



CIRRUS PILOT

The Official Magazine of the Cirrus Owners & Pilots Association



INSIDE:

A Review of E13
Improving Your Landing Technique
New Details About M13



CIRRUS PILOT

is the official member publication of the



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in Wellingborough.

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Our World Mission

Part 1



by AMIR AND TAMRA HYSTER

First look at the “new” airplane at Silverhawk Aviation in Lincoln, Neb.

Editor’s Note: Previously Amir and Tamra Hyster provided a two-part article of their experience on an African safari that was well received by readers. The following is about the rest of their mission, as they travel the world on their way to get their third Cirrus and then return back home to Australia.

Our world mission’s main purpose was to find and buy a Cirrus SR22 in the United States and then experience a mega mission flying it home to Sydney, Australia. The market proved to be slim for what we had in mind – a near-new (2011-2013) Cirrus SR22 Turbo with low hours and the features we wanted. We spent two weeks in Los Angeles searching and engaging in heavy negotiation with aircraft dealers, and escrow and trust agents. (Internationals need to purchase N-registered aircraft with a trust company.)

The choice was narrowed down to three airplanes, and after further negotiations, we purchased an aircraft located in Kansas City. An agreement was signed, subject to the pre-inspection and flight. The Cirrus was a very late 2012 SR22T, with a little over 200 hours and the Cirrus maintenance warranty still current. With the amazing support of Michelle from TAS Aircraft Sales, the plane was flown to Lincoln, Neb. by a veteran Cirrus pilot who told us it flew beautifully, and was virtually a new airplane. This was also the comment by those who performed the pre-buy inspection at Silverhawk Aviation, a Cirrus Authorized Service Centre, and a great FBO.

At this stage, we still had not seen the airplane ourselves and were itching to board a United Airlines flight to Omaha to check off the final stages of the purchase process. The next day, we woke bright and early in anticipation of getting our first view of the Cirrus that Amir had spent many days negotiating and deliberating to acquire. When we arrived at Silverhawk Aviation, we were escorted to the back hangar, and there she was with the front cowl missing, the engine exposed, and doors up and open. “Wow, what a great colour,” I said – blue and silver with black trim. The cream and black leather seats still smelled new, and each stitch was beautifully finished. As we checked over the aircraft, our love grew with each touch; what a magnificent beast. This really was a new airplane. Arrangements were made to transfer the funds, pending only on the final flight with Performance Aircraft Sales and Training.

Two days later, we had our first flight, and it was a pleasure – we couldn’t believe how quiet the engine was, how the avionics responded beautifully, and how the plane moved with grace. We made an ILS approach into Lincoln, which the autopilot performed to perfection.

On the ground, the technicians contacted Cirrus to replace a faulty EVS FLIR camera and they shipped the part the same day – great Cirrus customer service! The sale was then finalized. The FAA transfer and insurance was arranged, as well as an export license and certificate.

**First Flight – 4 July, 2014
Lincoln, Neb. to Duluth, Minn.**

On our first flight of the world mission, we had some fun with the pilot and passenger comforts of the Cirrus. We tuned the Sirius XM satellite radio to some music and enjoyed the vast selection of over 100 digital radio stations. We also discovered the great playback feature of the GMA350 3D; it plays back ATC communications. This feature is very exciting for us, as we will be travelling a long way and the accents and speed of communication from ATC is sometimes difficult to get the first time. We often need to ask for a repeat message.

This was our first hour of many long hours listening to great music, monitoring the performance, dodging bad weather using our XM weather, cruising along at 9,500 feet, and rekindling our love affair with the SR22 that we had missed so dearly in the loss of our SR22 TN over a year ago. We were very happy with the new Garmin Perspective equipment, and loved the new features.

**8 July, 2014 – Duluth, Minn.
to Seattle, Wash.**

The weather was not looking very friendly, as a cold front with thunderstorms blew through Duluth the night before; we started off with broken clouds.

We filed an IFR flight plan but decided to depart VFR until we could work a path to our desired flight level of 16,000 feet. The departure went as planned and it only took about 15 minutes before we saw a good cloud break that enabled us to climb to FL160. We started using the oxygen at 10,000 feet. By the time we hit the top of descent and made adjustments to the efficiencies of the engine, the ETE (estimated time of entry) to our first destination of Great Falls, Mont. (KGTF) showed 4.59 hours, as the headwind was 34 knots. Amir was not happy with the remaining fuel levels predicted, so he changed to a full stop and refuel at Glasgow, Mont. (KGGW) which reduced the flight time to around four hours.



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An overhead view of a bushfire while flying to Seattle, Wash.

The next leg to Boeing Field in Seattle, Wash. (KBFI) via Mullan Pass was four hours. What a spectacular sight flying over Glacier National Park at FL130, just above the mountain peaks that were still showing the last snow of the season. It was an unusual sight for us, as we rarely get to see snow.



The busy airspace at Boeing Field in Seattle while getting ready to take off for Alaska.

After an extensive day of two long flights, we were glad to hear ATC call us to start reporting to Seattle Centre. We were on our last few hours, hungry and getting dehydrated. The last hour featured a spectacular sight of the Cascade Ranges that cover a vast area, and we saw Mount Rainier at 14,500 feet whilst we were flying at 10,000 feet descending into Seattle. The landing into Boeing Field was fast paced, following many other aircraft. We were glad to be on the ground!

11 July, 2014 – Seattle, Wash. to Ketchikan, Alaska

Seattle had the best weather of the season, with warm days of vivid blue skies that allowed us clear views of Mount Rainier, while discovering the beautiful city full of many waterways, greenery and flowers. We enjoyed our stay, catching up with our friends from our recent African Safari and meeting up with our very good friend from Sydney, Yaron.

We started our side trip to Alaska, to see the biggest state of the USA. Yaron was sitting right seat with his trusty iPad® using Foreflight and he and Amir worked the Garmin to set the intricate pathway for the route. I am delegated to be the back seat driver with the job of flight attendant and photographer.

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While waiting to depart Boeing Field from the historic RWY31, a beautiful brand new 787 landed in front of us – what a sight! As usual, the Seattle airspace is a hive of activity with general aviation jets coming and going fast and furious. The sight heading out of Seattle was a maze of islands and the snowcapped mountains on our left side.

The view out of the window was amazing; we were lucky to get a clear view most of the way and saw the intricate waterways and snowy mountains as we passed through Canada. We landed in Ketchikan, Alaska and learned from local air ambulance pilots that the weather to Juneau, our next destination, was not good for flying. It pays to talk to as many pilots as you can when traveling.

Ketchikan is located on an island and is the third largest town in Alaska with a population close to 12,000. Cruise ships stop each day, when in season, and leave by 8:00 p.m. At this time of the year, the sun sets around 10:00 p.m.

In our experience, Ketchikan has the nicest people ever! From the time we sat in the local pub, and people started telling us everything about the town, to the nature walk we took and jokingly told some people who were grilling



Beautiful scenery en route to Ketchikan, Alaska.

that we would be back for dinner soon, and when we did walk past on our way back, they had cooked us steaks and were handing out watermelon.

Then there was Gary, who owns the most extraordinary IT shop in town, who supplied us with an SD memory card for the Garmin which turned out to be the wrong size and we needed to return it. Yaron and I saw him at 10:00 p.m. in a supermarket and asked how he was. We could see by the look on his face that he didn't recognize us, as he

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Taking off from Juneau, Alaska amongst the mountains and glaciers.

upgraded to IFR and set the autopilot to climb at 130 knots and 8,000 feet direct. It would take just over an hour and a half.

The ride was smooth and clear. Since we were heading north, we knew we were leaving the fine warm days in Ketchikan and were expecting to land in Juneau with cool rain. The mountains were looking more like what we expected Alaska to look like. At 110 nm from Ketchikan, we caught our first sight of a great glacier, which are plateaus of snowy white ice between the mountains, and are spilling over in the valleys to the ocean.

started to tell us that he had to go to the Cape Fox Hotel to find a pilot who needs a memory card for his navigation equipment. He had gone earlier to the hotel, left us a note and was going to try again at the hotel ensuring we got the card we needed. How amazing is that? We vote Ketchikan as the friendliest city of the trip so far!

14 July, 2014 – Ketchikan to Juneau, Alaska

After many hours of waiting for data uploads and updates to the Garmin and for the weather to clear, we departed Ketchikan with flight following VFR, but immediately

the top of descent, we were encased in clouds and in full IMC; fortunately, the flight was still smooth. The outside air temp was 3° C, and Amir had already activated the FIKI. We passed through the cold front trough that we had spent three days waiting in Ketchikan to pass.

We were put on hold by ATC for about 15 minutes above Sisters Island, and then started the RNAV approach into Juneau with low visibility and 2,100 foot ceiling clouds. While circling, we heard quite a few aircraft trying to go in to Juneau, most without success. We received clearance

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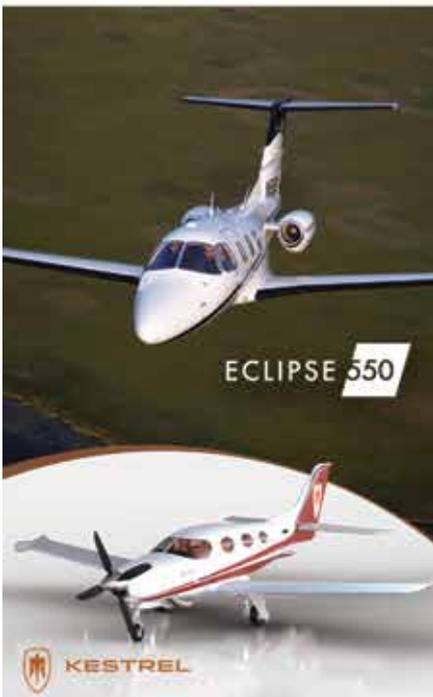
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A look at Blackstone Glacier while on a glacial boat trip in Anchorage, Alaska.

to proceed and upon further approach, the clouds started to break and we had a visual of the airport's high intensity lights directing us in. The landing was perfect, despite the rain and cloudy conditions – one of the hardest for any pilot.

We spent the night in Juneau and visited Mendenhall Glacier the next day. By late afternoon, the weather cleared enough for us to proceed to Anchorage.

15 July, 2014 – Juneau to Anchorage, Alaska

As we taxied and took off from Juneau, it was crystal clear – very different from our landing the previous day – and we saw the Mendenhall Glacier in clear view from the air. Our route north took us through Icy Strait and alongside Glacier Bay.

Upon some great advice from local pilots, we requested to temporarily downgrade to VFR and deviate off track, up 20 nm along the coast to get a closer view of the Brady Glacier. There was nobody else but us flying around this remote area for hundreds of miles, circling the bay with high



Homer Spit, a strip of land surrounded by water on both sides, caused by the earthquake of 1964.

icy mountains. This was why we came to Alaska – to see the Fairweather and Plateau Glacier through to Yakutat – before we resumed IFR at 10,000 feet. As we approached Anchorage, it was 7:00 p.m. and the sun was shining bright on the snow-covered mountains; it was a surreal experience. What beautiful land, in some spots much like northern Australia, where the sea water meets fresh water lakes, and rivers meander in snake-like waterways showing vast colors of green, aqua and deep yellow browns.

We joined the air traffic of Anchorage in line with 737 commercial jets and landed in smooth conditions. Our dinner was Alaskan crab legs at the Hangar restaurant, and was the most delicious seafood we had eaten in years.

We spent three days in Anchorage and enjoyed a glacial boat trip from Whittier viewing the Blackstone Glacier and wildlife along the way. We also visited the conservation centre to see moose, wood bison, and both black and brown bears.

18th July, 2014 – Anchorage to Homer/Kodiak

We departed Anchorage en route to Homer, a small coastal town where we stopped for a nice lunch and walk around of “The Spit” – a strip of land about five miles long, surrounded by water on both sides, that was created by the earthquake of 1964. There had been farmland there until the quake caused the land to sink nine feet and The Spit was born. There are original farm houses still there that are now waterfront properties. We headed back to the airport for the next leg to Kodiak, home of some of the world’s largest fish canneries, including Trident, whose plant is a converted ship docked on the wharf. Kodiak is also home to the second largest U.S. Coast Guard base, and where the Navy Seals undergo extreme condition training.

20th July, 2014 – Kodiak to Anchorage, Alaska

After two days in Kodiak, we headed back to Anchorage. When getting ready to fly out, the gusting crosswind of up to 30 knots created severe turbulence and we had to wait until 9:30 p.m. (still daylight) before it died down enough for us to depart. The takeoff was very bumpy as the airport is surrounded by mountains on one side, and the ocean on the other. We were heading straight for the smaller mountains and the terrain awareness started to warn us to “pull up;” we turned toward the ocean climbing at 1,300 feet per minute, which was as quickly as we could, given our weight. The air was very aggressive with mountain waves and moderate-to-severe mechanical turbulence caused by gusting winds of 35-45 knots at 200 feet; on the ground it was only 10 knots. By the time we turned around the mountain and reached 5,000 feet, it started to smooth out and was that way all the way to Anchorage.

21 July, 2014 – Anchorage to Juneau, Alaska

We spent the night in Anchorage and were up early the next day to fly back to Juneau; it was a normal takeoff in perfect flying conditions. We could see Cordova, The

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Landing at sunset in Anchorage.

Berg Lakes, Yakutat and then took the same path, but in reverse, that we took out of Juneau. We had a spectacular view of the mountain ranges, islands of pure wilderness, blue glaciers and black beaches on blue pristine ocean. Guyot Glacier, just north of Yakutat, and the whole area of Malaspina Glacier were breathtaking; the pristine aqua blue lakes full of icebergs reflecting the surrounding mountain and glacier.

We descended in to Juneau on a spectacular blue sky, which was very different from our last landing there. We enjoyed a late lunch, again at the Hangar, a restaurant on the water's edge. The harbor was abuzz with four cruise liners in port; all the passengers were on the streets in shops and waiting for flights over the glaciers. We departed Juneau at 7:30 p.m. for the short flight back to Ketchikan.

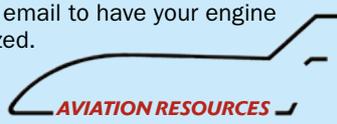
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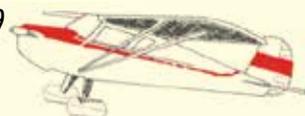
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22 July, 2014 – Ketchikan to Seattle, Wash.

After an overnight in Ketchikan, we waited until late afternoon due to towering cumulonimbus (CB) forecasted clear over to Bella Bella, British Columbia, our intended path to Seattle. After waiting for over three hours, we decided to avoid the whole area and took a wide westerly path following the coast down to Seattle. We seemed to be adjusting altitudes and directions quite a bit to avoid the bad weather, so eventually Amir requested and received a block altitude between 9,000 and 15,000 feet, which made it easier to dodge the edge of the CBs, flying mostly by hand, diverting bad cells for over an hour. We later learned that the Bella Bella, B.C. storm that was supposed to be to our left, drifted unexpectedly and ended up on our track. Hence the diversions through one of the most severe storms west Canada had in the last 50 years, causing flash floods and a lot of damage.

We arrived at Boeing Field just 15 minutes after a Presidential TFR expired, which had blocked all traffic to all airports all day.

We were fortunate to have our African flying friends, Chuck and Sandy, offer us accommodation at their beautiful home as all the hotels were fully booked. We never book accommodations ahead of our arrival as there is always somewhere to place our heads. This means we are never under pressure and can change our destination if the weather is not favourable.

We spent three lovely nights in Seattle and said goodbye to Yaron who had to get back to Sydney, after spending time with us in Alaska. We loaded up all the safety equipment we purchased and had shipped to Seattle from Corporate Air Parts in Los Angeles. We trimmed down all of our luggage to just two small overnight bags; from there we exported the plane out of the U.S. to start our journey back to Sydney.

Authors' Note: This article is a collaborative effort – Amir pilots, negotiates, navigates and edits (in other words, he does all the hard work) and Tamra writes and photographs. A great team.

Editor's Note: Watch for more of Amir and Tamra's world mission adventures in future issues of Cirrus Pilot. ☺

Amir and Tamra Hyster are semi-retired "SKlers" (Spending the Kids Inheritance) who live in Sydney, Australia; they have three grown children. Amir has a PPL with IFR ratings on single engine; he learned to fly 13 years ago with his daughter, Jessica, which started as a hobby and grew into a passion. He currently owns and flies an SR22T and has a position for the Cirrus Jet. The Hysters have flown around Australia several times, and in Europe, the Caribbean and United States.



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