there-itis is what kills on the Atlantic. Do not dispatch from Europe three days before a very important business appointment in Chicago. Be prepared to wait several days in Goose Bay, Reykjavik or Scotland for the weather (or winds) to improve. Another dangerous bias is the stick-to-the-plan attitude: just because you have a room booked at the Hotel Hans Eggede in Nuuk that evening and a preprinted flightlog prepared months before on Flitestar, you should not hesitate to fly into Sondrestromfjord if fog is rolling down the glacier that afternoon. That is one reason I like to start my eastbound ferry flights from St John's (Newfoundland). I try hard not to have a preconceived notion of where I am going from there before I see the next day's Significant Prog Chart and Winds Aloft tables. St John's is far enough south and east that it gives me all the options. After evaluating the weather, I decide what I will have for my next dinner: an Icelandic smorgasbord (1400 nm), Irish salmon (1750 nm), Portuguese codfish in the Azores (1400 nm) or even Newfoundland lobster (0 nm) if the weather makes it prudent to wait another day.

**Fuel Additives.** Take some moisture-scavenging additive (such as Prist) to mix with your fuel for high altitude legs over the northern latitudes. Over the

Greenland icecap, you may encounter ISA-10 °C temperatures, or less, even in the summertime, and any moisture in your avgas will freeze and possibly starve your engine. Mooneys are notorious for refusing to fly over the icecap without this additive, and I have had a double engine flameout in a King Air 200, with several thousands of feet of altitude (and some bodily fluids) lost prior to a successful restart.

**Scheduling.** Do not plan to stop in Greenland on Sundays. All airports are closed there that day. It is often possible to have them reopen Sondrestromfjord, rarely Nuuk or Narsarsuaq, but there is a hefty overtime fee (over \$300 between airport and line service) attached to the privilege.

**Navigation.** Plan to carry at least one fixed IFR-approved GPS, and a portable one. Make sure that the fixed GPS has a European database (which you can swap in Greenland). This will generally satisfy the European B-Rnav requirement (except with older GPS units without RAIM prediction capability). If you don't meet this requirement, you are severely altitude-restricted over the core European Airspace. Also, all airplanes on the central North Atlantic routes out of Newfoundland, and those unable to fly the northern routes over Greenland at FL250 or higher, need to be equipped with an HF transceiver. A temporary installation can be rented and fitted in Portland or Bangor, Maine.

**Communications.** Do not even think of flying IFR over Europe without at least a 760 channel com. Many pre-1991 US airplanes only have 720 channel radios and are thus unable to tune the 135.xx and 136.xx MHz frequencies. If European ATC assigns such a frequency and you cannot access it, it is an automatic violation and German ATC will have the US FAA pursue it. Actually, flying in the upper European airspace (above FL240 in most countries, but FL95 in some) now requires 8.33KHz spacing (i.e. 2280 channels), which, in practice, is currently only possible for those aircraft with panel-mount radios that have been fitted with Garmin GNS-430 or-530 units.

**Flight Plans.** Plan to file the night before each leg. Most IFR flights require obtaining a slot from ATC (Eurocontrol), and they must have your flight plan on file several hours in advance. Do not even think about filing in the air (except in Britain, possibly), and do not dream of filing "direct". As a matter of fact, if you do not file a routing that the



The president of Iceland with Larry and Catherine



Marc Mosier suited up for another crossing

*Catherine Elliott Lee earned her private ticket just in time to be official crew for the air race in 1997. In addition to the two sons, David and Darius, who served as crew, Catherine has two daughters-in-law, Kem and Staci, and four smart granddaughters, Savannah, Charlotte, Carson and Kensey. Catherine is still only 35 years old.*

*Marc Mosier, 46, is a dual national (U.S. and French). He holds an Airline Transport Pilot license with several jet ratings and a Flight Instructor Certificate (CFII-multi), which he earned while head of a French bank in New York City.*

*Marc created and is the president of European American Aviation Corp., based in Virginia, an international aircraft brokerage company selling and delivering airplanes and aircraft parts worldwide. This explains why Marc has flown aircraft throughout the world from A (Australia) to Z (Zimbabwe), although the bulk of his ferry flights takes him, usually solo, across the North Atlantic in anything from Piper Cherokees to Westwinds, Citations, Merlins, TBM-700s, even the odd amphibious Turbine Otter or Cessna Caravan on floats.*

*Marc was a co-organizer of the First Transatlantic Air Rally between New York and Paris in 1985; a participant in the 1987 Paris-Beijing-Paris Air Race in a Cessna 421; a co-organizer of, and competitor in, the 1992 Round-The-World Air Race (Aerostar); the winner of the 1996 Air Race of the Americas from New York to Ushuaia (southern tip of South America) and back, aboard a*

Eurocontrol computer deems acceptable (and this changes depending on the status of unidirectional routes at various moments of the day or year), it will be rejected with no other routing given. You will just get to your airplane and learn from Clearance Delivery no flight plan is in the system for your aircraft. You will then be invited to go back to the terminal to refill an acceptable routing in order to get a slot in a few hours. You had better review the "Preferred IFR Routings" section of your Jeppesen tripkit. Also, in case you have other ideas, VFR is not a plausible alternative for a non-European due to the often low and unpredictable weather. But VFR is even less plausible because of the maze of restricted and prohibited areas and the unavailability of bona fide controlled VFR services over the continent.

**Survival Gear.** Do not use overwater equipment meant for Caribbean waters. The North Atlantic is too cold and too rough for the typical 2-4 man raft to be of any use. You need a double bottom (for insulation), dual cell-, ballast-, ladder- and canopy-equipped raft for at least 2 more people than your souls on board, a good survival kit, an immersion suit and a jacket with individual light for each person on board. To fly north of the Canadian Sparsely Settled Area boundary, you also need a cold weather kit, including wood-cutting and fire/cooking equipment.

**Professional Advice.** Ask professionals of the North Atlantic to help you plan your trip. Have you ever filed an ICAO flight plan (with FIR estimates, the correct equipment suffixes for B-Rnav, FM-Immunity and

8.33KHz coms)? Have you ever requested an IFR slot from the London FMU, obtained duty-free avgas, computed a point-of-safe-return, swung a compass with various electrical loads on your electrical system, done a standard position report on HF radio at 35° west? If not, talking to someone who has can be a tremendous help.

**Go for it.** Do not be discouraged by this list: the rewards of flying across the Atlantic to Europe and back are many. You will remember amazing sights, including the midnight sun over the Greenland icecap, the geysers of Iceland, D-Day beaches, and Mont Saint-Michel. You will experience landings in exotic destinations such as Narsarsuaq, Venice, St Moritz, or Lugano. You also will have a unique sense of accomplishment: how many of your fellow general aviation pilots have been able to follow in Lindbergh's footsteps? Finally, a knowledge of international procedures, and a more detailed appreciation for the performance of your airplane, will make you a different, and I believe better, pilot.

Have a good crossing!

*Larry W. Lee received his first rating in 1965, and now has over 8,000 hours total time. He enjoys flying his Antique Ryan long distances cross country to air shows, with no radios. Larry received his helicopter rating this past year, and picked up JetProp #3, N7777F, in April.*



Neil Armstrong with Larry and Catherine

*Piper Lance; and a bronze medal winner in the First World Air Games of 1997 (Island-to-Turkey) flying a TBM-700.*

*Marc's tips are partly based on a story originally written by Marc for the Aerostar Log, with the Editor's kind permission.*



## AYER'S ROCK

By Bill Bristow

Australia is an island continent similar in size to the continental United States, but is home to a population of only nineteen million.

Think of the greater Los Angeles metropolitan area as representing the population of the entire United States, and you get an image of Australia's population density. But distribution of people is not uniform: it is statistically possible to remove half of Australia's land area and affect less than one percent of the population. Our highest mountain, with a peak at 7,300ft,

is the only place to find snow, and then only for a few months per year. We have no tornadoes.

With its vast open spaces, Australia is well suited to take advantage of fast aircraft such as the Malibu.

Oh, OK, and aircraft like the JetProp and the Meridian after which I lust. This is a short tale of a Malibu flight Down Under.

I am based in Brisbane, Australia, a 746 nm flight to our overnight stop in Birdsville, on our way to Ayers Rock. From Birdsville to our destination is yet another 457 nm, taking us more or less to the center of Australia.

We climb out nearly due west from Archerfield. Initially we fly into Brisbane International's primary airspace, but within half an hour we are clear of Brisbane and the military control zones of Amberley and Oakey. We are "in the country." On this track we will find no significant towns between us and Perth, nearly 2,000 nm distant. To put that in perspective, that is about the same stretch between Washington DC and San Francisco, with no major settlements.

We track across the coastal plain, the Great Dividing Range, rich fields of wheat and cotton, the black soil Darling Downs, and on to the fascinating "outback." In a dry season the outback begins in earnest about ninety Malibu minutes west, and the vast channel country beyond is more often brown and bare than not. But the winter has been wet, and thousands of rivulets fan aimlessly about on a flat and otherwise featureless plain like green veins on dry autumn leaves. Birdsville is finally visible, camouflaged so neatly on the edge of the desert that I am glad of the Trimble and the reassuring ADF needle.

"CAUTION: Bird Hazard exists" says the Jepp chart; which seems redundant for a strip called "Birdsville."

Birdsville, sitting a bare 157 feet above sea level, is baking hot in summer and freezing cold in winter. Heading east to west, Birdsville is perched on the eastern fringe of Australia's most easterly desert, the Simpson. The area is one of the earth's most fascinating places for an overnight stay. The town has a weekday population of 52 or 53, depending on the whereabouts of Gazza, the local policeman. On weekends this number swells to 80 or 90 as a few four-wheel drives sneak in cautiously to try their luck against the Simpson Desert. Birdsville has a pub, fifteen or twenty houses, and a beautiful 4,700 foot, sealed runway.

I add just enough fuel for the next leg. Avgas is US \$3.20 per US gallon. The Malibu feels light as it lifts off from Birdsville; perhaps the reduced weight of my wallet contributes to the enhanced performance.

On a track of 268 degrees at 8,000 ft cruise (chosen for best passenger viewing and to stay below the prevailing westerly), the next readable navigation aid beyond Birdsville is the NDB at Ayers Rock.

About an hour out of Birdsville is Poeppel Corner marked by the convergence of

*Kata Tjuta, meaning "many heads" to the Australian Aborigine, is a group of more than 30 rounded, red, conglomerate masses of rock rising 1,500 ft out of the desert plain in the Northern Territory of Australia. The site has been sacred to the Aborigines since time memorial and figures prominently in their legends about "The Dreaming," the time of creation.*



4WD tracks. The Corner is the meeting point of the states of Queensland, South Australia and the Northern Territory. Given that Australia has only six states and one territory, this convergence is more significant than you might first imagine. But the landmark does not rate an orbit, and the Malibu slides on across the Simpson with its endless display of low, geometric ridges, salt pans and stunning red orange sand. The scenery yields one abstract painting after another. Not to be outdone, my wife paints lightning fast watercolors in the right hand seat, soon wearing holes in the little reservoirs of red and orange.

I have chosen the dirt strip at the tiny town of Finke (about half way across) as a reporting point, in order to meet Australian IFR Flight Service reporting requirements. There are no nav aids at Finke but the Trimble 2000 takes us over the windscock.

The Ayers Rock NDB wobbles in about 130 miles out, and more or less agrees with the Trimble. I will miss NDBs when they are eventually phased out. Ayers Rock, now known by its aboriginal name Uluru, is simply a huge, humpback, hunk of ancient rock, (a twenty minute drive in circumference), that lurches 1,200 feet above the surrounding desert. The prominent protuberance is fascinating,

*Uluru, also known as Ayers Rock, is the ancient homeland of the Pitjantjatjara people. It is the world's largest monolith being 6 miles around and 1,100 ft high. It sits plumb in the geographic center of Australia*

mystical, frightening and beautiful. Its color changes constantly from the brightest red orange to a muted, gray mauve. The Rock is a major tourist attraction, dumped thoughtlessly in the middle of the old and barren red center of Australia.

No tower, nor indeed any form of air traffic control, is available at Ayers Rock, but everything from tourist helicopters to 737s seem to mix in safely and in harmony. The main form of organization involves a predetermined procedure, and a well-known track, for the stream of sightseeing flights around The Rock and the nearby Olga rock formation.

As we taxi in, I hatch a plan to hire a Cessna with pilot and have my son, the fifth member of the excursion, take some air-to-air shots of the Malibu for the MMOPA magazine.

After a few days at Ayers Rock, our third visit there, we fly north a short distance to stay at Alice Springs. Three days later, we climb up to FL230 for a three and a half hour flight to Cairns on the north east coast, averaging about 260 kts ground speed. Cairns' weather was fair to poor and we were vectored for the ILS. No sooner did we report established than ATC had us break off the approach and hold as the Twin Otter on the localizer ahead of us reported smoke in the cockpit. But that is another story.

Australia likes to boast of its wonderful aviation safety record. With its unique geography, weather and so few aircraft per thousand square miles, the record should be good. So come on down and enjoy the open skies. ■

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# Notes From MMOPA Headquarters

by Russ Caauwe



**Russ Caauwe**  
Executive Director

Russ has been crazy about airplanes all of his life. He obtained his license in Norfolk, Nebraska, at the age of 17. Entering the Air Force at 19, Russ served two years as an airborne radar mechanic. In 1950, he was accepted for pilot training, and after graduation, was commissioned as a 2nd Lt. and pilot. Russ served in the 82nd Fighter Squadron, flying F-94's and F-89's, in Iceland, where he met his wife Bjorg (Bea).

After completing his tour with the 76th Fighter Squadron in Presque Isle, Maine, Russ pursued various business interests, including life as a Customer Engineer for IBM; later as President of his own data processing company; and finally, as a corporate pilot, from which he retired in 1997, having enjoyed over 3,500 hours flying a 1984 Malibu, and a 1989 Mirage.

Always remember you fly an airplane with your head, not your hands. Never let an airplane take you somewhere your brain didn't get to five minutes earlier.

Don't miss the convention this year! We have some great seminars, and speakers! The setting for this convention will be "first rate". The scenery this year will be spectacular and the hotel sits up high on the side of a mountain. Beautiful! Convention registration packets will be going out to you in July.

## **Conrad Jones** New Century, KS

*Conrad sells airplanes at Kansas Aircraft Corporation.*

## **Ronald Yaros** N9255B Englewood, CO

*Ronald is an old member that is now renewing. He has a Mirage.*

## **Michael Fox** N403HP Jamul, CA

*Michael owns the Fox Cable Construction Company. He has a Mirage and holds MEL, SEL and instrument ratings.*

## **Gunter Raedisch** D-EHPA Kirchheim/Teck, Germany

*Gunter's company is Lasertechnik Raedisch. We are happy to welcome another member from the MMIG46 group.*

## **Helmuth F. Sontag** D-ERWB Hildesheim, Germany

*Helmuth is the Treasurer of the MMIG 46 group. He also owns a Mirage. He lists his occupation as Tax Advisor.*

## **William Quinn** Portsmouth NH

*William is an Aviation Consultant. His company is Aviation Management Systems Inc. He has over 6000 hours and holds ATP, MEL, Rotorcraft-Helicopter and is type rated in G1159, CE500, BH206, Bh222. He also holds Commercial Privileges in Airplane SEL.*

## **Douglas McLeod** Greenwich, CT

*Douglas has a JetProp. He holds a Commercial license with MEL SEL and Instrument ratings.*

## **Greg Goeden** N202SE Spokane, WA

*Greg is Sales Manager for Felts Field Aviation. He has over 1500 hours and holds a Commercial license with Instrument and Multi ratings.*

## **Christopher Weaver** N126SR Darnestown, MD

*Christopher is CTO of Aerotechnology Enterprises, Inc. He has a JetProp and holds a Commercial license with SEL and Instrument ratings.*

## **David Wheaton** N9268R Tulsa, OK

*David is a former member who has rejoined us. Welcome back David! He owns a Mirage and holds a Private license with MEL and instrument ratings.*

## **Chad Quist** West Olive, MI

*Chad is CEO of Quist Enterprises. He is in the process of buying a Mirage. He holds a Private license with MEL and instrument ratings.*

## **Richard (Dick) Rogers** Hackettstown, NJ

*Dick's occupation is listed as Warehousing and Trucking. He has over 6500 hours and holds SEL and Sea Instrument ratings.*

## **George Bauer** N9080X Windermere, FL

*George owns a Malibu. No other information available.*

## **Steven Sobol** N92884 Decatur, IL

*Steve is a Physician-Surgeon. He has a Mirage and has over 1000 hours with a Private license SEL and Instrument ratings.*

## **Richard Rochfort** Baltimore, MD

*Richard has over 3500 hours and holds ATP, CFII MEI and C525S ratings.*

## **NOTICE**

For any questions regarding next year's M•MOPA convention, please call

**Bill Alberts**  
Convention Coordinator  
tel: (843) 785-9358  
fax: (843) 785-7567



**Curtis Thorpe  
Beaumont, TX**

*Curtis is a former member who has rejoined! Welcome back Curtis! He holds Multi and Instrument ratings.*

**Joey Sager  
Oklahoma City, OK**

*Joey has a Private License with SEL and Instrument ratings.*

**Bill Angel  
N301DM  
Rancho Cucamonga**

*Bill has over 300 hours and holds a Private license. He is a builder and owns Rancho Pacific.*

**Kim Meier  
N4170D  
Spring Grove, IL**

*Kim is President of KLM. He is a private pilot and has an instrument rating. He owns a Mirage.*

**Ty Lane  
Wolfforth, TX**

*Ty currently does not own a Malibu, but maybe by the time you read this, he will. He is a Private pilot with an instrument rating and has over 800 hours.*

**Skip Higley  
N4336W  
New Smyrna Beach, FL**

*Skip owns a Malibu. He has over 16,000 hours and hold ATP, CFII-ME, Land & Sea, and IGI ratings. He lists his company name as Risky Flying Service !*

**Albert Cinelli  
N209KC  
Leawood, KS**

*Albert just took delivery of a new Meridian. He is Chairman of the Board of Q-Comm. He has over 1500 hours and holds a Private license with Instrument and Multi-Engine ratings.*

**Robert J. Lunday  
Kent, WA**

*Bob is an old friend of mine from back when I had the data processing business. He is retired now and he and his wife Barbara live in Kent Washington. He holds a Commercial license with an instrument rating and has over 1800 hours.*

**Tony Davis  
C-FIPO  
Thornhill, ON Canada**

*Tony has a new Meridian. He has over 600 hours and holds Multi-IFR and Seaplane ratings.*

**William Marshall  
N395PM  
Fort Walton Bch, FL**

*Dr. Marshall has over 1600 hours and holds IFR and SEL ratings. He has a Mirage.*

**William Taper  
San Diego, CA**

*William is CEO of GCI in San Diego. He has over 2400 hours and holds ASEL and Instrument ratings.*

**James Dingeman\  
Ferndale, MI**

*James is President of Sterling Supply Co. He has over 1500 hours and holds Se ME Commercial IFR ratings.*



VK Aircraft

VK Aircraft

Eclipse 1/2 pg ad  
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# MMOPA Classifieds



## 1989 Malibu Mirage

Two partners wanted to take a 1/3 interest in a 1989 Malibu Mirage based in Orlando FL. Beautiful airplane with approx 1420 hrs. TT approx 900 hrs since top overhaul. Airplane is equipped with all the best instrumentation. Excellent maintenance record. Same owner and sole pilot for over 10 years. Plane logs approx. 120 hrs. per year. Contact: Fred C. Edwards - [fedwards@allcash.net](mailto:fedwards@allcash.net) - (407)402-9956

## Malibu PA46 Instruments for Sale or Exchange:

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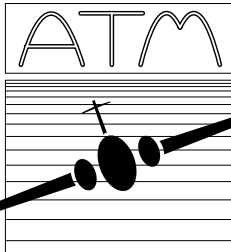
## Hangar Home for Sale:

Executive 2 story pool home, Mediterranean Style with a tile roof, custom built. Magnificent kitchen for two chefs. 3-4-5 bedrooms, two fireplaces, guest suite, media room, office, hugh pantry, 3 car garage and the fully air-conditioned HANGAR will accommodate a Piper Malibu. \$835,000.00 For additional information, contact Spruce Creek Fly-In Realty 800-932-4437

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AvQuest Insurance 1/2 pg ad

printer has film



**new ad on disk  
Kansas City 4c ad**

# AUSTRALIA!

(continued)



*A dirt strip welcomes us to Mungo National Park*



ourselves to lie back here for awhile, and continue our bonding as a group. Every night is an experience akin to being in a fighter pilot bar, and all adventures are elaborated with great expertise.

## Mungo National Park

We depart after resting for two days in Wilpena Pound. The flight is now off to

Mungo National Park, another short little airfield with cabins located in the proverbial middle of nowhere. But the service and meals are exemplary in this Outback sheep station. I start to feel like Crocodile Dundee for the first time. Mungo Park is known for the discovery of human remains nearly 60,000 years old (dubbed Mungo Man and Mungo Woman). At that time, the Mungo lakes were full of water, and aboriginal people camped and fished along the shores. Even today, aborigines are involved in park management.

Two beautiful days in Mungo Park pass quickly, and we are now on our way back to Sydney to recover at Bankstown. The flight over the eastern Australian mountain range is breathtaking. We fudge just a little on our VFR-only tickets to get into Bankstown, but all land with wheels still attached. We all safely made the same way, the same day during the entire adventure.

## Reflections of a Flight Leader

The excitement of these expeditions, and the opportunity to bond with other adventuresome pilots, create memorable experiences that will last a lifetime. With each adventure, there is discussion of future endeavors. The consideration now is to set forth on a North Eastern Territories Adventure in



*The famous 5000 mile fence, keeping dingoes from sheep in the Outback*





*Our flock waiting patiently for the next flight*

the fall of 2002. The itinerary perhaps will include a trip to Mackinaw Island, Quebec City, Montreal, Nova Scotia, then back through the New England states, in and out of the Green and White mountains, and back home. These, of course, are dreams, but New Zealand, and Australia, were once just dreams, too. Good things happen when good aviators dream, plan, and execute. If you are interested in joining us for this anticipated North Eastern Territories Adventure, contact me by email at: [texasviking@austin.rr.com](mailto:texasviking@austin.rr.com). ■



*Happy hour at Mungo National Park*

### **The Participants**

*Dick Perschau - Malibu (Texas)*  
*Gary Proctor - Malibu (California)*  
*Mrs. Sandra Proctor - Gary's Malibu Copilot*  
*Judge Bob Polis - Gary's Second Copilot (He needs two!)*  
*Feye Reeve - 99 (Australia)*  
*Carol Fisher - Bonanza Pilot (California)*  
*Bart Fisher - Carol's Copilot*  
*Vicki Felker - Malibu Copilot (Florida)*  
*John Berkheimer - Vicki's Malibu Copilot*  
*Penny and Ernest Blake - Viking (California)*  
*Dick and Mary Paschke - Malibu (Florida)*  
*Bill and Wendy Bristow - Malibu (Australia)*  
*Bruce ('Mungo Man') and Annabel Knowles - Bill and Wendy's backup (Australia)*  
*Brent and Lynne Ferguson - Malibu (New Zealand)*  
*Mother Hen - our beloved tour guide and aviation counselor*

**Spoiler Ad**  
**printer has film**

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2 page spread Black & White \$ 650.00  
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Inside Back Cover Full Color \$ 1,450.00

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Full payment must accompany your advertisement.

## For Advertising Placement, Ad Specifications and Scheduling Contact

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(512) 306-1988 • Fax (512) 263-3200

Send all ad materials to the Publisher:  
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809 N. Cuernavaca Dr.  
Austin, TX 78733

Publisher reserves the right to  
refuse or withdraw advertising.

Advertising Insertion Fees are required  
prior to production of publication.

Electronic files only.  
Overall magazine size is  
8-3/8" x 10-7/8".



## Training Update...

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(561) 778-7815

*Initial & Refresher  
by Appointment*

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*Initial and Refresher  
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Customer's Location*

**Lester Kyle's Aircraft Training**  
Vero Beach, Florida  
(561) 562-5438

*Initial and Refresher  
Training on request*

**Flight Safety International**  
Lakeland, Florida  
1-800-726-5037

*Initial and Recurrent  
Training*

**SimCom Training Centers**  
Vero Beach, Florida  
1-800-749-3226

*Initial & Refresher  
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## Events Calendar . . .

**11th Annual Convention - October 3-6, 2001**  
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## Helpline . . .

**316-728-8634**

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Tim Bonnell, Jr., Cindy Brasher, or Tom Bonnell, Sr., in the Wichita office and Paul Schmucker in the Rocky Mountain Area at **800-826-4442**, or Bill Voorhis in the New York area at **888-746-4352** and let **ONE AGENCY** -- Professional Insurance Management -- put its **EXPERIENCE, EXPERTISE, and KNOWLEDGE** to work on every aspect of your Malibu aviation insurance.

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