AIRCRAFT FOR SALE

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

Wipline Model 4000 Amphibious Floats

- Good condition, annual due Nov. 2013
- -Wipaire scheduled inspection accomplished



For More Information Visit Us At www.soloy.com

UPCOMING SHOWS

2013 AOPA Aviation Summit

HAC

October 10-12

November 8-10

Ft Worth, Texas

Vancouver, Canada



450 Pat Kennedy Way SW Olympia, WA 98501 www.soloy.com

ADDRESS SERVICE REQUESTED



THIRD QUARTER | 2013

HONEYWELL MEETS THE CHALLENGE



During years of successful operations the LTS101 engine has received constant critiquing and identification of areas that have been generating increased operating costs. The results of this input has resulted in significant improvements that help lower the operational costs to the operator. Honeywell has approved solutions to several of these problems that have been a constant frustration to operators. Recently Honeywell has dedicated additional funding and man hours to improve the reliability and reduce operating costs and unscheduled down time of the LTS600 and 700 series engines even further. Here are some highlights of the areas where improvements have been fielded.

1. The **new -26/-27 nozzle assembly** is in service with no cracks reported and it is now approved for service without cycle limits.

2. Oil Flow Monitor System. Since the implementation of the dry strut rear bearing support housing, additional emphasis on oil flow monitoring and RBSH cleaning, there have been no reports of bearing distress or coking in the bearing oil flow passage. To provide monitoring enhancement, an oil flow monitor system has been designed to provide a cockpit indication of oil flow restrictions. This system will also include a new bearing chip detector. Release date is expected to be the first quarter of 2014.

3. FCU and PTG bearings. New 2400 hour-life bearings have been designed and submitted to bearing manufacturers for production quantity price quotations. Testing will be completed by the end of 2014 and the bearing released in 2015. In the meantime no-charge labor and bearing replacements will continue to be offered in accordance with CSL LT-101-10-02.

4. Fuel pump – spline inspection. The -9/-10 fuel pumps are in service and the internal spline inspection interval is now 1200 hrs. The field trials will continue in two more stages, until sufficient data has been gathered to allow the inspection interval to be approved at the target interval of 2400 hours in service.

5. Fuel pump – EOS test. The intermittent engine shut down during the ground EOS system test has been eliminated. The cause of the problem has been identified and corrected by modifying the ejector in the fuel pump. Modified fuel pumps (-10, -12, and -13) have been fielded



and the problem has been eliminated. The fuel pump should be upgraded at the next inspection when the ejector can be installed at no cost to the owner.

6. Fuel Control – Inability on some controls to complete topping adjustments. The root cause has been found to be a variation in the acceleration schedule in some fuel controls. The -09 FCU now has a modified acceleration schedule achieved through internal adjustments. All fuel controls can have this no-charge adjustment incorporated during a normal accessory shop visit. The "new" FCU should be installed as received with the max flow stop only adjusted to meet the topping flight test requirements.

7. MGT margins. A thorough investigation has identified problem areas that need to be fixed to regain margins lost primarily when the safety of flight dry strut RBSH was introduced. This was a complex issue which highlighted the need for nozzles with areas that are not included in the existing selections. New optimal sized nozzles have been approved, slowly being incorporated into the fleet at routine 1800 hr. inspections. Remaining goals are being given a very high priority:

- Spare parts cost control
- · Improved spare parts availability
- · Improved rental engine availability
- Reduced lead time on conversion engines

These improvements will go a long way in reducing operating cost, enhanced performance and will display Honeywell's dedication to the engine, ensuring that it remains a reliable and viable option for installation in the AS350B, BA and B2 helicopters.

SOLOY AVIATION FINDS SOLUTION TO TORQUE TRANSDUCER **INDICATOR FAILURES**

To remedy the high rate of failure of a torque pressure transducer included in the AS350BA and AS350B2 Honeywell conversion kits, Soloy Aviation Solutions is now including a complete torque indication system in each SD1/2 kit.

The high incidence of failure of the engine torque transducer has continued to be the number one cause of aircraft unscheduled down time. This, coupled with a very difficult process of obtaining warranty consideration, has led Soloy to the decision that this unit will no longer be included in future conversion kits.

When Soloy established the parts list It will now be included for the Honeywell engine conversions it made sense to use as many available Eurocopter parts as possible in order to make the installation cost effective and easy to install. As parts have become more difficult to obtain through the OEM procurement channel, Soloy has produced replacement parts as necessary. One of the parts that has been purchased from the European manufacturer that's proven to be less than satisfactory with respect to price, availability and reliability, is the toque transducer part number 5352-6.

Soloy began offering its own complete torque indicating system as an optional Service Instruction Kit in 2009. This kit, which includes both a transducer as well as a torque indicator gauge is proprietary to Soloy but is created from parts engineered and manufactured by wellknown U.S. companies. as standard in all future Soloy SD1 and SD2 engine conversion

kits. It will continue to

be offered as a retrofit option to existing operators.

The Soloy torque indicating system includes modern technology indicator and transducers which are produced by manufacturers who supply thousands of units to the aerospace industry. The unit is self-calibrating to match the engines torque meter oil pressure at 96% (SD1) and 100% (SD2) and provides exceedance



monitoring for all Honeywell engine limits. It is extremely reliable.

Inclusion of this Service Instruction Kit as standard is expected to raise the cost of the Soloy engine conversion kit. However, Soloy believes the cost increase will be minimal. The reliability and eliminated worry over unscheduled downtime due to the original transducer failure will more than outweigh the small cost increase. 🔨

CHUCK SMITH KEEPS SOLOY WORKING

Without a computer, where are you? Without materials to produce and deadlines to meet, where are you? As Soloy's network administrator Chuck Smith makes sure computers are operating. As production planner, Chuck requisitions material that keeps the shop floor humming.

"I like to keep it balanced – between production and networking. At times manufacturing may take more time if there's an increased demand in parts. Other times networking may take more time if there's a hardware crisis," Chuck explains.

Chuck comes highly qualified to easily shift from one role to the other. His interest in computers led to an applied science degree in Network Administration. Starting at Soloy in February 2006, he spent his first months setting up a network system – installing service, switches, cabling, and hardware - everything for the employees to work efficiently. "Anything that plugs in, I'm there to keep it working."

Twenty years in the Air Force gave Chuck a solid background in production planning. As a munitions specialist he was a production team member from

ON THE ROAD



Nick Parkinson has been part of Soloy since 1977. Recently he mused over the more adventuresome aspects of his three decade career of the exotic and often unusual travel required in his position in helicopter sales and new his thoughts...

Soon after joining Soloy in 1977, I realized that a certain amount of travel was going to be required. In fact less than a year later we loaded the prototype Bell 47 on a company trailer and headed off to Leadville in Colorado for high altitude performance and controllability testing. It was a three day trip with Jim Papineau doing most of the driving and high altitude tuning of the Ford truck. We had to remove the air filter over the last pass to Leadville in order to allow even running when pulling a pretty heavy load

My longest drive though was probably the HAI Heli Expo trip to Dallas in the early 90's. We had just purchased a new GMC flat bed, which is still in service at Soloy, and this trip was to be its first test. To say we tested its capabilities is a bit of business. Here in Nick's own words are an understatement as we loaded it with the following: One 12 x 11 heliport, the prototype Twin Ranger, the dual pac gearbox display, Soloy's booth boards and display extras, tools boxes and supplies. It was a heavy load which caused the headlights on low beam to point upwards at about 10 degrees causing much beam flashing and finger waving from oncoming traffic for the next four nights.

EMPLOYEE PROFILE **CHUCK SMITH** CONTINUED...

build-up to Managing Supervisor. Inspection and delivery, dispatch and flying, and quality assurance were jobs Chuck performed. "In the Air Force I was drawn to civilian aviation. Work at Soloy is pretty interesting as we're constantly developing new products."

is working with sales and engineering customers' requests and options. Chuck develops work packages for vendors. He has the pulse on production, as a whole team.

Chuck balances work by being continue working. outdoors with his wife of 33 years, Jeanne. Playing golf, shooting trap,

Ten years later it was back to Leadville for the same tests, this time with the performance improvement C20R power Jet Ranger. This time we flew the 206 out with company pilot Jack Woolford, a much more pleasant way to travel than towing the helicopter with the Ford pickup.

A couple of years later came the best trip of all when Damon Bennett and I flew the same recently approved Twin Ranger home from another Heli Expo in Miami. There is no doubt that this low altitude transcontinental journey is the ultimate way to see the country.

In between I have enjoyed sale trips to Texas, Alaska and Idaho with our MK1, three tech trips to Costa Rica and one to Brazil, many trips to Bell in Texas and Canada and Tridair in California during the Twin Ranger certification program, customer visits with Mick Walker in New Zealand and manning the combined Allison/Soloy booth at the Hannover Airshow in Germany as well as numerous HAI, HAC expos in Las Vegas, Anaheim, Dallas, Orlando, New Orleans, Quebec City, Calgary, Vancouver and Miami.



Part of being a production planner tinkering with gadgets or keeping up with technology add to his activities. departments at Soloy to fulfill Then there's his four grandchildren who live in California.

At work, Chuck is optimistic about technicians and engineers after carefully Soloy. "We're always looking for new researching, negotiating and vetting markets to create and improve." No matter how much Soloy grows, Chuck coordinating the different departments will be there balancing production planning and networking for Soloy to