

# 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

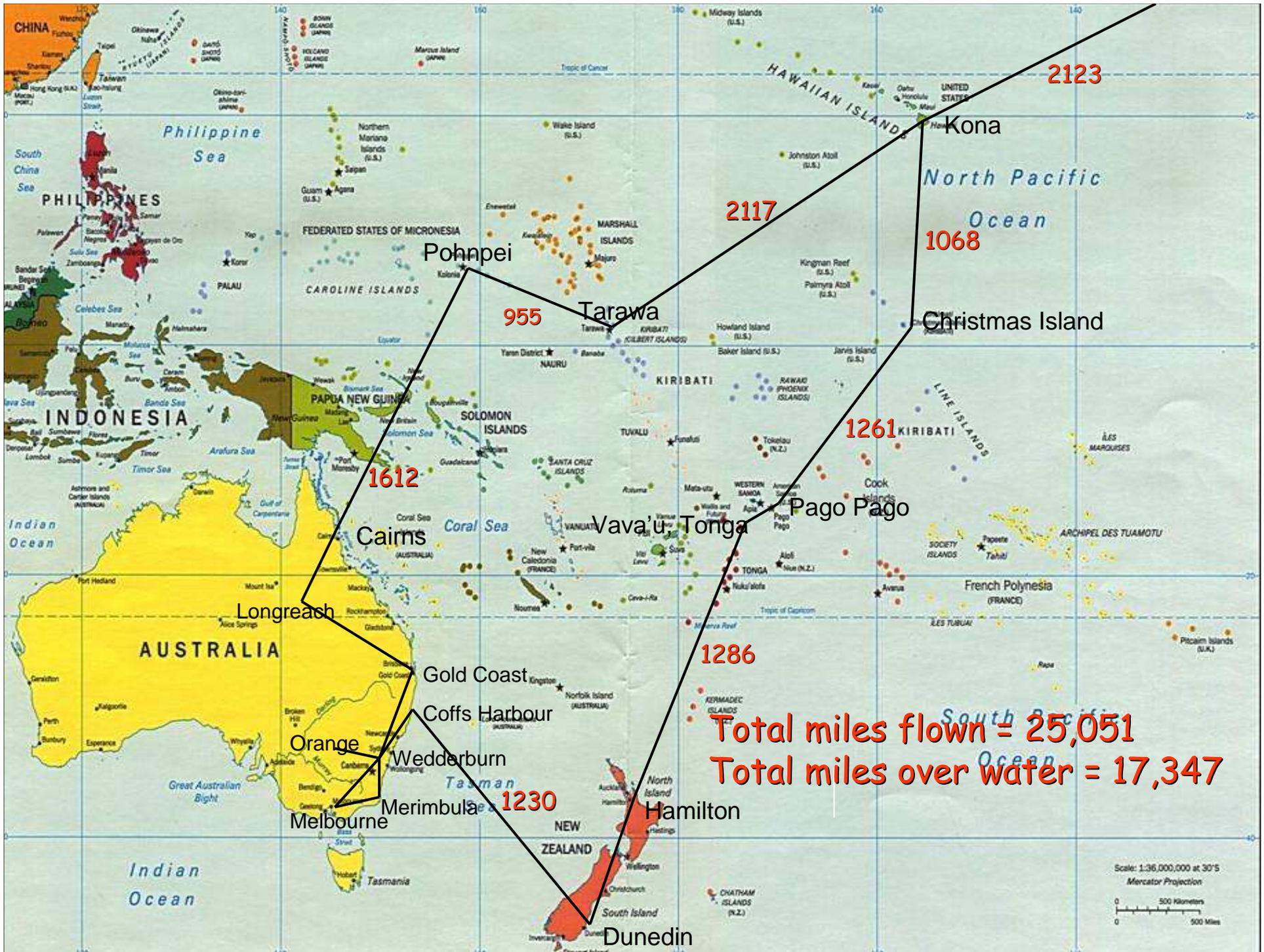
- Became serious in December 2008
- Rule #1 was that we would see the sights along the way and have fun!!!
- Divided up crew duties
- Route planning
- Aircraft updating
- Making contacts needed along the route
- Date set for departure...April 2010

# 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

















