

# 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

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# TURBINE TOPICS

THIRD QUARTER | 2012

## Soloy MKII Ferried to Jakarta, Indonesia



Pilot Ed Oleksy ferried the MKII to Indonesia.

The easy part: modifying a Cessna 206H to MKII configuration to include a camera hole for aerial survey in the belly, adding special exhaust stacks that keep the exhaust trail from interfering with camera images and meeting all export requirements.

The hard part: getting N7277X MKII to Jakarta, Indonesia. Through ferry broker Barry Morris, Edward Oleksy of WNY Aviation Consultants was hired to do the ferrying. It took Ed 18 legs from August 3rd to August 25th, to fly 12,900 NM – a large chunk of the trip over water – and just about two-thirds around the world.

Ed's first comment after the journey, "It ranks as one of the smoothest deliveries I've been involved with."

Flying commercially from his home in North Carolina, Ed picked up the MKII in Olympia and flew to Bangor, Maine. The only hiccup to the delivery was in Bangor where he found the weight of the extra fuel tank and fuel caused the tires to bulge against the wheel pants. Take those off, store in back and off again.

Three of the legs were over eight hours – Canada to Iceland being the longest of 8.8 hours – which Ed opted over Greenland – the usual route – for more favorable wind and fuel. Oleksy couldn't find enough good things to say about the MKII. "It's a work horse; performance when you need it; a great airplane."

He's taken the same route dozens of times, and before in a piston Cessna 206. In a piston, "you just don't have the comfort of a turbine, a lot can go wrong."

With the MKII Ed was able to fly above the weather. He flew through temperatures below zero, icing in Iceland, 120° F over the deserts of Egypt and Saudi Arabia and monsoons with thunderstorms through Asia. "The airplane was never a concern." Ed relied on VMC (visual meteorological conditions) for most of his lone flying and IMC (instrument meteorological conditions) about 10-15% overall time for larger weather avoidance. With a full standard fuel tank, full tip tanks, and an aft/ferry tank, the MKII was carrying 268 gallons of fuel – that's 1789 lbs.

or 90% of a ton. Plus spares and the necessary survival kit, Oleksy found the MKII to be a remarkable plane.

On the last leg heading into Jakarta, Ed received a message to divert the plane to Kuala Lumpur, Malaysia as the owner was having some issues with the import papers. Ed landed and was greeted by the owner's handlers who took care of the aircraft. A local pilot finished the flight after the import papers were settled.

The exhaust stacks on the MKII attracted attention from people along the route who are used to seeing interesting planes. All in all, with the careful planning that Ferry Pilot's Inc and Ed put into the trip, the MKII was safely delivered to its new owner. Thanks, Ed!





# Successful MKII Sentinel Demos at ALEA



Early in the year during a sales demo trip around Southern California Soloy Aviation Solutions received outstanding reviews from law enforcement personnel who took demonstration flights in the Cessna 206 MKII Sentinel. At ALEA's 42nd Annual Conference & Exposition in Reno, Nevada later this summer,

the MKII generated more enthusiasm than was expected.

"It was great having the opportunity to show the law enforcement community the turbine fixed wing aircraft," Dave Stauffer commented. "Those who took the demo who understand the mission requirements saw a special value in the MKII platform," he added.

Most of the fifteen demos given during the four-day tradeshow were serious prospects. Among them was Bryan Smith, ALEA Safety Program Manager, who eagerly responded,

"Fantastic! A great aircraft." It was a hot day in Reno the day of the demo. The MKII was full of fuel and taking off from high altitude (4,400 feet plus). "I couldn't believe the power reserve with the high temperatures and altitude, the aircraft lifted off within just a few hundred feet." Another factor that caught Smith's approval was the lack of engine noise. "Flying around I could hear the wind noise it was so quiet." Smith has fulfilled both roles as pilot and tactical flight officer and liked everything about the MKII Sentinel. He even gave the work station in the back a try and commented, "It's great. The most comfortable seat in the plane."



# William Humburg: Insuring Soloy's Quality

William (Bill) Humburg's position at Soloy is to insure products are in airworthy condition and comply with FAA regulations. His title of Quality Assurance Manager goes beyond having a certificate or doing this kind of work for thirty plus years. The job also takes desire and commitment – which Bill has plenty of.

Before coming to Soloy in November 2004, Bill was employed by Heli-Support Inc in Casa Grande, Arizona for 18 years. He started as Shop Foreman, then Director of Maintenance but didn't really enjoy the work. When an opening for inspection came up, he took it because it fit with his pilot and A&P background and he knew he could bring value to the company.

Bill grew up on the Bisbee-Douglas International Airport. He's been a fixed wing pilot for 15 years with 80 hours in rotorcraft. He sold his Cessna 172 when the Arizona company closed its doors. Bill was tired of all that sunshine and golf playing and decided it would be nice to live in a place with seasons.



David May, FAA Seattle FSDO office manager on left, presents the DAR-T certificate to Bill Humburg.

He took six months off, then moved to Washington to find a home in Centralia and a place for his skills – that's when Dave Stauffer, Soloy CEO, hired him.

Humburg arrived towards the end of development and flight testing of the MKII project. "The fun part of Soloy is the diversity – always working on a new project," Bill said when asked about Soloy. "It's difficult to pick one best

project – they're all interesting. Lots of little things in development and testing." Bill enjoys working on a project from birth to production. His attention to details or "lots of little things" make him highly qualified as a quality assurance manager.

Continued on page 3...

# William Humburg: Insuring Soloy's Quality continued from page 2...

As a DMIR (design manufacturing inspection representative), Bill works closely with the engineers to insure that products conform to type design and meet regulations before being released. Recently he finished his final training for DAR-T (designated airworthiness representative). The application that began over ten months ago involves recommendations from associates, approval from the NEB (National Examiner Board) and training. Bill now has the capabilities to issue airworthiness certificates, export aircraft, engines and propellers.

When Bill is away from his enjoyable work at Soloy, he likes target shooting and building guns. He has recently acquired a 57mm black powder cannon built from a section of an aging anti-aircraft gun from a Navy ship. Although Bill also enjoys "building stuff," he is most satisfied when Soloy completes and delivers a quality product.



# MKII Meets & Greets at Oshkosh

For more than a year, Soloy's Cessna 206 MKII conversion has received much press – the covers of AOPA Pilot and Twin & Turbine magazines, major articles in Plane & Pilot and ALEA's Air Beat plus numerous other mentions in the media. The media attention definitely paid off at the 2012 AirVenture Oshkosh show in Wisconsin this summer. The MKII was showcased and lots of people stopped by booth #175 to see what the MKII was all about.

In a word: impressed! Owners/operators and OEM's had many favorable opinions about Soloy's installation. "The quality of the product speaks for itself and it attracts both OEM's and pilots to the turbine conversion kit, and that's why we come to the show," Dave Stauffer,

CEO of Soloy, remarked. Oshkosh is the world's largest general aviation marketplace and had over 800 exhibitors with an international attendance of more than 500,000 aviation enthusiasts.



# Soloy Ships Last of 2012's AC311 Conversion Kits Order

As scheduled, Soloy Aviation Solutions delivered seven AC311 conversion kits to China on October 3rd as planned. The kit allows installation of the Honeywell LTS101-700D-2 engine into the new AC311 rotorcraft. Working with Honeywell and Changhe Aircraft Industry Group, Soloy has shipped a total of thirteen AC311 conversion kits to date.

The single engine helicopter can fly up to six people with a useful load of 1985 lbs. (900 kg) and a maximum takeoff weight of 4850 lbs. (2200 kg). The AC311, similar in configuration to the Eurocopter AS350, is built by the Chinese state-owned manufacturer Avicopter.

"We're happy to have a satisfied customer," Dave Stauffer, Soloy CEO, expressed. "We look forward to the next order from Changhe who has the option

to purchase several additional kits in the coming years and we look forward to delivering."

