



**SOLOY
CERTIFICATION TEAM
RECEIVES NEW
SOLOY TURBINE 206
MARK II
SUPPLEMENTAL
TYPE CERTIFICATE**

Pictured (left to right) Scott Carlson, Engineering Manager, Mike Pasion, FAA Manager Propulsion Section, Steve Phoenix, Senior Project Engineer, Tom Thorson, FAA Project Engineer, Dave Stauffer, CEO, John Miller, Operations Manager, Paul Haggland, Chief Pilot and William Humburg, Q.A. Manager

FAA APPROVED OCTOBER, 29 2008

The Soloy Aviation Solutions Cessna 206 Mark II conversion obtained FAA Supplemental Type Certificate #SA01878SE for certification on October 29, 2008 and is ready for production. Three aircraft have been converted and number four and five are currently in process. The 3rd Mark II aircraft shown above is scheduled for delivery to a European customer and will be made available for the EASA (European Aviation Safety Agency) validation of the STC.

The Soloy Mark II Cessna 206 is the follow on development of the Soloy Mark 1 conversion for the same aircraft for which over 80 have been produced. The Mark II Cessna offers improved Rolls-Royce 250 engine performance with an increase in thermodynamic power, full beta propeller with reverse, firewall forward aluminum structure with carbon fiber cowling with easy access, lower propeller center line for great visibility over the cowl and 150 pound reduction in empty weight.

In addition to the basic engine conversion the Soloy Mark II can be operated on Wipaire 3450 amphibious floats, or equipped with the Soloy Law Enforcement package that

offers security agencies around the world the best and lowest cost aerial observation platform available on the market today.

The Soloy Mark II Turbine powered Cessna 206 is the answer for operators around the world where current levels of Avgas is becoming harder to impossible to find.

The Mk II is fast, efficient and affordable to operate. The aircraft can climb at 2,460 fpm at sea level, at 20k feet it can cruise at 213 ktas airspeed, carry 775 lbs with full fuel, and has an approximately 550 nm-mile range. It's a neighbor-friendly plane, registering 72.4 db when operating at take-off power (417 hp/2030 rpm) as tested to the latest FAR regulations. The Mk II is also the most reliable 206 on the market. The proven Rolls-Royce 250-B17F/2 turbine engine and its subsequent derating for certification both significantly enhance reliability and reduce overall operating costs.

The Soloy Mark II is also available with either 52 gallon Sierra Long Range Fuel tanks or the 30 gallon Flint Tip Tanks which allow for an additional 200 pounds of gross weight bringing it up to 3,800 pounds.

THIRD QUARTER SD1/SD2 DELIVERIES

Activities in the third quarter of 2008 continue to flourish with new operators as well as return customers. To date Soloy has delivered 95 SD1/SD2 conversions to many satisfied customers.

- Heli Austria took delivery of their second SD2 kit as well as placing an order for their third kit.
- Eagle Med took deliveries of their third, fourth and fifth kits with four of the conversions being completed and in operation.
- Helicopter Resources of Australia has taken delivery of their second SD2 kit.
- Heli Expert 2002 of Quebec, Canada took delivery of their fourth SD2 kit.
- Heli Support New Zealand took delivery of their first SD1 kit to convert their AS350BA to Honeywell power.
- Pacific Crown's fourth SD2 conversion was delivered in August to EPS Helicopters and is being operated by the Australian Parks (see picture below with the fine crew of Pacific Crown).



- Prism Helicopters of Pitt Meadows, British Columbia is now leasing an SD2 which is being operated at their facility in Wasilla, Alaska. This helicopter was converted by Heliproducts of British Columbia.
- Helicopteres Panorama of Quebec, Canada is now operating an SD2 previously converted by Heli Expert 2002. They also have an additional order with Soloy for another SD2 conversion to be delivered during the fourth quarter of 2008.



Wood Buffalo Helicopters took delivery of their first SD2 helicopter.

OSHKOSH EAA AIRVENTURE SHOW



Once again Soloy attended and displayed an aircraft at EAA AirVenture in Oshkosh, Wisconsin. Pictured above is the Soloy Mark II Amphib that was displayed in the Wipaire booth. This is Soloy's No. 2 prototype aircraft of the Mark II certification program and is owned by Russ Jeter. After the show the aircraft continued on to Wipaire's facility in Minnesota for float certification testing.



Soloy receives first Rolls-Royce engine deliveries for Cessna Turbine Mark II production.

SOLOY SD2 CONVERSION KITS

In 2009, Honeywell will no longer be offering the silver version of the LTS101-700D-2. Those wishing to buy this version must have their purchase order in before the end of the year.

Any gold or platinum kit ordered in 2008 and delivered before the end of March 2009 will not be affected by the first quarter 2009 price increase.

Contact Nick Parkinson at 360-754-7000 or by email at nickp@soloy.com.

SOLOY 207 HAS A NEW HOME IN CHILE

Testimonial by Rodrigo Noriega



Rodrigo's home base in Chile

"First and foremost I would really like to thank "Soloy" and the special people that work at this company. Their patience and enthusiasm to help out this customer began four years ago, long before we even thought of getting a "Soloy".

I spent hundreds of hours researching on the internet and wrote hundreds of mails to "Soloy" inquiring about their products. Art Gunderson spent a lot of time answering my mails. We live and operate in a remote area of southern Chile where we have a "privately owned public park". We are dedicated to conservation projects, protecting vast areas of wilderness and pristine land and at the same time run small organic farms spread out along the Park. Due to the remoteness and geography of the place where roads don't exist, we use planes to re-supply and move our personnel. We favor the Cessna 206 with Robertson STOL and cargo pod. It operates great from our short airstrips. A typical day will consist in a trip to town 70 nm away and a series of short hops to the different farms.

The fact that avgas is becoming scarce and very expensive in this part of the world made us look into a turbine plane. A 208 is far too big for our kind of operation and the one time that a "demo" came for a visit, it used the whole runway on takeoff.

This made me look into "Soloy" having only heard the name and read about it. I began my research. The article from the "missionaries" testing a Soloy 207 was very helpful and they answered a few mails. Not exactly knowing if the 207 was going to be able to handle our short strips the only thing I did know was that it had the right size and payload for our type of operation. Art steered us into the right direction and tipped us on a mint 207 that was coming up for sale in the market. These are hard to come and a low time fully equipped 207 even harder.

After inspecting it and flying a pattern circuit in Boston, it was purchased and taken to Soloy in Olympia for an annual and preparation for its new home in Chile. Being the first Soloy to be certified in Chile, it was easier to bring a Chilean aviation inspector for certification. Here Soloy played a fundamental part in helping us out and giving all the information and thousands of documents the Chilean inspector wanted. At the same time our mechanic and supervisor were trained in order

to be able to service the aircraft. Training the pilot (me in this case) was a hard job for Paul Haggland; old dogs don't learn new tricks and a piston pilot new to the turbine world is harder still. Somewhere along the line the torque and TOT began to make sense and if a pilot doesn't screw up, planes fly by themselves.

After an uneventful ferry flight, I was back in my backyard and now the real flying began. I started to use the plane in and out of our airstrips with light loads and few passengers; I gradually build confidence and began loading it more and more. I operate from a 1250 feet grass runway with ease. The plane does everything they say it does and more! Once the nose lifts off all it wants to do is climb at 1300 feet per minute, the performance is astounding, climbing and cruise power are plentiful. There is no vibration and very low cabin noise making the ride smooth and comfortable, the co-pilot door is very convenient for a grumpy pilot that doesn't like to get out every time a passenger gets off. The forward cargo space is big enough to fill it up with heavy loads. Due to the high amount of landings and takeoffs I do on any given day, my passengers are used to load and off-load with the engine running, the longer nose and prop in feather makes it easier for them so worrying about cycles hasn't been a problem. The 207 lands as short as the R-STOL 206, maybe shorter; I bring it in at 65 knots. Right at flare apply the ground idle; a real braking effect!

The Turbine 207 surpasses our expectations! No more 300 feet a minute climb over the mountains fully loaded with the stall horn on, no more sitting duck "on top" praying for that piston engine not to quit. You begin to wonder how you did so many foolish things, but on the other hand one step leads to the next and building experience has to come from somewhere. And with experience comes caution. Old Joe Soloy really knew what he was doing when he came with the idea of mounting a turbine engine to the Cessna's 206 and 207; he made the ultimate "bush plane" for those who know."

Story by
Rodrigo Noriega



Typical high altitude pass confronted by Rodrigo from many of his flights in Chile.



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**ADDRESS CORRECTION
REQUESTED**



SOLOY TURBINE CESSNA MARK II WITH WASHINGTON'S OLYMPIC PENINSULA MOUNTAINS IN THE BACKGROUND