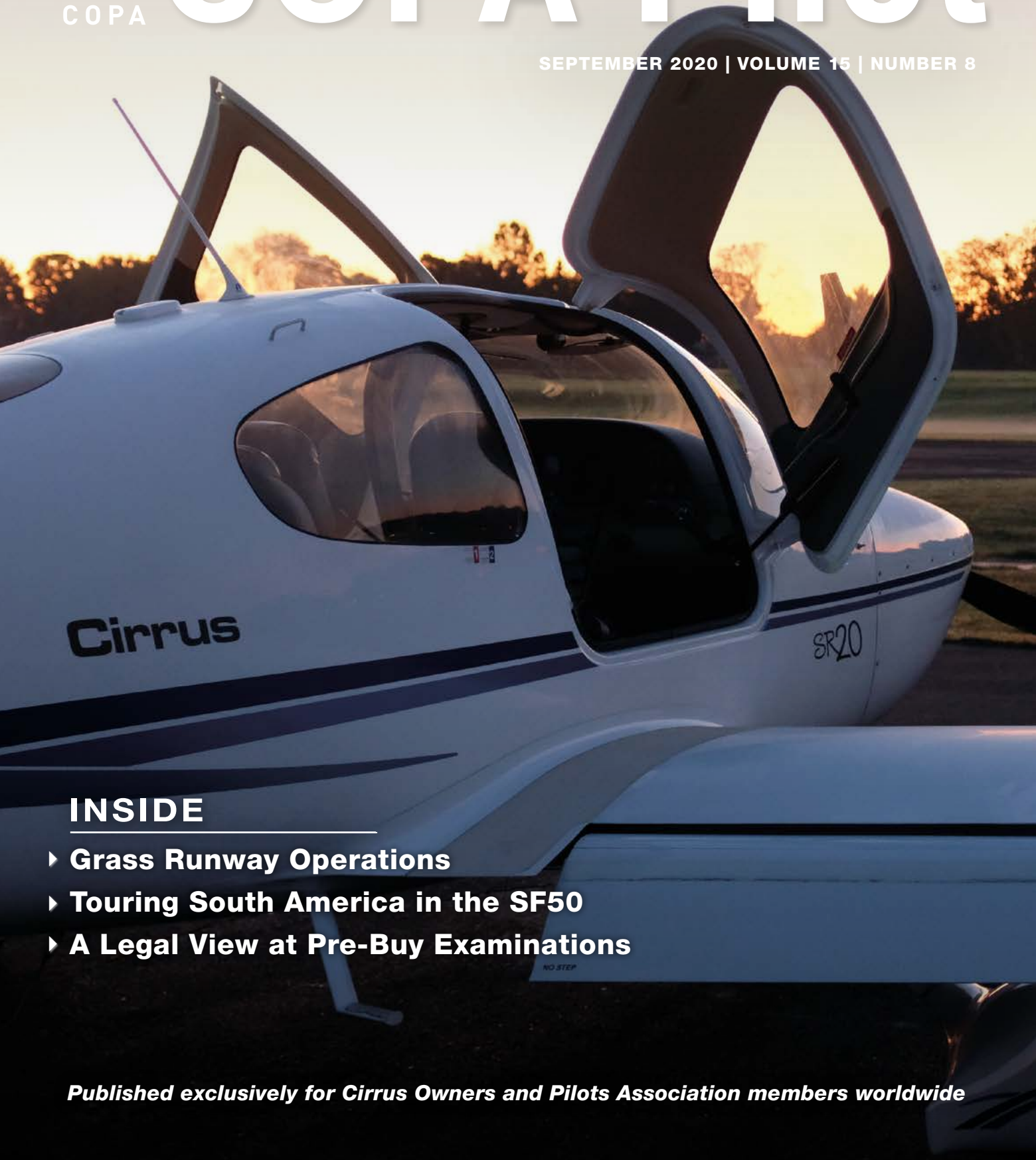




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SEPTEMBER 2020 | VOLUME 15 | NUMBER 8



INSIDE

- ▶ Grass Runway Operations
- ▶ Touring South America in the SF50
- ▶ A Legal View at Pre-Buy Examinations

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THE JET AND AN INTERNATIONAL TOUCH

IN THIS MONTH'S ISSUE AMIR AND TAMRA HYSTER TAKE

you with them on a trip in their Vision Jet through Central and South America. We are always eager to hear about the SF50, and the Hyster's report will have all of us trying to find ways to figure out how to fly Cirrus' newest magic carpet. This is the first of a series following their tour of South America in a Vision Jet. I am already looking forward to the next installment.

Another world spanning Cirrus pilot, John Bone, provides information on operating your Cirrus from grass runways. John is a major contributor to the CPPP program, is a CSIP and a retired Delta pilot. He operates from Apalachicola, Florida and the Bahamas. If you ever want to know more about international operations or receive top-notch Cirrus training, I can't emphasize enough how much of a pleasure it is to spend time with John.

I was thrilled to learn that Chuck Gensler is the CSIP profiled in this issue. Chuck's career in the Air Force and as a flight instructor is most impressive. Having worked with him for a number of years, I am certain the lucky folks who learn how to fly their Vision Jet with him benefit from working with the best of the best.

Speaking of Vision Jets, as I write this column, I am hours away from finishing my first recurrent training event in the SF50. I can't believe it's already been a year. It's nice to see airplanes coming and going and deliveries taking place while I've been here at Cirrus Aircraft's Knoxville, Tennessee location. The folks at the Vision Center are upbeat and working hard, the COVID-19 safety protocols are stringent as well as effective, and there is free ice cream ... W&B calculations are revealing some other side effects of the pandemic.

I have a new appreciation for and believe that required annual training is effective. There was a tremendous amount of material covered, and I have to believe that this will make a difference on the safety record of the SF50.

Also while I was at the Vision Center, Cirrus Aircraft released a letter, published in its entirety on page 6, regarding the FAA's AD 2020-16-11. Cirrus and Continental are working closely to ease the process of taking care of this safety of flight issue.

Board member Scott Williams continues to help COPA members navigate the complex world of aviation by offering a great column on buying an airplane and how one should approach the process. Scott's law firm specializes in general aviation work and he has helped many COPA members over the years. We are lucky to get free advice from a recognized expert in the field.

Editorial Board Chair Dave St.Clair shares how he is continuing to live the Cirrus Life during the pandemic, something many of us might learn from.

As I reviewed this issue, the international nature of COPA continues to make an impression on me. You will meet Ilya Sabanin, featured in the Member Spotlight article. Ilya is a Cirrus pilot who was born in Siberia and flies an SR20.

For most of us, icing is a subject of particular interest in the fall and winter months. Dr. Karsten Shein provides us with a great article on dealing with one of the most dangerous weather issues a pilot can face.

Enjoy reading the content and let the editorial board know what you would like to see in future issues of this magazine. ✈

Trip Taylor
COPA President

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The Vision Jet was the superstar of the authors' tour around South America; many of the FBO's line staff asked to get their photo taken with the aircraft at various stops.

SUPERSTAR IN SOUTH AMERICA

by Amir and Tamra Hyster

AFTER TAKING DELIVERY OF our Cirrus Vision Jet in October 2019, we eagerly left for a trip we had been planning for many years. This would be our first in the jet and we wanted to fly throughout South America for at least three months. Our planned route was to depart from Florida

traveling to Belize via Cuban airspace, down the west side of the South American coast via Panama, Ecuador to visit the Galapagos Islands, Peru and on to Chile, stopping at locations of special interest including the Atacama Desert. Our main goal was to visit the ice fields of Patagonia, stop at Ushuaia which has the most southern commercial airport in the world and make our way back up through Argentina and Brazil.

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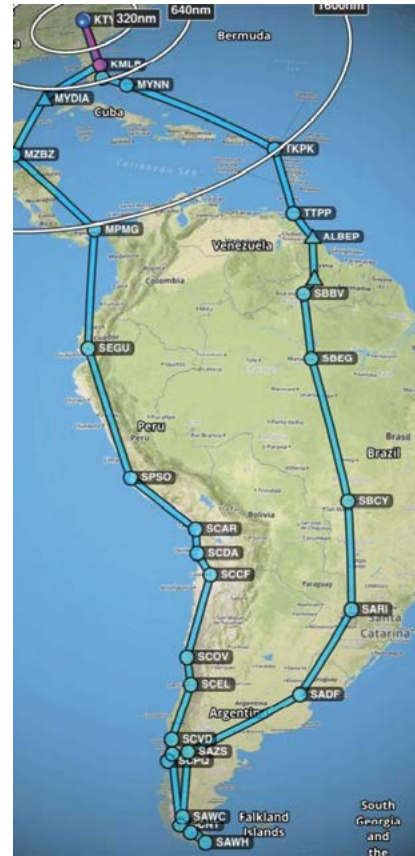
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With a basic, but flexible plan in place and taking tips and advice from many contacts and new friends we encountered along the way, we will be sharing the highlights in this and upcoming issues of *Cirrus Pilot*.

From our experience of flying the amazing Cirrus SR22T to many parts of the world, we knew the feeling of landing in a foreign airport with a sleek looking airplane and the interest we generated. No surprise, it was the Vision Jet that was the superstar of this trip – everyone wanted to take a photo and wanted their photo taken with it! Every stop along the entire trip we saw people coming out of hangars to check it out. Even commercial airliners would land and slowly taxi past with their phone to the cockpit window taking a photo. At airports throughout South America, the local FBO employees took selfies with the aircraft so they could show all their friends!

The planned route throughout South America included visiting Panama, Galapagos Islands, Peru, Chile, Patagonia, Ushuaia, Argentina and Brazil.



Belize – Panama – Ecuador

The flight from Belize to Panama at FL300 required a permit to overfly Nicaragua, something our handler missed, but the Nicaraguan Air Traffic Controller (ATC) allowed us the passage ensuring we only broached the airspace for a short time. These legs were the first time we had taken the Vision Jet into really hot conditions and we immediately noticed some performance differences between it and the SR22T we were used to flying. For instance, the cold weather climb rate of the Vision Jet can be as much as 4,000 feet per minute with a TAS of 160 knots indicated, however in hot weather whilst the TAS remained the same, the climb rate dropped to 1,500 feet per minute, a notable difference.

We stayed a few interesting days in Panama City, visiting the Panama Canal and



A ship entering the locks of the Panama Canal. The locks act as a massive elevator raising the ships 85 feet above sea level.

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The Blue-footed booby is one of the more popular creatures that can be found on the Galapagos Islands.

the museums highlighting the natural history of the Panama, Isthmus and the history of the canal. The FBO we used there was great; they hangared the plane at no extra charge and were quick and professional in their performance. They also asked permission to show the airplane to their clients and the many interested parties from Panama that knew from plane spotters and the media of our arrival. On departure, ATC asked "What is your beautiful airplane and who makes it?" which was followed by an Airbus Captain who said, "That is a very sexy airplane; it looks so slick."

Throughout our travels with the SR22, finding avgas was a major issue. In some countries we haggled for over four hours on the tarmac in the hot sun with temperature hovering at 100°F, begging for the plane to be filled. With the Vision Jet and having a World Fuel Services account we would send a request for Jet A via an app and the fuel order was at the refueler within minutes; often when we landed, the fuel truck was waiting for us. This takes the refuelling problem away from the FBO, which is important when traveling through third-world countries where the FBO or the handlers and the fuel suppliers are not always connected or on good terms with each other.

We continued to Guayaquil, Ecuador prior to visiting the Galapagos Islands staying at the Wyndham Hotel which is on the boardwalk of the very polluted Rio Guayas river. Industry and effluent human waste flows into it, creating a boiling pot of green muck, reminiscent of a "Simpson's" episode of three-eyed fish. The city is not safe to freely travel, so we mostly stayed around the boardwalk while we organized a commercial flight to the islands.

Galapagos/Balta

It was not possible to fly the Vision Jet 600 nm (1,100 km) into Balta as no jet fuel was available for general aviation. Upon landing we cleared immigration and customs, which was a little strange as this was a domestic flight. The Galapagos consists of 21 islands evolved through continual volcanic activity, with variant weather conditions. Some of the islands are dry lava fields and others are lush sub-tropic on one side and dry on the other or there are massive volcano pits filled with tropical vegetation, reptiles and bird life. It is also home to the Giant Turtle sanctuary, where some are believed to live over 300 years; they walk the area amongst ancient lava caves.

Our accommodations were at Palo Santo, a luxury resort next door to the most luxurious Finches Bay. We negotiated for their 750-square-foot suite, one of the largest in the Galapagos islands. The resort is well positioned next to a very good beach and a short walk through old lava fields and pink salt lakes to an amazing grotto that you

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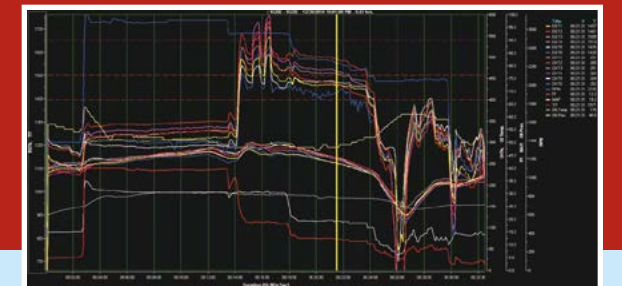
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The town of Ica located among the sand dunes of Pisco, Peru.

can swim and snorkel with exotic fish in the fresh sweet water. Tortuga Bay is a boat ride or a short trek to where you can swim with sharks. Iguanas lay around on the crowded beach having no fear of humans.

There are many choices for cruising to the various islands to see unique species. We booked the Sea Lion to Seymour Island, a luxury day cruise with guided walks and snorkelling, fully catered lunch and fully equipped. The island has unique

birds and reptiles such as the famous Blue-footed booby and the red balloon throated Frigatebird. The yellow iguana species habitats around unusual cactus with the same bright yellow flowers. There are no natural predators to any of the species allowing for remarkably close encounters with these interesting creatures. It's one of the few places on earth that you will see tracks of the Green turtles and swim amongst them as they wait offshore to come and lay their eggs at night. The island authority focuses every effort on the conservation of the flora and fauna and most island access is only through registered tour operators with scheduled time slots.

Guayaquil, Ecuador – Pisco, Peru

Up until this leg, flights had been relatively short and easy, with the assistance of handlers the language barrier had not

(continued on page 28)



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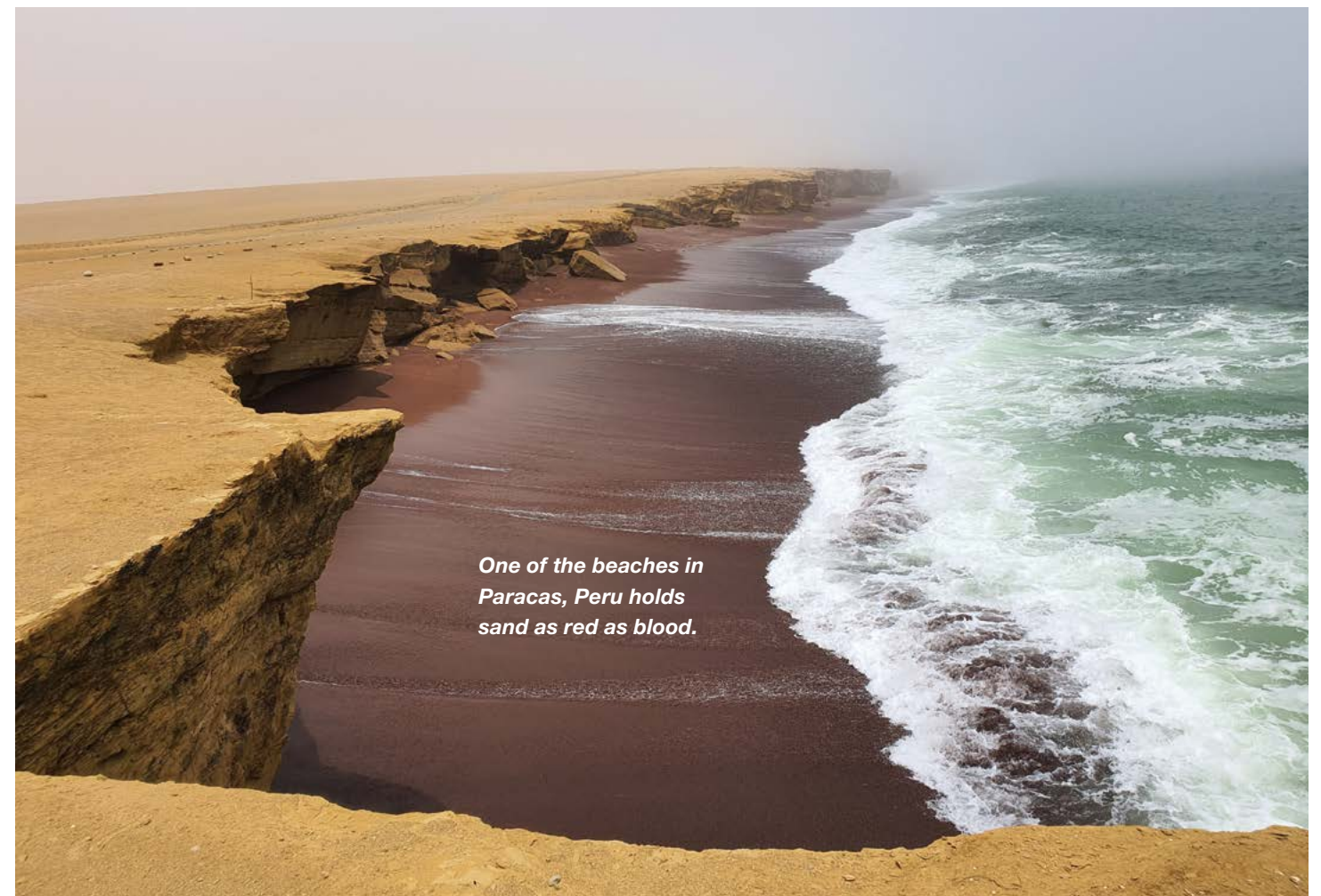
The Candelabra of the Andes is one of the giant geoglyphs called the NAZCA lines which were created by ancient Peruvians.

(continued from page 26)

been an issue; however, we needed to engage in a lot of haggling, emails, phone calls and texts to finally receive clearance and a permit to fly and stay in Pisco, Peru. Unfortunately, Cusco wasn't an option as the airport elevation of 10,860 feet is beyond the landing altitude limit of the Vision Jet.

One of the most surprising changes for us from flying the SR22T to the Vision Jet was the need to stop thinking like a piston pilot. Long leg flight planning in an SR22, like Ecuador to Chile is different. With the jet we have the range, speed and altitude advantages; no longer do we need to be obsessed with the weather, we are still very diligent but now have full confidence that the de-icing systems can provide the ability to fly through and quickly above adverse weather conditions. That, along with the huge difference of a pressurised cabin at FL310 instead of the typical FL170 in the unpressurised SR22T, means coming off a long flight refreshed.

With that in mind, we were confident to fly the four hours heading south between the Pacific Ocean and the continuous Andes mountain range, the lowest safe altitude (LSA) of 25,300 feet is one of the highest in the world. In clear skies and great weather conditions, we stayed on one frequency control over nearly all of Peru as we arrived in Pisco, in southern Peru just short of the Chile border.



One of the beaches in Paracas, Peru holds sand as red as blood.

The approach had us turning right over the Pacific Ocean and then making a 180-degree turn back to the west coast shoreline and the runway at the new, massive and modern, but empty airport. There was just us, three immigration officers and our handler; no traffic and no other commercial flights. It was very eerie; little did we know that in just a short time all the airports of the world would look like this (because of the Coronavirus pandemic).

While in the area, we stayed in Paracas at The Hotel Paracas. The village was a very basic tourist spot with one dirt street along the coast, lined up with many restaurants and tour operators selling trips to the Isles Ballestas via speed boats, flights over the NAZCA lines or a beach buggy on the sand dunes – there is plenty to do. We also learned about the Pisco Sour; a traditional drink served at the beginning of every dinner.

We bravely hired a beach buggy and drove through the sand dune desert nature park positioned on a peninsula between Paracas Bay and the Pacific Ocean. As you stand on the spectacular sandstone cliffs in 85°F heat, a constant condensing cloud enfolds over the water.

There were several nice beaches (one with sand as red as blood), full of locals swimming in the cold waters using the old coal mine tunnels in the cliffs for shade.

This part of the ocean is one of the most nutrient dense waters in the world, resulting in prolific bird and sea life populations. Scallops are plucked daily from the waters for the export industry and can be consumed in the few restaurants on the peninsula that serve the daily fresh fish and seafood. The ceviche was excellent; we were told many times that the Peruvian cuisine is the best in the world and it certainly lived up to the expectations.

The next article of our trip in South America will share our experiences throughout Chile. ➔

Amir and Tamra Hyster are active aviation travelers, flying themselves throughout the world and writing about their experiences. The Vision Jet is their fourth Cirrus aircraft, a progressive move from their previous SR22N, SR22TN and SR22T that they previously flew on their world adventures. Visit their website for more stories and information: www.VisionJetTravel.com







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