

## COOL RUNNINGS

By Steve Spinaze  
Heli Charters Australia



Heli Charters' SD2 on board the  
Marine Svetaeva



The Cliffs of Balleny Islands, Antarctica

When I first got the call asking if I would like to fly a helicopter in Antarctica, I thought it would be pretty cool. So I was on my way to Melbourne for what would be 52 days sailing in the remote Ross Sea region.

We had to adapt the chopper somewhat, as my Astar, "Squirrel", was more equipped for tropical climates than the frozen regions of deep Antarctica. A heater was a must. We had also just completed the conversion of my Astar to an SD1 LTS101-600A-3A.

Greg Mortimer, head of Aurora Expeditions, met us and showed us our cabins in the Marine Svetaeva, a Russian icebreaker. It was not exactly a luxury liner, but we were told from the start that this is an expedition crossing one of the roughest bodies of water in the world.

After days of relentless tossing, we reached the Balleny Islands, beautiful specks of land seemingly in the middle of nowhere. Here is where we brought out the helicopters and got to enjoy an aerial view of Antarctica.

I took off from the boat and headed straight out over the water. Though I regularly do that from the Great Barrier Reef, this was completely different.

There were enormous chunks of ice floating around in the water and distance was difficult to judge because the air is so clear and objects that are hundreds of kilometers away somehow seemed much closer, which made me a bit nervous.

My Astar took off with almost no power being pulled. On monitoring the engine instruments, the highest temp I could achieve in the cruise was about 560 degrees and 91 NG at 95% torque with an OAT of -5 degrees.

On another occasion I was on my own and decided to pull max torque and ended up with some astounding values.

Our plans to reach the Ross Sea were foiled by nature. The ice made it impossible for our ship to proceed, which is not an unusual occurrence in Antarctica. We headed for Commonwealth Bay instead, which is the site of Mawson's Hut — still virtually untouched after nearly 100 years.

Antarctica is a place of total beauty and breathtaking scenery. I feel like I have only touched the surface and hopefully I will be able to visit and fly in this amazingly beautiful part of the world again.

*For further information please contact  
[www.helicharters.com.au](http://www.helicharters.com.au).*

## DAVE STAUFFER, CEO, HONORED FOR 30 YEARS OF SERVICE



Elling Halvorson (left), Managing Member of Soloy Aviation Solutions, congratulates David Stauffer (right) on his 30 years with Soloy. Also pictured is Art Gunderson (center) who achieved this milestone in August of 2007.

Late in 1977 three young A & P's from California joined Soloy Conversions, Ltd. in Chehalis, Washington. Thirty years later, one is a FAA FSDO inspector, another is the manager of a GE engine shop in California and David Stauffer is the CEO of Soloy Aviation Solutions. In 30 years of great success and some disappointments, Dave has watched over and made great contributions to Soloy's development of turboprop and helicopter single and twin engine conversions.

Leading Soloy for the last nine years, Dave has overseen the Soloy core products as well as the increase in the company's diversity, which now includes parts manufacturing contracts with Columbia Helicopters and Grob Aerospace GmbH. His most satisfying product at the moment is a very successful helicopter engine conversion, the same line of work in which Joe Soloy started the company almost 40 years ago.

## FIRST QUARTER SD1/SD2 DELIVERIES

Activities in the first quarter were dominated by repeat orders from existing Honeywell powered AS350 operators.

- Heli-Excel, Inc. of Quebec, Canada took delivery of their 6th, 7th, and 8th SD2 kits.
- Heliproducts of BC, Canada, took delivery of their 7th and 8th SD2 kits, delivering one kit to Eagle Med in Kansas, who completed the installation and are now operating their first SD2. Heliproducts also delivered a complete SD2 helicopter to Prism Helicopters of British Columbia. This is Prism's first SD2 and will be initially operating out of Wasilla, Alaska.
- Heli Expert 2002 of Quebec, Canada took delivery of their third SD2 kit.
- Eagle Helicopters of Spokane, Washington received their third SD2 kit.
- Pacific Crown Aviation of New South Wales, Australia took their fourth SD2 kit.
- Nampa Valley Helicopters of Boise, Idaho has taken delivery of their first SD1 kit.
- Austria's Knaus Helicopters GmbH has taken delivery of their first SD2 kit and this is also the first in Europe.
- Guardian Flight, Alaska, took delivery of Soloy's SD1 complete helicopter (see story next page).

## SOLOY CESSNA MARK 2 PROGRESS REPORT

After a winter of engineering report writing, we have reached a significant milestone in the development of the Soloy Cessna 206H Mark 2 conversion. Initial discussions for issuance of the TIA (Type Inspection Authorization) have taken place and will continue through April. Final company testing has taken place during the winter and the resulting data has been compiled for DER (Designated Engineering Representative) review. The schedule for certification is set for June and first deliveries will follow soon after.

Also started is the conversion process of the first production Mark 2 conversion that will initially operate under U.S. registration in Europe. This aircraft will be used to validate the conversion STC to EASA (European Aviation Safety Agency) approval requirements.

The number 2 conversion prototype on Wipaire, Inc's 3450 amphibious floats has been conformed and is prepared to enter flight evaluation in April for float certification. Certification for the float configuration is planned for issuance shortly after receipt of the Mark 2 wheel plane certification. In addition to the basic airplane and float certifications, work with Flint Aero, Inc. toward validation of the 30 gallon Extended Wing Fuel Tip Tanks has been initiated.

The Soloy Cessna Mark 2 conversion, with these two optional accessories, will make for an adaptable and functional airplane that will be exhilarating to fly and a pleasure to own.

Please visit Soloy this July 28th through August 3rd at the EAA AirVenture in Oshkosh, Wisconsin. We will have an aircraft on display for your inspection located in the Rolls-Royce booth #272-274.



Russ Jeter's 206H Mark 2 attended the Clear Lake Splash-In last year. Since then, it has played a significant role in gathering data which will be used for the certification of the amphibious float-equipped versions.



Soloy's Ryan Minar displaying first two production G180 inlets

## GROB G180 INLET DELIVERIES CONTINUE

Soloy continues G180 engine inlet deliveries for series production number one and two aircraft. These inlets represent the latest configuration confirmed by Grob Aerospace through their analysis and flight test program.

Future production deliveries are scheduled to begin in the fourth quarter of 2008 to support Grob's planned series production schedule.

## GUARDIAN FLIGHT, INC. ANNOUNCES THE PURCHASE OF THEIR FIRST HELICOPTER



The Soloy SD1 displayed at Heli-Expo 2008 has been purchased by Alaska's Guardian Flight, Inc. The helicopter will be added to their existing fleet of Lear 35's and King Air fixed wing aircraft stationed in Ketchikan.

Guardian Flight, Inc. operates the only Fairbanks based air ambulance service providing critical care transport across the state, into Canada and the lower 48.

Owner Dr. Eric Stirling states:

"Our area of operation covers all of Alaska, east into the Yukon Territory, south to Seattle and as far as Florida if necessary.

With our ground ambulances and pressurized aircraft, Guardian Flight crews care for the patient bed-to-bed during inter-facility transports. From rural locations, the patient is cared for from point-of-care to the hospital. Guardian Flight has specialty teams for neonatal/infant/pediatric transports, maternal emergencies, complicated ventilator patients, and non-urgent arranged medical charters to or from any Alaskan community. We give caregivers accurate times for liftoff and arrival. Our average time from rural call outs to departure is 42 minutes. We have the capability to do multiple concurrent flights when needed."

Guardian Flight was started in 1997 by Frontier Flying Service, and grew rapidly over the following three years. In 2000, Guardian Flight separated and emerged as a stand-alone, privately owned, critical care air ambulance service with the main base in Fairbanks, covering interior Alaska. Guardian Flight established a satellite base in Sitka, Alaska in 2004 and added an additional satellite base in Ketchikan, Alaska in 2005 to better serve southeast Alaskan communities.



## BRAZILIAN AND EASA CERTIFICATION APPROVAL RECEIVED

New areas of opportunity have been opened up by the approval of the Soloy SD1 and SD2 Supplemental Type Certificates in Brazil and the approval of the Soloy SD2 Supplemental Type Certificate by EASA.

The EASA approval opens the door to operators in the 27 signatory countries of the European Union who have shown keen interest in the Honeywell advantages. The first kit left for Austria mid-March where it will be installed and operated by Knaus Helicopters GmbH.

Soloy's CEO, David Stauffer, is scheduling a second visit to Brazil to continue meetings with potential customers for Soloy's Rolls-Royce options for the AS350B and BA, as well as the Honeywell options for the AS350BA and B2.

Already approved in Brazil, the first 250-C30M powered Allstar recently entered into service with Loc.Air of Sao Paulo.



### SOLOY RECEIVES EASA APPROVAL FOR THE SD2

Tony Uhl (left), Assistant Managing Director of Soloy Aviation Solutions recently visited EASA's office in Cologne, Germany to receive the EASA STC approving the installation of the LTS101-700D-2 in the AS350B2 from Mr. Pier Giorgio Colombo (right), EASA Chief Project Certification Manager. The first kit in Europe has been delivered, and the second delivered in early April.



### SOLOY APPOINTS NEW MANAGING DIRECTOR, FIXED WING SALES

Soloy Aviation Solutions introduces Cris Henry, who has filled the position of Managing Director of Fixed Wing Sales. This addition to the sales and marketing team will increase our response times to customers for our soon-to-be certified Cessna 206 Mark 2 conversions. Cris is a graduate of San Jose State University and former Navy Pilot. He holds ATP privileges with both fixed and rotary wing ratings. He also brings to Soloy a strong background in marketing and sales. Although Cris's primary duties will be marketing and sales of our fixed wing products, he will also help develop our fixed wing training/familiarization programs.



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## HELI EXPO 2008



Guardian Flight's SD1 took pride of place in Soloy's booth at the recent HAI Heli Expo. The helicopter attracted a great deal of attention and some very favorable comments.

This was Soloy's first complete AS350 and all concerned should be justifiably proud. Having "our" helicopter on display together with the recent announcements of certification in Brazil and Europe meant for a busy time for the Soloy crew in attendance for the three-day helicopter trade show.