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Soloy Celebrates 40 Years of Innovation

OLYMPIA, WASH.: Soloy Aviation Solutions is celebrating 40 years of aviation design innovation with a landmark turbine engine delivery and a third-party STC enhancement for one of its many proven products.

Soloy shipped its 97th Honeywell LTS101 engine conversion for the AS350 to Heliswiss this week. Soloy worked alongside Honeywell to certify the Honeywell LTS101-600A3-A engine installation into the AS350BA and the Honeywell LTS101-700D-2 for installation into the AS350B2, leading to significant operating and maintenance cost reductions compared to the factory installed engine.

Additionally, Flint Aero Inc.'s Extended Wing Tip Fuel Tanks received European Aviation Safety Agency approval in February for the Soloy Cessna 206 Mark I. The tanks allow Soloy Mark I operators to extend their range by carrying an additional 30 gallons of useable fuel. Operators upgrading the aircraft with Flint Tip Tanks will increase the aircraft's gross weight and useful weight allowance by 200 lbs and 170 lbs respectively.

"In addition to offering extended range capability, this EASA certification is of particular value to our European customers looking to increase their maximum gross weight," explains Cris Henry, Soloy Fixed Wing Marketing Director. "For instance, skydive clubs operating the Soloy Mark I will gain about 170 lbs of useful load with the Flint Tanks, something they've been requesting for quite some time."

Flint Aero Extended Wing Tip Fuel Tanks, manufactured by Flint Aero Inc. of El Cajon, Calif., received approval for the Soloy Mark I on Feb. 3, 2009. Customers can contact Soloy for information regarding price and availability.

A Historical Tradition

For four decades, Soloy pioneered affordable turbine transitions for piston aircraft, along the way carving a unique niche of high quality design engineering and certification services.

Incorporated in 1969, Soloy was founded on the idea of bringing turbine engine technology to older piston powered aircraft at an affordable price. Today it continues that tradition with cost saving innovations in both the rotorcraft and fixed wing industries.

Initially, the company began converting piston-powered Hiller helicopters with turbine engines. In April 1975, the first Soloy Conversion, the Hiller UH12E4T was born – then later the Soloy Hiller UH12E. Soloy engineered, manufactured, certified and installed these turbine conversions into more than 170 piston-powered Hiller helicopters over the next 10 years, many of which are still in operation.

A few years later Soloy duplicated its earlier conversion successes with the Bell 47 helicopter. Over 140 Bell 47 conversions were installed by operators and continue to support helicopter operations today.

In the 1980s, Soloy expanded its conversion capabilities to light piston-powered fixed wing aircraft such as the Cessna 206 and 207 aircraft utilizing the unique Soloy Turbine Pac. In addition to operating for several individuals and companies, these aircraft, available in wheeled and float configurations, operate around the globe for such organizations as the U.S. Drug Enforcement Agency (DEA), Royal Canadian Mounted Police (RCMP), and the Costa Rica Ministry of Public Security Air Section. In addition to these certified products Soloy also has developed many airframe modifications and at least 13 POC (Proof of Concept) aircraft conversions.

The Tradition Continues

In the rotorcraft industry, Soloy recently began delivering Honeywell LTS101 engines to AS350 operators seeking to reduce operating and maintenance costs.

In the fixed-wing realm, Soloy developed and certified the turbine powered Mark II last year, a turbine conversion for the popular Cessna 206H that delivers a quantum leap in performance, reliability and efficiency.

To learn more about how Soloy's turbine conversions can help your company increase reliability, enhance performance and save money, visit us online at www.soloy.com.

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