

SUN-N-FUN APRIL 13-18, 2010 SOLOY RECEIVES A VISIT FROM JACK PELTON

The air show season opened with Sun N' Fun and the Solyo Mark II was one of Sun N' Fun's key attractions. Billed as Spring Break for Pilots, it is the premier spring time aviation event. One of the best and most popular aviation shows in the country, Sun N' Fun has been showcasing aviation innovation, military exhibits and spectacular aerobatics performances for over 30 years.

The MK II attracted much attention, especially with visitors from Central and South America who are looking for kerosene alternatives to avgas fueled airplanes. One of aviation's most influential and prominent leaders visited the Solyo exhibit, Mr. Jack Pelton, President and CEO of Cessna Aircraft (pictured below, right). Mr. Pelton reviewed the MK II and discussed turbine power issues at length with Solyo CEO, Dave Stauffer (left). Cessna and Solyo Aviation Solutions share a common interest in developing turbine solutions and meeting the need for performance and future fuel compatibility issues.



The Solyo Cessna 206H MKII with the 450 horsepower Rolls-Royce 250B17F/2 engine pictured above is fitted with the MT five blade composite propeller. This propeller is currently certified for use in Europe and is being evaluated at Solyo with a new improved inlet that increases ram air recovery and improves engine performance.

In fact, the above pictured aircraft has since been equipped with Wipaire floats, ferried to Germany via Greenland, and been delivered with the MT propeller to its new owner, Dr. Helmut Polzer, of Stuttgart, Germany. Dr. Polzer, is a long time owner of a Solyo 206 Mark I, which was traded in for the new Mark II.

SOLOY ADDS PROVISION FOR WING MOUNTED SENSORS ON THE CESSNA 206G AND H

Solyo has recently obtained an STC, applicable to the Cessna 206G and H models, which allows sensor equipment weighing up to 90 lbs. to be mounted under the left wing.

The STC incorporates a structural hard point on the left wing outboard the strut fitting and has an optional fuselage mounted microwave down link antenna for those who want to transmit video to a ground base location. Shown in the picture below is the Wescam FLIR camera, however the mount is suitable for additional systems such as the FLIR Ultra 9HD, Axsys V14, L3 Wescam MX-10 and the L3 Sonoma MX-12 DS/TS 650 systems.

The STC allows Solyo to offer their MK II turboprop powered Cessna 206H, fully equipped for airborne surveillance duties. When employed with the Solyo Observer Seat STC SA01985SE, Revised Shoulder Harness Restraint System & Increased Clearance Rear Cabin Headliner STC SA01988SE and Observer Window STC SA00858SE, the Solyo Cessna MK II is transformed into one of the most efficient, cost effective airborne surveillance aircraft available today.

The Solyo NightHawk is ready today to meet the needs of law enforcement, border, power and pipeline patrol, coast guard, and natural resource agencies everywhere.



The Solyo Special Mission configured Cessna 206H MKII with the 450 horsepower Rolls-Royce 250B17F/2 engine is an economical alternative to using expensive helicopters when 60 to 65 knot surveillance speeds will produce the intended results. Solyo Aviation Solutions offers one stop shopping for satisfying all of your Cessna 206H surveillance equipment needs including any special electronic requirements.

2ND QUARTER 2010 SOLOY PRODUCT DELIVERIES

- Paul's Helicopter Service of Yellowknife, NT purchased their third SD2 kit and AFS Inlet Barrier Filter for installation in their AS350B2 that is now being leased to Horizon Helicopters in Whitehorse, Yukon.
- Air Orlando Aviation purchased a Cessna 206 Window Modification Kit for installation in their customer's aircraft.
- Eagle Helicopters, Inc. of Spokane, WA purchased their fourth SD2 kit for installation in their AS350B2. It is also being modified with the SAGEM panel and the AFS Inlet Barrier Filter.
- L-3 Vertex purchased several law enforcement modifications including one Cessna 206 Window Modification Kit, one Cessna 206H Rear Observation Seat Kit, and two Cessna 206H Shoulder Harness Restraint Systems and Rear Cabin Headliner Kits.
- Eagle Med, LLC recently purchased two SD2 kits bringing the total of SD2 converted AS350B2's to nine.

SOLOY EXPANDS AVIONICS SHOP AND IS APPROVED AS AN ASPEN AVIONICS DEALER/DISTRIBUTOR

Since opening our avionics installation and servicing capability earlier this year, business has been very, very brisk. So brisk in fact that internal remodeling of the hangar mezzanine has taken place to add 1500 sq. ft of shop, lounge and office space specifically to support our expanding activity in the aviation avionics market.

One of the reasons for this increase in activities is the availability of reasonably priced flight display systems using the latest in LCD display technology.

Soloy has recently become a sales, service and installation center for Aspen Avionics' primary and multi-function flight display systems.

Aspen's Evolution 2500 package is a total GA glass cockpit system, features Aspen's duo safe PFD redundancy, which provides the immediate transfer of PFD functions to the MFD in the event of a PFD panel failure. The identical PFD backup means less stress and potential confusion in a pressure situation. No other GA glass cockpit system gives this level of redundancy and confidence at any price.

For additional information call Pat or John Atchison at 360-754-7000 or email pata@soloy.com or johna@soloy.com.

AIRCRAFT FOR SALE

- 1999 Soloy Cessna T206H Mark II, N7277X, S/N 20608131
- 1982 Soloy Cessna 206G Mark I, Reg. VH-CZR, S/N 20606531

The Mark II aircraft is ready for delivery and includes new paint and optional 30 gallon auxiliary fuel system.

You may review the aircraft specifications of these superb aircraft at www.soloy.com or by contacting Cris Henry directly for pricing information at 360-754-7000.

FIRST SOLOY SD2 IN CHILE

The company Kipreos Ingenieros completed the first SD2 conversion in Chile on the 21st of May this year. Kipreos Ingenieros is mainly in the power line construction business handling the construction and maintenance of much of the main power grid of Chile. Based out of Santiago, Chile, Kipreos' aircraft operate throughout the country. Although power line construction is their main operational duty, they also do contract work for other operations including the mining industry.

Operating with the AS350B2 are two Bell UH-1D helicopters operating in restricted category. The Bell mediums are used primarily for construction of the power transmission lines in the more rugged parts of Chile. The company is involved with all aspects of the construction including engineering, hauling cement for the tower footings, and assembly of the towers.



The AS350B2 is also involved with the construction, hauling both internal and external loads. The B2 is also certified for personnel transport and when not needed for construction is contracted out for various other types of operations, such as heli-skiing in the mountains, fire fighting, and has provided medical evacuation for off road rallies in Argentina and Chile. Jose de la Fuente, General Manager for Kipreos and also a helicopter and fixed wing pilot, says that the helicopter is an extremely valuable tool in their business. Some sections of the power lines would be virtually impossible to complete without the helicopter.

Enrique Cuevas, a retired Chilean Air Force veteran and Director of Maintenance for Kipreos Aeroes, says that the engine conversion process went well with very little difficulty. Their helicopters are now all powered by Honeywell engines. Engine support will come from Honeywell FSE Rafael "Kurt" Martinez based in Bogota, Colombia. In addition to the basic engine kit, Enrique and his team installed an AFS engine inlet barrier filter kit and an AKV engine cycle counter.

Pictured in the photo from left to right are: Director of Maintenance Enrique Cuevas, Maintenance Supervisor Juan Pozas, Mechanic Rafael Santibanez, Soloy Representative Dale Brant, and Pilot Alejandro San Martin. Also involved with the project but not pictured were Electrician Jose Avila, Structures Specialist Julian Cuevas, and Engineer Osvaldo Azocar who handled the certification and STC approval by the Chilean DGAC. Good job by all!!!

SOLOY RECEIVES EASA APPROVAL FOR THE SD1 LTS101600A3-A POWERED AS350BA

In June Soloy received EASA STC 10028758, which approves Soloy's FAA STC SH00805SE that covers the installation of the Honeywell LTS101-600A-3A in the AS350BA helicopter. This STC initially used original AS350D model parts to install the LTS101 based on Eurocopter's own installation in the AS350D, hence the commonly "Super D" name being applied to the LTS powered BA's.

Due to increasing difficulty in obtaining these limited production parts, Soloy recently had approved an adaptation of the dedicated B series conversion kit previously certified for the SD2 conversion kit for the AS350B2. This allows kits to be available for immediate delivery and as far as significant components are concerned, the kits are identical. An additional benefit being that if the helicopter is subsequently converted into a B2 conversion, 95% of the kit can be retained for use with the LTS101-700D-2.

The approval by the European Aviation Safety Agency means that the SD1 can now join the SD2 as being accepted for use in all countries that are part of the European Union. With well over 150 Honeywell's powering AS350BA and B2 helicopters, the request received by Soloy for an alternate engine for the popular AS350 series helicopter has been answered. That it was the right answer can be seen by the multiple orders received by fleet owners who after trying one saw the benefits were there and proceeded to convert additional helicopters in their fleets.

Fleet leaders to date are:

Eagle Med, LLC of Wichita, Kansas with 9 SD2's.

The Coast to Coast Group in Canada with 8 SD2's and 2 Super D's.

Coastal Helicopters, Inc. of Juneau, AK with 5 SD2's and 3 Super D's.

Expedition Helicopters of Cochrane, Ontario with 5 SD2's, 1 SD1, and 1 Super D.

Pacific Western Helicopters of Prince George, BC with 4 SD2's and 1 SD1.

Helicopter Support Honiara of the Soloman Islands with 2 SD2's and 3 Super D's.

Heliproducts of Pitt Meadows, BC with 4 SD2's.

Forest Helicopters of Kenora, Ontario with 2 SD2's and 2 Super D's.

These and many other operators in such places as **Australia, Canada, USA, France, Germany, Austria, Mexico, Chile, Switzerland and New Zealand** have very successfully made use of Honeywell's "On Condition" procedure of engine maintenance to dramatically reduce engine operating cost when compared with the original Turbomeca installation. Coupled with using less fuel to do the same work has meant enhanced profits at the end of the day.

UPCOMING SHOWS

Soloy will be exhibiting at the following shows.

ALEA (Airborne Law Enforcement Association), Tucson, AZ, July 14-16, 2010. Visit Soloy at their booth # 1212.

EAA Airventure, Oshkosh, WI, July 26—August 1, 2010. Visit Soloy at their booth # 175.

DUGAN KINETICS TURNS TO SOLOY FOR SUPPORT ON EP-80 EJECTOR/THRUST REVERSER KITS

Dugan Kinetics, a Las Vegas-based company with offices in Bremerton, WA, is currently focused on certifying a thrust reverser modification for MD-80 aircraft. The EP-80 thrust reverser modification, planned as a Supplemental Type Certificate (STC), relocates the MD-80's thrust reverser doors to a new, stowed position during flight. This position creates an augmenter effect in an effort to provide increased thrust and fuel savings, while meeting Stage 4 noise requirements for modified aircraft. To quote Dugan Kinetics, this creates "benefits that generate significant savings for MD-80 operators".

You may be asking yourself...."How does Soloy fit into this program?"

Soloy has been contracted by Dugan Kinetics to produce the STC drawing package, manufacture parts, and assemble two conforming EP-80 thrust reverser modifications. The first of their kind, these modified thrust reversers will be used on Dugan Kinetics' aircraft during their upcoming certification test program to satisfy FAA requirements. While Dugan Kinetics has conducted numerous proof-of-concept tests, the upcoming FAA ground and flight tests are the first to utilize an aircraft equipped with fully-conforming parts, which Soloy is providing.

In all, four, partially-assembled thrust reversers are shown in the picture below; two of which will be used during the upcoming flight test program. The other two assemblies shown are unmodified MD-80 thrust reversers, used during ground and flight tests to gather baseline data in the OEM configuration.



On-going Construction of Dugan Kinetics EP-80 Thrust Reverser Assemblies at Soloy's Olympia Facility.

Soloy is happy to provide Dugan Kinetics with over 40 years of manufacturing excellence! We wish Dugan Kinetics the best during their upcoming ground and flight testing program!

To request further information, please contact Dugan Kinetics at info@dugankinetics.com or visit them at www.dugankinetics.com.



SOLOY AVIATION SOLUTIONS

450 Pat Kennedy Way SW
Olympia, Washington 98501
Tel: 360.754.7000
Fax: 360.943.7659
soloy@soloy.com
www.soloy.com

**ADDRESS CORRECTION
REQUESTED**



While seeking shelter from a Spring shower Soloy's Cris Henry shares some MKII features with captive but enthusiastic audience.