

Australia and Back!! The Defiant Delivers



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Talk Outline

- Trip overview
- Some facts about the Defiant and how it was equipped
- How we flew the Defiant
- How we got through International flight plans, landing permissions, customs regulations, and language barriers
- The best place in the Pacific for fish and chips and rum and coke along with a little travel log time permitting

Trip Planning

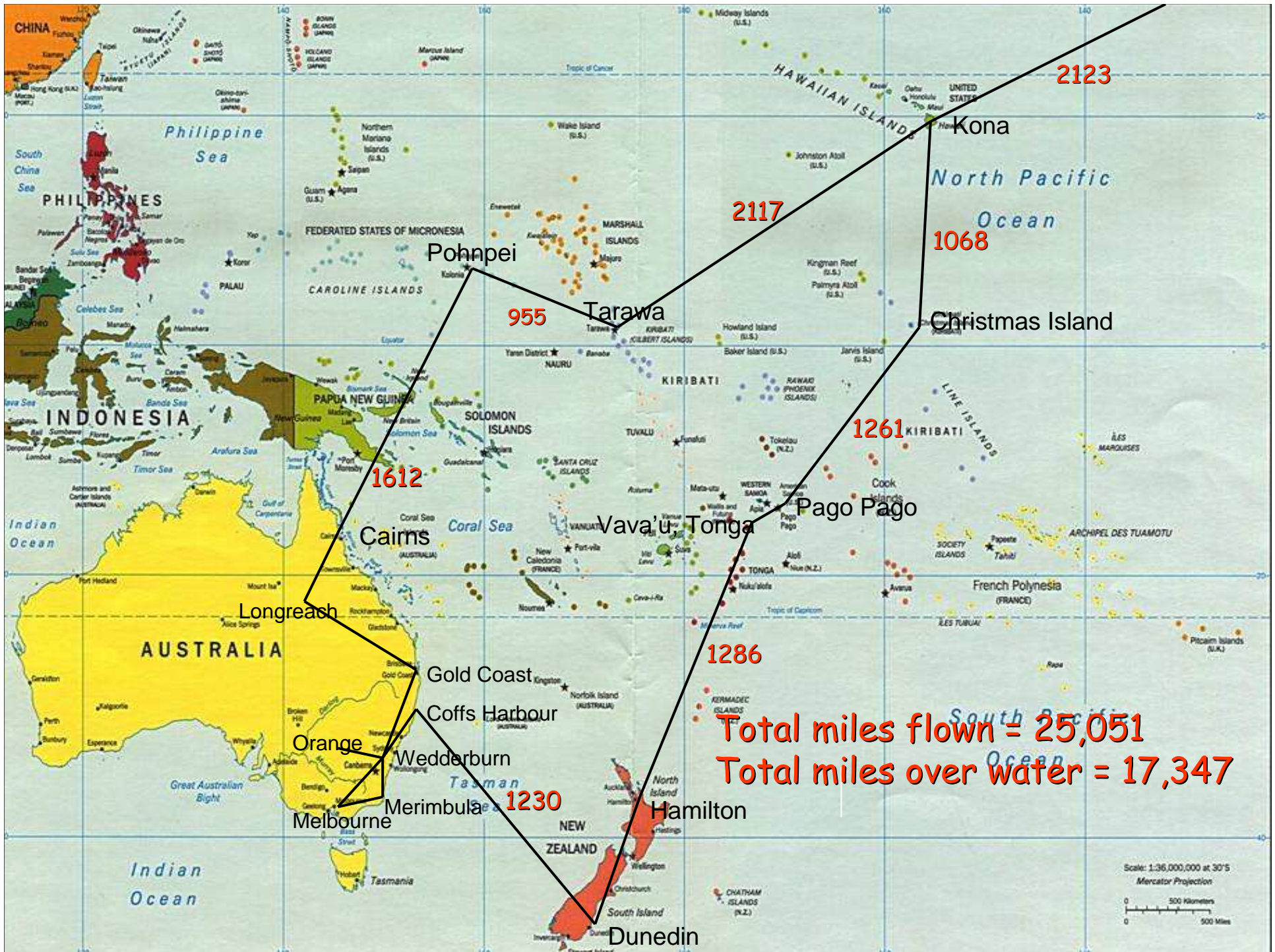
- Became serious in December 2008
- Rule #1 was that we would see the sights along the way and have fun!!!
- Divided up crew duties
- Route planning
- Aircraft updating
- Making contacts needed along the route
- Date set for departure...April 2010

Planning Considerations for the Trip

- We decided early on that Hawaii would be our first leg
- Destinations beyond Hawaii were dictated primarily by availability of AvGas
- The Defiant standard fuel load is 115 gal giving a range of around 1100 NM
- It's 2200 + from California to Hawaii and we determined that we would not cut it close on gas.
- So an Aux tank of at least 120 gal was needed

Planning Considerations for the Trip

- We decided that we would do all of the flight planning, obtain all permissions, and secure fuel for our flights without the use of "handlers"
- Navigation planning was done using Jeppesen Flight Star and resulting flight plans were loaded into the Grand Rapids units. Waypoints were plotted approximately one hour apart so position reports could be made



Defiant N57KS



- Very close to plans built
- Only major change was the use of downdraft cooling on both engines.
- Lycoming O-320s overhauled by me and converted to 160 HP
- Empty wt 1750 lbs, Gross wt. 3000 lbs
- Hertzler propellers
- Pmag ignitions...all 4
- Ellison throttle bodies



Icom 706 Mk!! g







Flying the Long legs

- Copy IFR clearance when possible
- Take off using main fuel tanks
- Slow climb to 10 or 11,000 ft
- Establish communications during climb
- Lean to well lean of peak with fuel flow about 6.5 g/h
- Fully leaned the RPM settles at about 2450 and the true airspeed is between 160 and 165 knots depending on how heavy the plane is and how far aft the cg is

Flying the Long Legs

- Switch to Aux tank and monitor fuel pressure to show that switch over was successful
- Follow the line on the screen
- Make hourly position reports
- Eat and drink enough to stay alert





General Declaration Ya Gotta have one

GENERAL DECLARATION
(OUTWARD AND INWARD)

AGRICULTURE, CUSTOMS, IMMIGRATION AND PUBLIC HEALTH

OWNER OR OPERATOR: **STEPHEN SORENSON**

MARKS OF NATIONALITY AND REGISTRATION: **N57KS** FLIGHT NO: **PRIVATE** DATE: **16TH APRIL 2010**

PORT OF EMBARKATION: **TARAWA KIRIBATI** PORT OF DISEMBARKATION: **POHNPEI**
(Place and Country) (Place and Country)

FLIGHT ROUTING (- PLACE COLUMN ALWAYS ORIGIN, EVERY EN-ROUTE STOP AND DESTINATION)

PLACE	TOTAL NUMBER OF CREW	NUMBER OF PASSENGER ON THIS STAGE	CARGO
POHNPEI	02 SORENSON STEPHEN KENDALL PASSPORT # 284953429 DOB 27 TH MARCH 1948 SORENSON RODNEY ALAN PASSPORT # 956956993 DOB 10 TH JAN 1947	Departure Place: TARAWA Embarking: 02 Through on the same flight: Arrival Place POHNPEI Disembarking Through on the same flight: 02 NIL Cargo Manifest attached.

Persons on board known to be suffering from illness other than air sickness or the effects of accidents, as well as those cases of illness disembarked during the flightNONE

Any other condition on board which may lead to the spread of diseaseNONE

Details of each disinfecting or sanitary treatment (place, date, time and method) during the flight. If no disinfecting has been carried out the flight give details or most recent disinfecting.

Signature (if required) :

Crew member concerned

REPUBLIC OF KIRIBATI

CLEARANCE GRANTED AT
BONRIKI, TARAWA AIRPORT

AT 1245 hrs

DATE 16/04/10

Y. Moore
CUSTOMS OFFICIAL

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with the General Declaration are completed, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.

Signature :

(Authorized Agent or Pilot in command)











