

Premier Awarded Part 145 Repair Station Certificate.

Premier Aircraft Service recently achieved the highest recognition of capability and excellence when the FAA awarded the shop a Part 145 Repair Station Certificate. This is the culmination of over a year of work by the Premier Aircraft Service team. With this new maintenance certification, Premier is now qualified to perform many new maintenance procedures and represent more manufacturers.

“What this means to our customers is that, when they bring their aircraft to Premier Aircraft Service, it’s worked on by maintenance professionals trained to the most rigorous standards of the FAA. Likewise, the shop has undergone the most rigorous inspections for safety, organization and adherence to procedure – standards not required of non-Part 145 shops.”

“I want to personally recognize the team directly involved in this project,” said Premier President Fred Ahles, “including David Pomerance, Ray Bysiewicz and Jon Ranney. They provided excellent leadership supported by the Premier Aircraft Service maintenance team.”

This adds to an array of qualifications that Premier Aircraft Service already has, including designations as a Diamond Service Center, Mooney Service Center, Lycoming Service Center and Theiler/Centurion Service Center. In addition, Premier in 2009 received a FAA Supplemental Type Certificate after engineering, testing and bringing to market the air conditioning system for the Diamond DA 40 series aircraft.

Diamond’s Amazing New DA42NG And DA40-L360 Receive FLYING Magazine’s 2009 Editors’ Choice Awards.



In their March 2010 issue, the editors of *Flying* magazine awarded Diamond Aircraft the Editors' Choice Award for its DA42 L360 and DA42 NG piston twins and for one of the most remarkable recoveries in general aviation. The magazine’s editors give the award annually in recognition of

“significant aviation developments.”

Developed from Diamond's turbo-diesel powered DA42 TDI, the innovative twins feature proven, yet state of the art all carbon composite airframes, the industry standard Garmin G1000 flightdeck, and a choice of 180 hp Lycoming IO-360 engines, or Diamond's proprietary Austro Engine AE 300 jet fuel burning turbo-diesel powerplants. With over 600 airframes delivered since 2005, the DA42

is the world's best selling twin, enjoying popularity as a capable personal airplane, an advanced multi-engine trainer and even as a special mission aerial sensor platform.

The award winning DA42 has also garnered high praise from Flight International Magazine (Aerospace Industry Award 2003), Robb Report (Best of the Best 2004), Popular Science (Top 100 Technology Innovations 2004), Aviation Consumer (Airplane of the Year 2006), Aero-News Network (Airplane of the Year 2006), Flying Magazine (Editors' Choice 2006) and Aero-News Network (Plane of the Year 2009).

To read the story visit *Flying's* website at: www.flyingmag.com

Come See The Latest Aircraft At The 2010 Texas, Southeast Aircraft Expos, Trade Shows and Special Events.

This year there are lots of great opportunities to see, sit in and demo Diamond, Husky and Mooney aircraft at a variety of special events on the schedule for 2010.

Premier is once again partnering with other leading general aviation aircraft manufacturers to host the 2010 Southeastern Aircraft Expo and 2010 Texas Aircraft Expo series.

The Aircraft Expo series is your chance to see the latest models from leading manufacturers including Beechcraft, Cessna, Cirrus, Diamond, Mooney, Piper, Socata and more* – all at an airport near you. Plus, you'll have the chance to talk to leading experts on topics including taxes, insurance, training and financing. The Aircraft Expo is your one-stop opportunity to answer all of your questions about aircraft ownership.

If you're serious about buying a new or pre-owned aircraft this year, you don't want to miss the Aircraft Expo when it lands at an airport near you.

Below you'll find our 2010 Aircraft Expo schedule for the Southeast and Texas. Please visit: www.aircraftexposhow.com for an up-to-date listing of all events, dates, and locations.

*Display aircraft and company participation are subject to change by event.

Texas Aircraft Expo Schedule:

- April 29 – Longview, TX
- April 30 – Addison, TX
- May 6 – San Antonio, TX
- May 7 – Austin, TX
- May 8 – Horseshoe Bay, TX
- May 18 – Fort Worth, TX

- May 19 – Denton, TX
- May 20 – Dallas, TX

Southeastern Aircraft Expo Schedule:

- April 27 – Knoxville, TN
- April 29 – Atlanta, GA
- April 30 – Savannah, GA
- May 11 – Columbia, SC
- May 13 – Concord, NC
- May 15 – Greensboro, NC
- May 20 – Louisville, KY
- May 21 – Lexington, KY
- October 1 – Shreveport, LA
- October 2 – New Orleans, LA
- October 8 – Jackson, MS
- October 9 – Memphis, TN
- October 15 – Nashville, TN
- October 16 – Birmingham, AL

Other upcoming events:

- April 13 thru 18, Sun 'n Fun, Lakeland, FL
- May 1, Banyan Hangar 63 Airport Day, Fort Lauderdale, FL
- June 5 – Good Neighbor Day, Atlanta, GA
- June 12 & 13 – Parade of Planes, Lawrenceville, GA
- July 26 thru 31 – AirVenture, Oshkosh, WI
- October 19 thru 21 – NBAA, Atlanta, GA

The Proficient Pilot: Hypoxia 101.



By Corbin Hallaran, Director of Safety, Premier Aircraft Sales, Inc.

Everyone knows that there are a lot of benefits to flying your airplane as high as you can. You get better fuel efficiency. You get more favorable winds. There is usually less traffic. And you're probably above a lot of the weather. But there's a downside: Hypoxia. If you're flying a non-pressurized aircraft between 14,000 feet

and FL250 in the daytime or anywhere above 5,000 feet at night, you need to know as much about Hypoxia as you can.

Hypoxia or the lack of oxygen available to breath begins to affect your senses and each pilot's reaction to the deficiency of oxygen at altitude is different. So let's first talk about the regulations the FAA has written to aviators. If you don't already know them you can locate them under FAR 91.211. One area the FAR's do not address is night flying. In fact, the regulations don't change for night operations.

However we know that with a temperature decrease and atmosphere pressure drops so will the amount of oxygen as altitude increases (less atmospheric pressure, less oxygen available to the pilot). Flying at 5,000 MSL, oxygen use is recommended (found in the AIM) for night operations because the human eye is subjected to the loss oxygen at night and the pilot's vision is reduced.

Hypoxia does not signal your body with a great indicator that you have hypoxia. The brain is affected with the lack of oxygen and decisions

are affected, but you don't know you are experiencing hypoxia until you understand how your body reacts to the lack of oxygen. Typical symptoms are the tingling of the extremities, rapid rate of breathing, lightheadedness, dizziness, tunnel vision and euphoria. One place to see how your body reacts to high altitude sickness is visiting a high altitude chamber. These chambers are located with in military property and they do offer the public access but they are limited on availability. Below is a time of useful consciousness chart for daytime operations.

Time of Useful Consciousness	
Altitude (feet)	Consciousness
15,000	30 minutes or more
18,000	20-30 minutes
22,000	5-10 minutes
25,000	3-5 minutes
28,000	2.5-3 minutes
30,000	1-3 minutes
35,000	30-60 seconds
40,000	15-20 seconds
45,000	9-15 seconds
50,000	6-9 seconds

Should I use a mask or cannula? The cannula is a piece that fits under the nose and has two dispensers for the nostrils and more comfortable then a mask. The only problem is they are only certified to flight level 180. That's when you need a good aviation breathing mask for higher flight levels. Most high-end mask types even include a built-in microphone. The FAA recommends that the pilot do a "PRICE" check of the aircraft's oxygen system prior to each flight. PRICE is an acronym for Pressure, Regulator, Indicator, Connections, Emergency procedures.

Another useful safety devise is a pulse oximeter. Worn on your index finger, these units can help you regulate your own level of oxygen saturation and feature an alarm alerting you when you are reaching a dangerous level of oxygen saturation or deprivation.

Remember, flying up there in rarified air does have a lot of benefits, but you must do it safely.

Why Broker Your Airplane With Premier Aircraft Sales?

There are a lot of aircraft brokers out there. Why should you broker your plane with Premier? Here are some things to think about:

We know your brand. Premier has on-staff experts with experience selling Aerostar, Aviat-Husky, Bellanca, Beechcraft, Cessna (piston and jet), Cirrus, Columbia, Commander, Diamond, Extra, Lake, Lear, Liberty, Maule, Mooney, Pilatus, Piper, Pitts, Socata, and Tiger. Our sales and management staff include ex-factory personnel from

Diamond, Cessna, Mooney, Socata and Piper.

We're accountable. Your broker representative is personally involved in all aspects of your brokerage transaction from advising you on pricing and market conditions to marketing the aircraft, qualifying prospects, demonstrating your aircraft, negotiating your best deal, coordinating pre-buy inspections, resolving problems, and overseeing the closing and delivery processes.

We take trades. Sometimes selling your airplane means disposing of the buyer's. Unlike independent brokers and small dealers, we have the financial strength to take marketable aircraft in on trade if necessary to close a deal.

PIREPS © 2010 is a publication of Premier Aircraft Sales, Inc. All rights reserved.
No part of this publication may be reproduced in whole or in part without the prior written consent of Premier Aircraft Sales, Inc.