



Wednesday, March 19, 2008

Volume 1, Issue 2

Precision Turbines is proud to welcome you to the second issue of our company's newsletter. We would like to thank everyone for their letters of support and we appreciate the positive feedback we received from our first issue.

We hope you find the second issue even more informative than the first. 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 its 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

FAA EXTENDS DEADLINE FOR 'ENGLISH PROFICIENT' CERTIFICATES

Because of an influx of pilot requests for new plastic pilot certificates, the FAA has delayed the deadline by one year for complying with the International Civil Aviation Organization's language proficiency standards for operating internationally. Pilots, flight engineers, and navigators who fly internationally now have until March 5, 2009, to get a plastic pilot certificate with an "English Proficient" endorsement on it. The increase in requests for new pilot certificates is due in part to the FAA's announcement last week that it will require all pilots to carry a plastic certificate by 2010.

WORLDWIDE PILOT SHORTAGE GROWS

The International Air Transport Association (IATA) warned the world's airlines of a severe pilot shortage "unless industry and government work together to change training and qualification practices...IATA issued a new estimate that the industry may need 17,000 new pilots annually due to expected industry growth and retirements. Increasing the retirement age to 65 will help but it can't be the only solution. It's time to ring the warning bell."

FAA ADOPTS UPGRADES FOR AIRCRAFT “BLACK BOXES”

Mandate for significant upgrades to aircraft cockpit voice and flight data recorders—improvements that will enable investigators to retrieve more data from accidents and incidents requiring investigation. [FAA press release](#)

FAA ISSUES EMERGENCY AD FOR THIELERT ENGINES

In-flight engine shutdowns have led the FAA to issue an [emergency airworthiness directive \(AD\)](#) for model TAE 125-02-99 engines from Thielert. The shutdowns were the result of cracks in the high-pressure fuel lines caused by excessive vibration. The March 12 AD affects engines with serial numbers from 02-02-1500 through 02-02-2279. The engines are installed on Cessna 172, Diamond DA42, and other aircraft. Before the next flight, owners must install a new high-pressure fuel line and bracket. Special flight permits are allowed for a single VFR flight of up to two hours to the nearest maintenance station.

FALCON 50 DASH 4: POWER PLANT TRANSPLANT

Premier Aircraft engine conversion makes the original Falcon 50 climb more quickly and fly farther, higher on less fuel. [Read More](#)

WAKE TURBULENCE ON FINAL: MD 80- PILOT REPORT

The purpose of this report is to document a wake turbulence event which occurred on the final approach course for runway 28 into Atlanta. The Honie arrival was flown with a descent to 3500 feet on downwind. The base turn resulted in an extended final. The aircraft was assigned 170 knots and configured to 15 degree flaps. Approach informed us our aircraft was 6 miles in trail of a heavy aircraft (a Delta 767-400) and caution for possible wake turbulence. We tracked the traffic both visually and on TCAS. The heavy traffic intercepted the final at a higher altitude than us, and started a descent on the runway 28 final. On a 8 mile final, intercepting the glide slope, we performed an instantaneous un-commanded roll right to approximately 60 degrees angle of bank. Pilot flying kicked off the autopilot and recovered to wings level. The aircraft then performed an instantaneous un-commanded roll left to approximately 60 degrees angle of bank. Pilot flying again recovered to wings level. With no more indication of wake turbulence we completed approach at 160 knots. The rest of the approach and landing was completed without further incident. The recovery technique of: Autopilot off, recover with aileron, use very little rudder, was effective.

FAA FORECAST IS BULLISH ON BUSINESS JETS

The US Federal Aviation Administration is projecting a 3x increase in the size of today's turbine-powered fixed-wing business... [Read More](#)

CESSNA'S CITATION COLUMBUS TO HAVE 'HYBRID' FLY-BY-WIRE

Cessna's new Citation Columbus large business-jet is to have a unique hybrid fly-by-wire and mechanical flight control system developed by the aircraft manufacturer. The Columbus is to fly in 2011...

SIERRA XR MOD BOOSTS CITATION I/II RANGE

Cessna Citation modifier Sierra Industries is expanding its product line by offering extended-range upgrades for the Citation I... [Read More](#)

AA 777 ENGINE INCIDENT: TESTS SUPPORT 'IMPEDED THROTTLE' THEORY

Preliminary investigations into last week's throttle-response failure on an American Airlines Boeing 777-200ER suggest that a simple inadvertent obstruction of the throttle lever might have been responsible. The aircraft had... [Read more...](#)

HEATHROW MAKEOVER TO HEAT UP AIRLINE WARS

This month, a new terminal will open at London Heathrow, allowing the world's busiest international hub to handle almost 45 percent more passengers. The new terminal 5 will group British Airway's aircraft, lounges and baggage handlers in one space. Many airlines have long yearned for access to the strategically located Heathrow. Now, many will get it, because the new terminal coincides with an "open skies" treaty between the U.S. and the European Union. Delta, Continental, Northwest, US Airways and Air France-KLM have all announced plans to begin serving the Heathrow-U.S market.

IT'S A FACT

About 50 percent of the United States' petroleum imports are from countries in the Western Hemisphere, with 19 percent from the Persian Gulf, 18 percent from Africa and 13 percent from other regions.

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

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