

## AIRCRAFT FOR SALE

1999 Soloy Cessna 206H Mark II Sentinel N916ST S/N 20608045



1977 Cessna U206G Turbine Powered Stationair Mark I N588ST S/N 20603896



1994 AS350SD2 N350ST S/N 2789 – 0.0 Gold LTS101-700D-2

– Available March 2013

## UPCOMING SHOWS

Heli-Expo 2013 March 5 – 7 Las Vegas, Nevada

Sun 'n Fun April 9-14, Lakeland, Florida

43rd ALEA Conference & Exposition July 17-20 Orlando, Florida

2013 AirVenture Oshkosh July 29-August 4

2013 AOPA Aviation Summit October 10-12 Ft Worth, Texas



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FOURTH QUARTER | 2012

## Soloy Adds Cobham/S-Tec Autopilot Products to Its Array of Services

Always looking for opportunities to expand customer services, Soloy Aviation Solutions has become a dealer for Cobham/S-Tec, the world leader in analog and digital autopilot systems.

Cobham is a perfect fit for Soloy, said CEO Dave Stauffer, enabling the company to offer installation of Cobham's autopilot systems, displays and HeliSAS systems.

"Since our Avionics Services became operational two years ago we have found increasing interest in Cobham/S-TEC autopilot systems, particularly from Cessna 206 pilots converting to our MKII turboprop powerplant," Stauffer said.

He said that adding Cobham to Soloy's line of dealerships provides more benefits for fixed-wing customers who want an autopilot configured to their avionics package. Plus, the HeliSAS stability augmentation system complements Soloy's AS350 helicopter turbine-engine conversions by dramatically reducing pilot workload and providing precise control during all modes of flight, regardless of wind conditions or shifts in weight.

Cobham Commercial Systems, Integrated Systems (formerly S-TEC Corporation) has autopilots that are STC'd for over 1,200 fixed wing and helicopter models with more than 35,000 systems installed worldwide. Soloy is now one of their authorized dealers.



## Soloy SD2 Kit Approved for Installation in China

Soloy's SD2 kit for Chinese registered AS350B2 helicopters has now been approved by the Civil Aviation Administration of China (CAAC). A Validation of Supplemental Type Certificate (VSTC) approves Soloy Aviation Solution's Honeywell engine conversion to replace the factory Turbomeca powerplant.

The validation of Soloy's STC which approves the installation of the Honeywell LTS101-700D-2 engine in the Eurocopter AS350B2 will allow Soloy to proceed with the sale of multiple conversion kits to a major Chinese operator. Flying Dragon Aviation currently performs commercial aviation services with a mixed fleet of rotary and fixed wing aircraft.

The SD2 kit approval represents Soloy's second venture into the ever expanding Chinese market. Last year CAAC issued the Chinese type certificate for the locally produced Avicopter AC311 which utilizes Soloy's engineering and installation guidelines. This allows factory installation of the

Honeywell LTS101-700D-2 engine into the AC311 which has a similar configuration to the Eurocopter AS350.

"We're happy to be part of China's growing aviation market," Dave Stauffer, CEO of Soloy commented. "This certainly opens the door for future Soloy opportunities," Stauffer added.



# Doug Enos, Shop Foreman: His Leadership Supports Others

True leaders don't have to boast about themselves – they're too busy with their work and supporting others to do their best work. Such is Doug Enos, assistant operations manager (aka shop foreman) of Soloy Aviation Solutions.

Doug has been with Soloy since October 1989 when he started in fabrication and worked his way up to where he is today. His dedication to the work, and his enjoyment of it, create a favorable working environment for others. That and his humility make him a quiet yet affable leader.

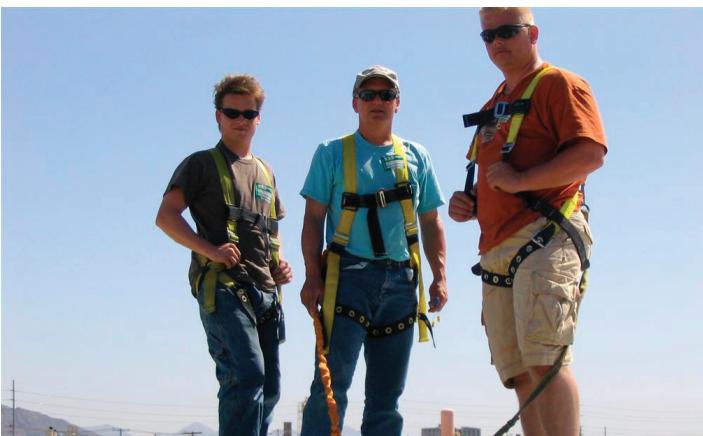
Never pursuing aviation as a career, Doug was introduced to it when his mother remarried a pilot who owned an aerial application business. Doug grew up and worked as ground crew for his step-dad's company (Fry Aviation) in Tulare, California, where he also earned his Private Pilot License.

The aviation world can be a small world because next door to the family owned enterprise was Johnston Aircraft Service, repair station/modifications to Ag planes. Owner and pioneer Elmer Johnston had a working relationship with the inventor of the Air Tractor, Leland Snow who knew Joe Soloy. One day Snow was in Olympia and stopped in at Soloy and remembered Doug from the California days.

Soloy Aviation Solutions was the perfect solution for Doug to further hone his aviation talents when he moved his family to Washington State in 1989. Besides fabricating, Doug has worked on a wide variety of Soloy projects in many capacities.

Doug was an integral part in the development of the Soloy Cessna

MKII and lately has been working on the AS350 SD2 helicopter that will be shown at the Heli Expo in March. Other accomplishments include work on the Pathfinder in the early '90s and the Tridair/Bell Twin Ranger



Doug Enos (center) working on Honeywell's B757 in Phoenix.

conversion programs.

One of Doug's favorite projects has been working the Honeywell 757 engine

test aircraft in Phoenix, Arizona that Soloy has helped to modify. Being in Phoenix gives Doug time to spend time with one of his daughters and three grandchildren. His other daughter and her four children, live nearby him and his wife of 37 years in Centralia Washington.

Some of Doug's off duty pursuits include gardening, biochemistry, and since 2001 cycling. His latest road bicycle is a lightweight mixture of titanium and carbon fiber. Doug has completed the 206 mile Seattle to Portland annual cycling event twice and each time in a single day!

A family man and a people person, Doug likes to joke and encourage others. With his sense of good-natured humor and his dedication to quality products, Doug leads by example, supports those around him and is an asset to Soloy. 

## Heli-Expo 2013

Soloy will be in Las Vegas, Nevada March 5th through the 7th for the 2013 Heli-Expo, an annual show sponsored by Helicopter Association International. This year we're taking a recently refurbished 1994 Eurocopter AS350 B2 converted to a Soloy AS350 SD2.

The factory installed Turbomeca engine was replaced with a Honeywell LTS101-700D-2 engine. Total time on the helicopter is 6270 hours with zero time since the annual, 12-year inspection and the Honeywell gold engine configuration overhaul.

New paint, upholstery, AFS Inlet Barrier filter and the Soloy EEMD flat panel engine monitor are among the many refurbishments. Stop by our



static booth N6 to check out this freshly converted AS350 SD2 helicopter that's also for sale or see us inside at booth N3230. 



## Turbine Tips – SD2 Tail Booms

In response to the recent SIN issued by Eurocopter, Soloy would like to discuss a couple of unusual occurrences where two SD2's operating on similar lifting operations in Northern Canada, both reported skin distortion on the left side of the tail booms, 36 inches aft of the most forward tail boom bulkhead.

The helicopters belong to two different operators, who both have other SD2's in their fleets. The other SD2's were also doing identical operations to the two that developed the tail boom skin distortion.

Both helicopters had repaired tail booms and we believe at some time had been repaired with rolled skins.

The tail boom was replaced on one helicopter with a Eurocopter component which uses "chip formed" skins. The helicopter was returned to service and is operating normally.

The second helicopter still shows the distortion on two different tail booms that have been tried to date, one of them



being a brand new component from Eurocopter. The distortion occurred almost immediately after operations recommenced.

As the distortion is not permanent Soloy agrees with Eurocopter assumption that the problem is affected by heat from the exhaust. However, we do not agree that it is the sole cause. The SD2's have been in service for many years with hundreds of thousands of hours on the fleet, many at high power when hovering.

One SD2 in the fleet is used entirely for ENG at heavy weights and hovers constantly on every mission. It has

developed damage to the paint on the skins but the skins have never shown any sign of distortion. Since adding an extension to the existing tail rotor drive shaft shield the damage to the painted surface has been greatly reduced.

During initial certification tests Soloy applied thermo couples to the T/R drive shaft bearing blocks and detected no difference to the block temperature between the Turbomeca and Honeywell powered helicopters.

We are determined to get to the bottom of this issue and are currently preparing a test plan to document the actual skin temperature when exposed to the exhaust gases while in high power hover conditions.

When approved we will introduce the shield extension, which significantly reduced the chances of damage to the tail boom painted surface on the ENG helicopter, for all future and existing SD2 helicopters.



## MKII A Real Star at AOPA

Whenever the AOPA Aviation Summit is held in Palm Springs... aviation fans of all stripes line the street connecting the Palm Springs airport to the civic convention center.

And the reason is compelling: to bear witness to one of the most unique aviation events anywhere in the world...the Aircraft Owners and Pilots Association Parade of Planes marking the start of the three day aviation extravaganza. Taxiing in the parade once again was the Soloy 206 Mark II that turned out to be quite the crowd pleaser and a real attention getter.

As a show stopper the MKII kept the Soloy sales staff so busy there was hardly time for lunch, but our dedicated Soloy personnel kept at it until each and every question was answered.

More people in Fort Worth, Texas will be able to view this star

