

DIAMOND REPLACEMENT PLAN



OBJECTIVES

- List the Diamond for sale at \$204,000 hoping for net price of \$175,000.
- Find and plan to purchase a replacement aircraft that meets the needs of the majority of members.
- Present choice to membership.

RATIONALE FOR REPLACEMENT

- 80% of the membership responded to a survey in September recommending that the club replace the Diamond with an aircraft more people are willing to fly
- The lack of interest in flying the Diamond by the membership has resulted in the club not being a true three aircraft club
- High maintenance costs and significant down time of the Diamond are contributing factors.
- Due to the lack of utilization the majority of hours flown have been in the other two aircraft which has caused scheduling issues

MEMBER CHOICES

- A survey of the membership resulted in four potential replacement aircraft. The first choice was the Piper Archer. The other three choices were:
 - Cessna 172 Skyhawk
 - Cessna 182 Skylane
 - Piper Dakota

Piper Archer

Pros:

- Most of the members have flown the Archer that was previously in the club. It was the preferred aircraft at the time.
- Stable aircraft, easy to fly, good in crosswinds.
- Performance is similar to N642SP.
- Purchase price would be low enough to be able to afford the upgrade to glass panel quickly.
- Maintains club variety of high wing & low wing.
- Still being manufactured, so parts availability is not an issue.
- Can meet most advanced rating training requirements.

Piper Archer

Cons:

- The airworthiness directive (AD) and special airworthiness information bulletin (SAIB) regarding the Archer main wing spar discussed on the following two slides.
- Only one door (passenger side) is a little inconvenient.
- Many Archers have been used in flight schools and will have significant usage.

Piper Archer Main Spar Issues

- There have been three fatal accidents of PA-28-xxx aircraft since 1987 in which a main wing spar has separated from the fuselage, two of which are attributed to high stress usage. The PA-28 models have been manufactured since the early 1960's and there are over 5,000 registered in the US, out of about 10,000 worldwide.
- The FAA issued an airworthiness directive, **Docket No. FAA-2018-1046**, 01/15/2021, which requires inspections of several Piper models for cracked spar mounting holes, including Archers. The requirements for inspection are over 5,000 factored service hours, replacement of a spar with a used spar, or used for training or other high stress usage.

Piper Archer Main Spar Issues

- **SAIB 2022-20**, issued on 10/19/2022, states “The inspection reports received by the FAA thus far indicate the presence of numerous cracks and hole-quality issues in a significant number of airplanes.”
- We would require that any Archer we were considering be inspected prior to purchase, and not exhibit any damaged holes or corrosion.

Cessna 172 Skyhawk SP

Pros:

- Most popular aircraft in GA fleet
- Skyhawks have been produced since the 1950's.
- Easy to fly, very forgiving.
- Great for "\$100 hamburger" missions
- Will be very similar to the Skyhawk SP already in our fleet.
- Can meet most advanced rating training requirements.

Cessna 172 Skyhawk SP

Cons:

- Skyhawks are priced extremely high at the present time. We estimate that the purchase price of a Skyhawk SP would be approximately \$200,000 which would, in all likelihood, exceed the revenue from the sale of the Diamond by \$25,000. This means that the club would need to acquire that amount in order to purchase a Skyhawk
- Any upgrades to match 2SP or 58H would be delayed by two years.
- Borrowing money negatively impacts hourly rates and monthly dues.
- Makes us a Cessna only club like many others in the state.
- Limited to three occupants, and primarily for shorter missions.

Cessna 182 Skylane

Pros:

- The Skylane is a very familiar aircraft to our members. A Skylane has been in our fleet for over two decades.
- This would add another good x-country aircraft to our fleet.
- It is relatively fast and has excellent payload.
- It qualifies as a high-performance aircraft.
- The Skylane flies like a heavy Skyhawk.

Cessna 182 Skylane

Cons:

- Skylanes are priced extremely high at the present time. The purchase price of a Skylane equivalent to 58H would be approximately \$220,000 which would, in all likelihood, exceed the revenue from the sale of the Diamond by \$25K-\$50K. A newer Skylane would cost over \$350,000. This means that the club would need to acquire that amount in order to purchase a Skylane.
- Any upgrades to match 58H would be delayed by two or more years.
- It would make us a Cessna only club like many others in the state.
- A second Skylane would negatively impact both monthly dues and hourly costs.

Piper Dakota

Pros:

- The Dakota has a higher payload than the Skylane
- The Dakota max cruise is 148 Kts.
- It has a higher climb rate than the Skylane.
- It has many interchangeable parts with other Piper Cherokee models, which are still manufactured.
- The current price for Dakotas would provide an ample reserve after the Diamond sale to upgrade the avionics quickly.
- It is a Piper model that is not impacted by the AD.

Piper Dakota

Cons:

- The hourly operating costs would be similar to the Skylane
- It was manufactured from 1979-1994.
- There are very few Dakotas in the marketplace. People are unwilling to part with them.
- One door is slightly inconvenient.
- Narrower cabin than the Skylane.

Membership Choices

- In light of the above, a new questionnaire, consisting of only one question, is being sent to the membership.
- It includes the AD & SAIB.
- Please do your due diligence prior to making your choice of the four aircraft.
- Return the questionnaire to secretary@blueskyaa.com within a week, so the Board can move forward with the replacement plan.

QUESTIONS

