Malath Aero makes Multiflight’s 737 available for charter

Malath Aero of Malta is to manage and operate a VIP-configured Boeing 737 for Multiflight of the UK. The 300-series aircraft can accommodate up to 60 passengers, has 30 seats that can be sold out to five tonnes of cargo. The cargo is to be a single-cut layout with 48 square meters, and 32 cabin seats, as an alternative to the 60 VIP seats. Multiflight states that its fleet consists of four types, and that this together with its fleet is suitable to operate its OMC since the start of 737.

Malath Aero ceo Michael O’Brien says: “We are delighted to have brought this aircraft into our fleet. The 737 is a popular aircraft and comes with an experienced crew. The range, flexibility and cargo capacity are strong attributes, and will give us the ability to operate across Europe.

The aircraft is equipped with a new interior, which includes a fully-dressed 24-seat configuration, four crew seats, and a full kitchen. It also features a state-of-the-art audiovisual system, including a 40-inch HD television, and a high-definition camera system.

“Malath Aero is excited to offer this aircraft to customers, and we are confident that it will be a valuable addition to our fleet.”
ME & MY AIRCRAFT
Long range and large business aircraft

Continued from previous page

Andrew Hallak of Gainjet operates a VIP 737-800 and is delighted with Boeing’s “vast network” of maintenance support. Getting spare parts is not an issue and Hallak remarks: “The aircraft has proven to be reliable and has served our operation well – we have been able to depend on the VIP 737 to get the job done.”

The aircraft currently has a six-hour flight range but this will be increased to intercontinental range of eight hours once the auxiliary fuel tanks are added. Hallak continues: “The large baggage hold capacity, about 5.7 tonnes, is a very favourable feature, especially with sports teams and music bands. But its reliability is the best thing. The operation cost is high but that is only to be expected.” In terms of upgrading he would like to be able to accommodate all 68 passengers in VIP seating.

Ejaz Syed of Arabasco used to operate a B-737-200 and had stated that his most desirable upgrade would be another 737. Several months down the line his wishes have been fulfilled and the company now operates a B-737-500 with VIP configuration. Syed says that the best thing about the aircraft is its dispatch reliability, although he still feels there is room for improved avionics. Hashem Jamaliolah, also of Arabasco, is equally happy with the performance of its aircraft. He believes that despite the high operation cost there is more cabin space available and this is a great advantage.

Gainjet operates a B-757 and Andrew Hallak says that the aircraft offers a combination of “capacity, luxury and range.” It accommodates up to 62 passengers in all-VIP seating and also features a bedroom and an en-suite. The baggage compartment is vast, with capacity up to 10 tonnes, and the aircraft has a range of up to nine-and-a-half hours. Hallak says that the aircraft is ideal for the operation it serves and is an ideal product for the clientele who tend to charter it. It has proven to be a good investment, due to its reliability and versatility, combined with the company’s service and experience. Hallak concludes that the VIP airliner market is a tricky one, and that beyond having the right product, as it has found in its VIP B757, it requires years of experience to serve this market.

The Boeing Business Jet series has proved popular with operators. One EBAN reader, who wishes to remain anonymous, holds the capacity and cabin configuration potential of the aircraft in high regard. They did feel that the RIH would benefit from Wi-Fi and satcom technologies, however.

Gainjet’s VIP Boeing 757-200, with its crew standing before it.

You get what you pay for, so [the G550] is good value for money

The Falcon 7X is widely used, and captain Eduard Meisel of Intairlines is very satisfied overall with the aircraft. He says that TAG at Geneva provides a good service centre while pointing out that the centre at Paris is “not so good.” He continues: “The aircraft has good range and a calm, quiet cabin with low fuel consumption. We see no need for an upgrade; it is perfect as it is.”

Kimon Danillidis of Interjet, Greece, also uses a Falcon 7X and says that the best thing about the aircraft is its cost-efficiency. Danillidis does, however, state that an improved baggage compartment and greater range are most desired.

One anonymous user says that they were very satisfied with the maintenance support offered for the 7X, and says that the aircraft is good for short runways with no ETOPS or ETOFS issues. They do, however, believe that the reliability of the Global is far superior.

Nuno Neto of Vinaír has enjoyed “excellent” product support from the Dassault team. He does comment that there had been “too many small problems” regarding the dispatch reliability though. He nonetheless believes the aircraft has impressive performance, flexibility and flying capability, despite some software problems. EASY II installation is the most desired upgrade.

Ejaz Syed responded to our survey last year to say that he is pleased with the dispatch reliability, operating capability and value of his Falcon 900. However, he is unhappy with the maintenance support on offer: “It is getting increasingly difficult to maintain the Falcon due to the high price of spares and the near monopoly Dassault have on this.” He says that the aircraft has developed “uncanny types of corrosion” and would prefer to go for something in the Bombardier group or the Brazilian market.

Another user declares himself very satisfied with the dispatch reliability of his Falcon 900EX Classic, which stands at over 99 per cent. He describes the short field capability as “astounding” and says that performance is very good, even when met with 150kt headwinds. He enjoys having no ETOPS restrictions and says his aircraft is “very fuel efficient.” Flying characteristics are “very nice” and he speaks of a typical response from a pilot flying the aircraft, which is that it is “nothing like a Falcon.” Due to its straight leg landing gear it is a challenge to perform a ‘go around’ landing, and the contributor feels that the aircraft is improved by having winglets.

An anonymous user provided feedback for their 900EX EASY and felt happy overall with its performance, describing it as an aircraft with a good
deal of flexibility. The user does comment that there was a lot of noise in the cabin and that the aircraft would be enhanced by installing more effective noise cancellation.

Hashem Jamalsahli of Arabasco comments that the company’s Falcon 900 performs well and he is particularly impressed with its range. However, he does state that there are not enough MD8s in Arabasco’s area of operation.

**BOMBARDIER, GLOBAL 5000 AND GLOBAL EXPRESS**

Victor Ivan Trista Air operates a Global 5000 and is happy with the speed, range and comfort of the aircraft. He feels the aircraft would benefit from a Vision Flight Deck.

Stephanie Leborgne of Baguesse Transport Air operates the same aircraft type and is happy on all fronts with what it offers, despite experiencing some electronic bugs.

The Global Express has proved an extremely popular aircraft with operators, and ACM's Jonas Krist is keen to point out that the dispatch reliability of its XRS and Global 6000 is "remarkable," noting that the Falcon 5X. ACM performs its own maintenance from Boden-Sabden and is able to run an effective service by doing so. Krist affirms that the Globals are a "very good brand with great reliability and have an excellent cabin in this class of aircraft." He does feel occasionally let down by the support of Bombardier.

Martin Lener of Tyroleon also experienced issues with its Global Express when it first entered service, saying: "It has suffered from a serious spare parts supply problem." This was back in 2001 and since then the aircraft has been trouble-free. Lener is very happy with the Farnborough interior of his Global Express with XRS compliant cabin. He explains that operations are helped by having in-house maintenance provider Tyroleon Jet Services on hand for regular checks. He believes that the cabin in the aircraft is of the highest quality and will only be surpassed by the G550. The aircraft has a "state-of-the-art concept" and is working very well for the company. Increased cabin pressure modification is one alteration Lener believes would be desirable.

**GULFSTREAM G-550**

Gulfstream’s business jet range has always been associated with comfort, luxury, and its operators demand the highest standards in reliability and performance. One anonymous user is very satisfied in all areas with his G-550 and praises the maintenance support of AMAC Aerospace in Basel, which gives “outstanding customer support.”

JFIjets owner and Long Island resident Aris Kislin is donating his Gulfstream II business jet to Wilson Technological Center at Republic Airport in Farmingdale, New York. The Gulfstream, once owned by Frank Sinatra, will have an active retirement as a training jet for future aviation mechanics in the Western Suffolk BOCES aviation maintenance technology program at Wilson Tech’s campus.

The 1980 model G-11 accommodates 12 passengers and has a range of over 3,000 miles. Its two Rolls Royce engines power the aircraft to a cruise altitude of 45,000 feet and a speed of 520 miles per hour. The aircraft was designed and engineered for business aviation in nearby Bethpage, New York.

"This jet will provide both high school and adult students with more opportunities for hands-on learning about jet instrumentation and engines," says Dr. Michael Mensch, associate professor of Aviation at Suffolk BOCES. "We are extremely grateful to have this jet with such a historic past added to our aviation maintenance technology program."

Karen Bowden, principal of Wilson Tech’s Republic airport campus, adds: “This donation will certainly help students prepare for their Federal Aviation Administration exams, helping them to earn FAA licenses in airplane and power plant for greater job opportunities.”

Kislin owned the aircraft for seven years and operated it all over the world. Prior to that, the aircraft was owned for a time by singing icon Frank Sinatra and subsequently by actor Harrison Ford, an accomplished aviator himself.

“I love this aircraft and truly hate to see her grounded, but after 44 years of service her time has come,” Kislin says. “I am pleased to know she will continue to be of service to the Wilson Center and the people of Long Island as an educational tool and a proud reminder of the aviation heritage of this region.”

JFI Jets is a worldwide provider of aircraft management and charter services with fixed base operations and part 145 certified repair centre.

**The large baggage hold capacity [of the 737] is a very favourable feature**

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**THK Gökenç receives first five HEMS EC135s**

The Gökenç Aviation of Ankara has taken delivery of five EC135s to provide medical air lifting duties throughout Turkey. The helicopters will start operations in August.

The operator is the commercial company of the Turkish Aeronautical Association THK, and the delivery of this first batch takes place only three months after the selection of Eurocopter as the preferred manufacturer. THK Gökenç and Serhat Holding will deploy a fleet of 17 EC135s to deliver helicopter medical emergency services in the framework of a five-year contract with the Turkish Ministry of Health. The remaining helicopters will be delivered in spring 2014.

“Turkey is a growing helicopter market and we are glad the EC135 continues to accompany the project of the Turkish Ministry of Health. With THK Gökenç we have gained an excellent partner to strengthen our footprint in this strategically important country,” says Olivier Lambert, Eurocopter’s senior vp for sales and customer relations.

THK says that the EC135 combines a wide, unobstructed cabin with excellent performance, range and payload capacity — along with capabilities for fast rescue operations. The helicopter’s oversized sliding side doors and rear clamshell doors enable fast loading and unloading of patients, with additional safety during ground operations due to the shaved Fenestron tail rotor.

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