



TURBINE TOPICS

THE SOLOY WING MOUNT SHOWS VERSATILITY OF MISSIONS



WHETHER THE MISSION IS LAW ENFORCEMENT, SPORTS OR UTILITIES, THE SOLOY WING MOUNT IS A PROVEN SUCCESS.

Soloy's STC wing mounted hardpoint on the Cessna 206 is readily adaptable for any camera up to 100 lbs. The wing mount location allows for better operational awareness for the camera operator. The camera is placed away from the hot exhaust trail and lens damaging exhaust emitted from the engine as well as runway debris. The stability of the wing mount minimizes vibration to/from the airframe for clearer imaging. A diverse group of companies and agencies are now using the Soloy Wing Mount for a variety of missions.

Soloy has installed aerial surveillance cameras for Arizona's Pima County Sheriff's Department, the California Highway Patrol and the Washington State Patrol. One law enforcement pilot commenting on the smooth steady camera platform said, "My observer could lock the FLIR camera on a target and hold it there to get a really clear image on the airborne display's HD monitor."

A major western US power company has begun using the Soloy camera mount on two Cessna 206s for line patrols. Each

Continued on Page 2



FIRST LATE MODEL AS350B2 INSTALLED WITH SOLOY EEMS

The first Soloy Electronic Engine Management System (EEMS) was recently installed in a late model AS350B2 owned by Heli-Dunn of Medford, Oregon.

The aircraft was rebuilt and modified to a left hand control configuration by Heli-Products. Then it was sent to Soloy for turbine conversion and panel configuration design and build.

Scott Dunn, owner and chief pilot of Heli-Dunn, is very pleased with his 'new' AS350SD2 and happy to be the first late model AS350B2 with the EEMS installation. The EEMS provides

Continued on Page 3

JIM ERWIN RECEIVES PRESTIGIOUS CHARLES TAYLOR AWARD

Soloy Aviation Solutions was fortunate to host a ceremony for longtime Soloy friend and associate, James Milton Erwin when he received the prestigious Charles Taylor Master Mechanic Award.

The FAA award is named in honor of Mr. Charles Taylor, the first aviation mechanic in powered

flight, and recognizes the lifetime accomplishments of senior mechanics.

Taylor was the Wright brothers' mechanic and is credited with designing and building the engine for the *Wright Flyer*.

To qualify you have to be a U.S. citizen and have worked in aviation

Continued on Page 2



THE SOLOY WING MOUNT CONTINUED...

camera ship is being flown over 700 hours a year to patrol the company's gas and power lines. A spokesman for the company said, "The Soloy mounted cameras on our 206's allow us to patrol our territories from a much safer altitude and be far more efficient and effective in our job than when using a more expensive helicopter." The power company is also very impressed with Soloy engineering and product quality. "Soloy did a very nice job. Their integration was very professional. They took their time with the integration but were very timely and thorough." The spokesman went on to address the higher levels of safety in using the Soloy mount. "Soloy's camera mount integration is the only system that allows our pilots to engage and use the auto-pilot on the aircraft. Our pilots are flying lower levels for four to seven hours every day. The use of an Auto-pilot greatly reduces flight crew fatigue and improves threat management. It is making our job safer and far more

effective over the helicopters we also fly."


The Wing Mount is also being used by two Emmy Award winning companies. Buddy Knotts of Helivision is very satisfied with the quality and performance he gets with the installation on his Cessna Stationair. "We can shoot live shows and broadcast golf, baseball and auto racing like NASCAR. The wing mount is suited for a host of camera systems such as the Cineflex HD, Cineflex Elite and FLIR IR cameras," he said. "The images we create are incredibly stable." Helivision also does film location scouting and provides aerial production crews for major TV networks. Knotts started out by removing seats from the aircraft for the camera operator but ultimately saw value in adding the rear observer station.



Winged Vision is one of the country's most experienced providers of live action coverage of nationally broadcast sporting events. From open air NHL and NFL broadcasts, to NASCAR auto racing and PGA golf, Winged Vision is a network television's go-to source for aerial coverage.

Winged Vision recently installed a Soloy camera mount to a 206H model Cessna as a third airship to complement their two older Helio Courier aircraft.

Bob Mikkelsen, Winged Vision's founder and CEO said he likes the Soloy setup because it was an STC that was quick to install and get working. "We love the setup and integration into the 206. It makes a fantastic platform for our gyro stabilized cameras that has no negative flying characteristics to the rock solid 206 airframe. We'll definitely be adding more 206s with the Soloy camera mount to our fleet."

The missions are different but they all find that the Soloy Wing Mount produces remarkable results and is suited just right for their mission. 

JIM ERWIN RECEIVES PRESTIGIOUS CHARLES TAYLOR AWARD CONTINUED...

maintenance for a minimum of 50 years.

Thirty of those years must have been spent working on N-registered aircraft maintained under FAA regulations.

Soloy is proud to be associated with Jim, who has spent a lifetime working to maintain the highest level of integrity and safety. Other FAA inspectors on hand to congratulate Jim in the photo include from left to right: Bill Reichardt, Pat Atchison, Bob Archibald, Chuck Reynolds and Jim Erwin.

The plaque that Jim is holding is titled "Fifty Years of Dedicated Service



in Aviation Safety" and reads, "In recognition of your contribution to building and maintain the safest aviation system in the world through practicing and promoting safe aircraft maintenance for more than 50 consecutive years."

Congratulations, Jim, for a job well done.

FIRST LATE MODEL AS350B2 INSTALLED WITH SOLOY EEMS CONTINUED...

a graphical representation of all engine instrumentation and is designed to act as the primary engine instrumentation for Heli-Dunn's new late model AS350SD2.


Operators can keep track of a lot of information in one display setting. The EEMS display unit has two separate vertically arranged electronic LCD screens – the upper is the Primary Display (LCD#1) and the lower is the Secondary Display (LCD#2). These LCD screens are electronically and physically separated to achieve a redundant

system.

Dunn especially likes not having round gages. "I fly in remote Alaska. If something breaks it can take a long time for parts to arrive. Round gages break often. The new EEM will keep me flying longer...and this will help a lot."

The EEMS also provides recorded engine data on a per flight basis which can be downloaded from the unit to a computer. Diagnostic data includes engine starts and time; airframe total hours and revenue hours; peak operating exceedance value and cycle counting for

the gas producer components and the power turbine rotor.

Should one of the displays cease communication, the other display will automatically initiate reversionary mode operation. The reversionary mode displays all the information from both LCD#1 and LCD#2 main screens in a concise format of smaller graphics and numerous digital graphics. "I really like the added safety redundancy the reversionary feature provides," adds Dunn. 



SOLOY'S SHOW REVIEW



Earlier this year Soloy attended two shows that proved beneficial to the company and customers alike.

In March, Soloy flew a Bell 206L/R conversion to Orlando, Florida for the annual Helicopter Association International (HAI) Heli-Expo. Along with the Soloy legacy product, we also tried something new and displayed a few proof of concept products to test market acceptance.

The costs for developing new products are continually rising and any product development must be thoroughly researched before investing human and financial resources to gain FAA approval.

The exercise proved helpful as we listened and learned from customers and operators from around the world. Nearly 19,000 HAI members attended the show.

Not all was work and research. HAI President and CEO Matt Zuccaro, described the show as being upbeat and people were excited. Joining in the upbeat for some fun were Soloy CEO Dave Stauffer and longtime friend of Soloy, Gary Souza, Chief Project Engineer for Rolls-Royce.



Instead of the annual AOPA Summit Conferences, the Aircraft Owners and Pilots Association now hosts regional fly-ins around the country making it easier for more people to attend. The list of exhibitors is smaller but the celebration of general aviation is greater as noted by the Barnstormers Party the evening before the Fly-In in Salinas, California was sold out.

Soloy had expected Warm, dry air and planned a stopover in Mojave, California for a meeting before the Salinas Fly-In. Instead of sunny skies we found thunder, lightning, rain and ice from Sacramento south. And this was mid-May. We made it to Mojave southeast of Bakersfield a day late but made it on time to Salinas which is closer to the ocean. The skies opened up just long enough to allow a safe approach and landing.

The MKII was front and center at the entrance. The well-attended show brought many interested aviation enthusiasts by for a look making the exciting trip more than worthwhile.



SOLOY SAYS GOOD-BYE TO TWO

Not every company can say they have a low turnover rate. Soloy can! We have a number of staff who have been here twenty plus years and several who have been here 30 or more years. When someone you've seen day in and day out over the years decides to retire there's a sadness that they won't be around anymore yet a thankfulness for all they have contributed to Soloy, the customers and the industry.

Brenda Lowery came to Soloy in 1979 as a temporary employee. Her ability to quickly pickup what needed to be done in the front office became apparent and she was asked to stay. Little did any of us know that stay would last for 36 years. Brenda knew what was going on in the company and was always available to help the different departments as needed. Joe Soloy used to say of Brenda, "Without her and her organizational skills, I'd lose my cup of coffee." Soloy would like to thank Brenda for all she gave to Soloy and for keeping us organized and on track.

Nick Parkinson with an extensive aviation career was also a longtime employee of Soloy. Coming from Hertfordshire, England, his delightful accent aided in helicopter sales and new business development. What Nick knew about helicopters and their turbine technology could fill books. He

contributed his knowledge to Soloy's 'Turbine Tips' where he offered useful ideas and suggestions on maintaining Soloy products. Nick is now enjoying Sounder soccer games and hikes with the family.

We appreciate all the years and work that Brenda and Nick gave to Soloy. Now, enjoy your retirements. You've earned it!



Also retiring this year is Gary Souza, pictured center, Chief Project Engineer of Rolls-Royce, who has worked with Soloy for a long time. To Gary's left is Dave Stauffer, CEO of Soloy, and Nick Parkinson, now retired. Photo was taken in the 1980s.

MKII DEBUTS 12TH MAN PAINT SCHEME



Go Seahawks! In honor of our area's Seattle Seahawks who went to the Super Bowl two years in a row, Soloy has adorned its latest MKII 206 conversion in Seahawk green and blue with a special 12 'shout out' to all Seahawk fans. See Aircraft For Sale section for more on the turbine powered Mark II and here's to another Super Bowl victory this year!

AIRCRAFT FOR SALE



1994 Eurocopter AS350B2/SD2
S/N 2789, N350ST

20 Hours since conversion and 12 year, Gold LTS101-700D-2, Soloy EEMS engine panel. Cargo swing hook with load cell, Squirrel cheeks, VR window, AFS filter



2001 Cessna T206H Turbine
Powered Mark II S/N 20608256,
N412TH

975.0 Total Time Since New



2003 Cessna T206H Turbine
Powered
Mark II S/N 20608396, N5270L

1,100 Total Time Since New