

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 N801KF S/N 2789 – 0.0 Gold LTS101-700D-2 –
Available March 2013



UPCOMING SHOWS

42nd ALEA Conference & Exposition July 11 – 14 Reno, Nevada

2012 AirVenture Oshkosh July 23 – 29 Oshkosh, Wisconsin

2012 AOPA Aviation Summit October 11 – 13 Palm Springs, California

For More Information Visit Us At
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SECOND QUARTER | 2012

Soloy Approved for SD Engine Conversion Kit for AS350B

The FAA has approved the SD engine conversion kit for the AS350B helicopter. This marks the third conversion kit authorized for the AS350 series and includes the same Honeywell LTS101-600A-3A engine used in the SD1 installation. The AS350B kit shares many components developed for the Soloy SD1 (AS350BA) and SD2 (AS350B2) conversion kits.



Response from the media on the press release sent out has been vigorous and inquiries are already coming in. “The total kit, including factory

rebuilt engine, is \$438,000 and takes less than 10 days to install,” Nick Parkinson, Soloy’s helicopter sales director, told David Lombardo of *AINonline*. The kit is specifically designed for the drive train of the AS350B Series.

The first kit was delivered to Paul’s Aircraft Service Ltd of Yellowknife, Northwest Territories Canada.

SOLOY HELPS EXPAND HONEYWELL ENGINE MARKET WITH INSTALLTION KIT FOR AC311

Soloy has been working with Honeywell and Changhe to provide parts that allow the installation of the Honeywell LTS101-700D-2 engine into the AC311 helicopter. The AC311 conversion kit has been approved by the Chinese Aviation Authorities and is preparing for production.

The AC311 is designed for large-scale industrial production such as border patrol, emergency rescue, air tourism,



forest firefighting and other general aviation services. The helicopter fuselage and rotor blades are built of composite materials. The AC311 comes equipped with an advanced avionics system and the cabin has sound absorption materials.

Soloy has delivered six conversion kits and is currently preparing an order for seven additional kits. Delivery of the seven will be before October 31st and we are looking forward to a long productive relationship between our two companies.

Mary Lepingwell: From Fine Arts to Fine Cowlings

How does one go from a fine arts degree to designing the beautiful cowling in the Cessna 206 engine conversion?

Mary Lepingwell, senior drafter at Soloy, moved from Ohio where she attended school for fine arts, to Washington in 1975. Employed by the state Unemployment Office and trained to give aptitude tests, while there Mary took one herself and was surprised that she qualified to be a drafter.

Her first job as a drafter was at the now defunct Satsop nuclear facility where she worked for four years. A co-worker who had left Satsop when it closed, was hired by Soloy. He encouraged Mary to apply – which she did. She’s been at Soloy ever since. That was 1984.

Mary’s first project was working on the Cessna 207 turbine conversion development and has been a key contributor for most all of Soloy’s products. Her latest work of art is the cowling design for the Cessna 206H MKII cowling.

She’s first to point out, however, that it’s a team effort. She works closely with the engineers and installers for function and fit by asking questions. “Everyone is helpful,” she says. The helpfulness shows in the quality of work. With a combination of computer modeling – Mary’s job – and hand built tooling plugs, “the parts actually fit,” she adds in awe and owes that to the fact that “the level of work at Soloy is accurate.”

Most of a drafter’s drawings are done on the computer in a 3D program, Unigraphics NX, that allows rotation of the model in space; although Mary would prefer working with paper and pencil on a board. She gets that opportunity by teaching figure and portrait drawing at the Olympia Community Center.

The Tridair/BellTwinRanger Helicopter has received Mary’s fine



skills in the gear box. “I’ve done quite a lot of work on gear boxes.” She worked with Joe Soloy on the Pathfinder 21 and the Soloy Dual-Pac®. As for the future of Soloy, Mary sees the MKII Sentinel moving forward with the different mountings for camera installations and surveillance integrations.

When Mary’s not “up in her little world” where the drafters reside, she likes to travel. She has met friendly people in Egypt, Australia, India, the Netherlands, England and Portugal. Her next desired destination: Italy.

Until then, “I feel blessed that I have a job I enjoy and people, too. It’s like family,” says a woman happy to be where she is. ✈️



Soloy Finds Solution to Woodward Propeller Governor Overhaul

Tucked away on the Soloy Turbine Pac, inside this Soloy Cessna 206 MKI engine cowling, is the solution we have been working on for the discontinued Woodward propeller governor originally approved for the Soloy Turbine Pac. Since Woodward transferred this line of products to Honeywell and the overhaul costs started to climb, Soloy has been looking for an alternative manufacturer/supplier.

The Soloy design concept has always been to build it to last and when it comes to gearboxes it is extremely important. While the Soloy gearboxes seem to last forever, vendor supplied accessories come and go based on the supplier’s business needs. Luckily for Soloy, MTU, a world famous manufacturer of composite propellers, came through with an alternate governor that was approved in Germany as a PMA replacement. With lower outright acquisition cost and very competitive overhaul costs, the MT governor will be a welcome relief to Soloy MKI operators. With the drawings and testing complete it won’t be long for these governors to start reaching the field. After almost 30 years of successful service, it is absolutely possible that Soloy Turbine Pac will still be around in another 30 years. ✈️

SOLOY DELIVERS AS350 FROM ONE END OF THE GLOBE TO THE OTHER

Helisupport NZ Ltd of Wanaka New Zealand recently completed the installation of an SD2 kit in an AS350B2 owned by The Helicopter Line. Helisupport NZ Ltd is a helicopter maintenance provider that operates from its New Zealand South Island base. They offer a wide range of services to the gas turbine helicopter market including line maintenance, refurbishment/rebuilds, repainting, spare part sales, aircraft sales and aircraft relocation. The Helicopter Line owns the helicopter in the picture.

The Helicopter Line, the recipient of the SD2 is New Zealand’s leading helicopter company and offers scenic flights to discover the stunning views of the country’s lakes and mountains. The Helicopter Line also offers commercial operations for filming, lifting, firefighting, agricultural work, frost protection, search and rescue, fly fishing and hunting.

Remote Helicopters of Slave Lake, Alberta recently added a third SD2 to their mixed fleet. Although a year round

operator, Remote is gearing up for the forthcoming 2012 summer season. Their helicopters are used extensively in supporting the oil and gas, forestry and sightseeing industries.

Nunavik Rotors Inc., a subsidiary of Air Inuit Ltd has converted their AS350 to Honeywell power. The SD2 kit was installed by Heli Technik Inc. of Val D’Or Quebec. Heli Technik installed the very first SD2 kit sold in Canada in 2006.

Heli Expert of Ontario has taken delivery of their fifth SD2 conversion kit. The helicopter will return to service in the summer.



Soloy MKII Highlighted at Sun ‘N Fun 2012

The 38th annual Sun ‘n Fun International Fly-in & Expo held March 27-April 1, 2012 in Lakeland FL set recent attendance records. As a returning exhibitor Soloy agrees that the turn out was good and the Soloy MKII certainly had people talking.

Joining Soloy’s CEO, Dave Stauffer, and Chief Pilot, Paul Haagland, was John Atchison this year as an additional sales and demonstration pilot.

“It was evident that the Soloy MKII is making a big impression with aviation enthusiasts in the market,” Stauffer remarked. “We had a terrific turn out at our booth and flew demonstration flights



after the show,” he added. “It was a very good show for developing sales prospects.”

Tony Uhl, Soloy’s Director of International Sales, also joined the Olympia contingency for the event. Tony has delivered five MKIIs in Europe.

1. “Sun ‘n Fun has proven to be good for Soloy’s South American prospects and customer base especially in Brazil and Argentina,” affirmed Stauffer. “
2. The Soloy MKII is ideal for South American countries in need of reliable, robust, turbine powered utility aircraft..”
3. The 80,000 (estimated) visitors included many from around the world.

It’s Show Time

Soloy heads out in July and October to show off the ultimate 206 turbine conversion – the Soloy Mark II.



First on the schedule is Reno, Nevada July 11 – 14 where the MKII Sentinel will be available for demonstrations at ALEA, Airborne Law Enforcement Association. The demo plane, N916ST, which is for sale, received outstanding reviews from law enforcement personnel in southern California who flew the single engine aircraft. The vigorous marketing campaign has helped procure nine demonstrations so far. See us at Booth #332.



A week after ALEA, Soloy is headed to Oshkosh, Wisconsin for the 2012 EAA AirVenture Oshkosh July 23 – 29. More than 500,000 aviation enthusiasts attend this show from more than 60 countries. Soloy will take the MKII that has a long list of available STC’s for customized conversion packages. Find the MKII at our booth, #175.

The MKII will also be showcased in Palm Springs, California October 11 – 13 for the annual AOPA Aviation Summit. We’ll have the booth number for you in our next newsletter.

