



Wednesday, August 20, 2008

Volume 1, Issue 13

As part of our commitment to excellence we are proud to welcome you to our company's newsletter.

At Precision Turbines it is important to us to create a newsletter that will appeal to the broad spectrum of clients we serve. We will continue to strive to bring you the most informative and up to date aviation news, and touch on a variety of topics such as, safety, air transport, flight instrumentation, and corporations. We are always open to suggestions, if there are topics you would like to read about, please let us know.

At Precision Turbines we purchase, sell and lease turbofan and turboprop engines, with special focus on the JT15D and it's upgrades. We are totally devoted to serving our customers in an honest and professional fashion. Our employees stand ready to meet your needs in these markets, and we look forward to putting our experience to work for you. We hope to hear from you. [www.precisionturbines.net](http://www.precisionturbines.net)

#### **JET DELIVERIES UP, PISTONS DOWN IN 2008**

Jet deliveries surged 39 percent to 663 in the first half of 2008 while turboprops jumped 19 percent to 222 aircraft, but piston deliveries fell 16 percent to 1,034. The latest numbers from the General Aviation Manufacturers Association show total billings reached \$12.1 billion for the first half of the year, up 24 percent from \$9.8 billion during the same period last year. Piper Aircraft seems to be bucking the trend though, with an increase in its piston single sales... [Read More](#)

#### **TSA'S GA SECURITY PROPOSAL GETS PRESS ATTENTION**

The Aug. 11 edition of USA Today carried a story about a Transportation Security Administration effort to impose charter-like security rules on pilots flying large Part 91 aircraft. The TSA plan would affect aircraft weighing more than 12,500 pounds—primarily business jets and turboprops—so it does not affect the overwhelming majority of general aviation aircraft or pilots. AOPA supports reasonable security measures but will oppose any regulations that unduly restrict GA with no significant security benefit... [Read More](#)

#### **ECLIPSE PROMISES CUSTOMER REFUNDS WITH INTEREST**

While it has suspended refund payments to customers who canceled Eclipse 500 orders after the recent price hike, Eclipse Aviation officials say they plan to fully pay the refunds with interest once the next round of funding closes before the end of the year. The company notified position holders just before EAA AirVenture in July that it

was temporarily suspending refund payments as a means of conserving cash... [Read More](#)

### **TAKE YOUR TIME WHEN GOING FROM SEA TO SKY**

If your taste for adventure extends from under the water to high above it, take extra care to avoid decompression sickness, commonly called the bends. Scuba divers are familiar with the idea that breathing compressed air at high pressure can allow nitrogen to build up in tissues during a dive. If you rise to the surface too quickly, that nitrogen can be released into the bloodstream as bubbles, causing severe pain and even death. The potential for disaster is aggravated if you fly after diving because the lower air pressure at altitude can also allow the sudden release of nitrogen bubbles into the blood... [Read More](#)

### **A NEW SHINE COMES TO THE AMERICAN AIRLINES B757**

aircraft that recently took on the Susan G. Komen for the Cure decal on Dock 5A. A product, tested by NASA, has been applied to aircraft 5CM that will not only save fuel, but will also require less buffing and washing of the aircraft surface. The product's name is 'Logisti-Seal' and American is the launch customer.

### **TSA WEEK AT A GLANCE (AUGUST 4-10, 2008)**

18 passengers were arrested due to suspicious behavior or fraudulent travel documents

23 firearms found at checkpoints

3 artfully concealed prohibited items found at checkpoints

22 incidents that involved a checkpoint closure, terminal evacuation or sterile area breach

### **EUROPEAN REGULATORS HAVE CLEARED THE MERGER OF DELTA AND NORTHWEST**

They noted that the merger will not "not significantly impede effective competition in the European Economic Area or any substantial part of it." [Read More](#)

### **TEMPORARY FLIGHT RESTRICTIONS WILL BE IN PLACE**

in the Denver area during the Democratic Convention from August 25-28, as well as in the Minneapolis-Saint Paul area for the Republican Convention from September 1-4...

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### **BRITISH AIRWAYS CLAIMS ALLIANCE WITH AMERICAN AIRLINES**

British Airways, which has been code-sharing with American Airlines, claims on Thursday to have sealed an alliance with American Airlines that will allow them to... [Read More](#)

### **AMERICAN AIRLINES ORDERS 26 MORE 737-800 AIRPLANES FROM BOEING**

Thursday revealed an order for an additional 26 Next-Generation 737-800 airplanes, expected to help the carrier accelerate its fleet renewal plan. In a separate statement, Boeing said it recently completed work on the first BBJ 3, a new, larger business jet based on the Boeing Next-Generation 737-900ER extended range... [Read More](#)

### **AMERICAN BLAMES OIL RESIDUE IN EMERGENCY LANDING**

Oil residue heated by an engine caused a Hawaii-bound American Airlines flight to return to Los Angeles for an emergency landing... [Read More](#)

## **HONEYWELL PATENTS WAKE TURBULENCE VISUALISATION TOOL**

Honeywell has received a US patent for a system it claims to be the first to visually show pilots whether their aircraft... [Read More](#)

## **B747-400 RESIDUALS FACE INCREASED PRESSURE**

B777-300ER Increasingly Favored As Replacement Rather Growth Capacity The medium to long term residual values of the ubiquitous B747-400 are facing increased pressure as a result of the worldwide slowdown... [Read More](#)

## **CARBON BRAKES FOR BOEING NEXT-GENERATION 737 FAMILY; A WORLD FIRST**

Messier-Bugatti has successfully completed the certification tests for its wheels and carbon brakes intended for the Boeing Next-Generation of twin-jets. All the advantages of carbon brakes are now available for all versions of this family 737-600, 737-700, 737-800, 737-900 and 737-900ER... [Read More](#)

## **CESSNA CLOSE TO FIRST BRAZILIAN DELIVERY OF GARMIN G1000-EQUIPPED CARAVAN**

Cessna Aircraft Company, a Textron Inc. company, is poised to make its first Brazilian delivery of a Garmin-equipped Caravan turboprop. Cessna announced in late 2007 it would begin offering the Garmin G1000 integrated avionics suite as standard equipment in its popular line of turboprops. The company earned Federal Aviation Administration certification for the upgraded configuration and began deliveries in April; European Aviation Safety Agency certification followed in July... [Read More](#)

## **SPECIAL FEATURE: EVER WONDER WHAT A WEEK OF AIR INTERRUPTIONS LOOKS LIKE FOR A MAJOR AIRLINE? AUGUST 3 - AUGUST 10TH**

**A S80 headed from LGA to ATL landed at JFK due to RH engine shutdown.** Single engine time 13 minutes. Flight declared emergency; landed overweight without incident. A/C out of service. Flight canceled. Plan to replace RH engine and accomplish overweight landing inspection.

**A S80 headed from DFW to LAX returned to DFW due to LH engine generator failure and APU faulted.** Flight declared emergency; landed overweight without incident. A/C out of service. Flight changed equipment and redeparted. LH engine generator and APU repairs in progress.

**A S80 headed from DTW to DFW declared emergency inbound to DFW due to anti-skid inop.** Flight landed without incident. Wire and transducer checks in progress.

**A S80 headed from STL to LGA returned to STL due to inability to retract NLG.** Flight declared emergency; landed without incident. Maintenance pinned gear and A/C taxied to gate. A/C out of service. Flight canceled. Repacked NLG strut. Replaced retract and bungee actuator. Accomplished gear swing. Ops check OK. Plan local FCF.

**A S80 headed from PHX to DFW declared emergency inbound DFW due to vibrations during gear retraction after take off from PHX.** Flight landed without incident. Found NR2 tire cap separated. Replaced NR2 MLG wheel assembly. Plan to accomplish LH flap repairs. LH engine borescope in progress.

**A S80 headed from DFW to TPA returned to DFW due to inability to retract NLG.** Flight declared emergency; landed overweight without incident. A/C out of service. Flight changed equipment and redeparted. Troubleshooting in progress. Accomplished overweight landing inspection.

**A S80 headed from SDF to DFW landed at TUL due to RH engine shutdown.** Single engine time was 25 minutes. Flight declared emergency; landed overweight without incident. A/C out of service. Flight changed equipment and redeparted. Accomplished DFDR download, overweight landing inspection and replaced RH engine.

**A S80 headed from ORD to LGA returned to ORD due to gear problem.** Flight declared emergency; landed overweight without incident. Flight changed equipment and redeparted. Planned landing at JFK due to LGA curfew. Accomplished overweight landing inspection; repairs in progress.

**A S80 headed from DFW to MCO aborted take off at 90 knots due to uncommanded yaw due suspected crosswind.** Accomplished high-energy stop inspection; OK for service.

**A 737 headed from MIA to IAH returned to MIA due to loud squeal from cockpit window.** No emergency declared; flight landed without incident. Maintenance serviced. flight refueled and redeparted. Cleaned debris from both CA's and FO's sliding window seals; accomplished pressurization check. Ops check OK.

**A 737 headed from SNA to DFW landed at LAX due to slat asymmetry disagreement.** Flight declared emergency; landed overweight without incident. A/C out of service. Flight changed equipment and redeparted. Adjusted NR6 slat sensor. Accomplished overweight landing inspection.

**A 737 headed from DFW to SNA returned to DFW due to all lavs inop.** No emergency declared; flight landed without incident. A/C out of service. Flight changed equipment and redeparted. Replaced lav blower motor. Ops check OK.

**A 757 headed from LAX to HNL returned to LAX due to smoke in cockpit and cabin.** Flight declared emergency; landed overweight. Cabin O2 masks deployed; passengers evacuated via slides and airstairs on runway, then bussed to remote terminal. Nine passengers reported minor cuts and bruises. A/C out of service. Flight changed equipment, recrewed and redeparted. DFDR download accomplished; overweight landing inspection accomplished. Plan maintenance ferry to TUL.

**A 757 headed from SJU to FLL returned to SJU due to loss of cabin pressurization.** Flight declared emergency; landed overweight without incident. Accomplished flight data recorder download and overweight landing inspection. Replaced NR2 pressurization controller and LH engine high stage pneumatic valve . Pressurization checks in progress.

**A 757 headed from DFW to JAC landed at SLC due to flap disagreement indication.** Flight landed without incident. A/C out of service due to flap overspeed. Flight changed equipment and continued. Pre-ferry BOW issued; plan maintenance ferry to TUL for repairs.

**A757 headed from MIA to LAX returned MIA due to pressurization problem.** Flight declared emergency; landed overweight without incident. Maintenance serviced. Flight refueled and redeparted. Adjusted AC ground service check valve and accomplished overweight landing inspection.

**A 767 headed from MIA to POS returned to MIA due to RH engine vibrations.** No emergency declared; flight landed overweight without incident. Flight changed equipment and redeparted. Suspect indication fault. Repairs in progress.

**A 767 headed from MIA to GRU returned to MIA due to IRUS failure.** Flight declared emergency; landed overweight without incident. Flight changed equipment and redeparted. Replaced battery and charger. Accomplished overweight landing inspection.

**A 767 headed from DUB to ORD landed at LHR due to LH utility bus popped.** Crew unable to reset. No emergency declared; flight landed without incident. A/C out of service. Passengers and bags accommodated on 9210 LHR-ORD. Plan BPCU change.

**A 767 headed from DFW to GRU returned to DFW due to weather radar failure.** Flight declared emergency; landed overweight without incident. Maintenance serviced. Flight refueled and redeparted. Replaced weather R/T unit. Accomplished overweight landing inspection.

**An A300 headed from MIA to LIM landed at MBJ due to all fuel quantity indicators inop.** Flight declared emergency; landed overweight without incident. Maintenance serviced. Flight refueled and continued. Replaced fuel quantity processor and indicator. Accomplished overweight landing inspection.

[Our Website](#) | [Company Information](#) | [Engine Inventory](#) | [Exchange Program](#)

All contacts, comments, and inquiries will be reviewed immediately. You will have a response from our company principal, Robert Spahr, whose personal email address is: [rspahr@precisionturbines.net](mailto:rspahr@precisionturbines.net), just as soon as feasibly possible.

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