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CONTACT: David Stauffer (360) 754-7000

## **SOLOY AVIATION SOLUTIONS ADDS SECOND TURBINE CESSNA 206H MARK 2 TO FLIGHT TEST PROGRAM**

A second aircraft has been added to the certification program of Soloy's Rolls-Royce 250-B17 powered Cessna Mk 2 program. With the first production prototype on wheels and occupied with flight tests, the second will be used to certify the requirements of the floatplane configuration.

Initial flight and water handling characteristics were evaluated by Paul Haggland, Soloy's Test Pilot, and found to be acceptable as expected. This fully conformed aircraft accumulated 7 hours of flight time during the first week and the aircraft is ready to enter company flight test evaluation towards FAA certification.

Russ Jeter, the owner of N142HF, accompanied Paul on an evaluation flight. An excerpt of his comments follows:

*"I flew my Turbine 206 yesterday both on land and water. There is no comparison in power. The panel and engine instruments look great and the start procedure is mostly automatic and I believe the noise level inside to be less than with the piston motor.*

*We had two big men on board and full fuel and it was low 70's in Olympia. By the time I finished adding power smoothly the land roll was over and the wheels were light in front and with a little back pressure it lifted off. Climb rate was in excess of 1000 fpm and this was below max torque or temps.*

*At 70 psi of torque (290shp) and approx 26.5 gallons of fuel per hour at 4500 ft. it was indicating 135 knots. and true was 144. I'm sure at 12,000 ft., which would be quick to achieve, the fuel burn would be down and the speed up. This was again at way less than the max torque or temps allowed.*

*The water landing was uneventful, just hold a little power so the sink rate is not to great. The first take off was easy, no water rudder needed once I started to add power and no twist in the water.*

***Bringing more than 35 years of quality engineering, innovative powerplant modifications and overall aircraft performance improvements to the general aviation industry***

Soloy Aviation Solutions 450 Pat Kennedy Way SW Olympia, WA 98501  
Phone 360-754-7000 Email [daves@soloy.com](mailto:daves@soloy.com) Website [www.soloy.com](http://www.soloy.com)

*The second water take off I pushed the timer button, added power very slowly (at most medium speed) and we were lifted off in 20 seconds with at most 3 knots of head wind. The water was mostly smooth except for some small wakes from boats. The landing back on land was easy and did not need beta or reverse. I tried reverse on the taxiway and it backed up easily with a small T.O.T. temp rise.*

*I opened the window on the lake and the exhaust smell did not enter the cabin, the exhaust is vented further back than in the wheel plane to preclude the heat from hitting the hydraulic lines for the brakes or gear.*

*I did develop a pain in my face from smiling so much”.*



It is anticipated that flight testing on the wheel plane will be completed by the end of the year with the float configuration STC process completed early in 2008.

Soloy Aviation Solutions is the industry leader in engine accessory applications and re-engine modifications for helicopters and fixed wing aircraft. In-house capabilities include design, analysis, testing and manufacturing under an FAA approved quality system.

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