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Based in Boca Raton, Florida, Precision Turbines, Inc. specializes in the Pratt & Whitney JT15D and PT6A market with half life engines, overhauled exchange engines and the new Williams FJ 44 replacement Citation engines as well as new King Air upgrade PT6A engines. We also offer a supply of serviceable JT15D and PT6A parts. Our engine exchange program provides business jet owners and operators with a fixed price and eliminates the unknown cost variances and down time often associated with engine overhauls. Our Citation engine, airframe and avionics upgrades significantly enhance the value and performance of the classic, reliable and pilot friendly Citation I , II, and SII.

Our PT6A-21,-28,-42,-52,-61 and -135A King Air, Cheyenne and Conquest upgrade programs also significantly enhance the value and performance of the classic turbo props.

Should you decide to overhaul your JT15D, PT6A or T-56 engine we will manage an efficient and cost effective maintenance event for you at our selected Pratt and Whitney DDOF , CFR part 145 facilities or Rolls Royce approved repair station. With over 85 years of combined industry experience, we are dedicated to providing outstanding service to our customers. Precision Turbines customer services offer specialized solutions to fit your needs.

We are a fully qualified US Government Contractor, CAGE Code 552E4. Currently under contract to maintain US Government/Military aircraft. Our employees have vast aircraft experience with over 80,000 hours of Army, Navy, Marine Corps, Air Force and commercial pilot in command time. We have significant experience in helos and fixed wing aircraft.

Fixed Wing: Navy T-34, T28, S2, King Air (C 12), P-3, Citations, B 727, MD 80, B-737, B-757, B-767, AB-A300, B-777. Helicopters : UH1, OH58, CH47, OH6, OH13, U6A , O1A, C45.

www.precisionturbines.aero

FOR IMMEDIATE RELEASE

Boca Raton, FL, April XX, 2009 - Precision Turbines, Inc., ("Precision Turbines") proudly announces they have entered into a partnering agreement with Reliable Jet Maintenance, LLC ("Reliable Jet"). This partnership allows Precision Turbines to extend its unparalleled level of aircraft management and engine/aircraft repair services to owners and operators of aircraft including Cessna

Citation, Gulfstream, Beechcraft, Learjet, Challenger, Dassault, and Hawker. As well as Pratt & Whitney JT15D series engines, Rolls-Royce, and General Electric CJ series engines, to name a few. With Reliable Jet holding a Class III rating this enable the servicing of small aircraft of all metal construction weighing under 12,500 lb max gross take-off weight.

SIERRA OFFERS \$125,000 REBATE ON NEW WILLIAMS FJ44-2A ENGINES

Sierra Industries' Chief Marketing Officer Gary Buchanan has announced a \$125,000 factory rebate for Summer 2009. This rebate is available for Citation 500/501 upgrades to Williams FJ44-2A engines installed at Sierra's production facilities in Uvalde, Texas. "We have seen our customers impacted by the economic conditions that have an effect on their business." Gary went on to say, "Everyone is controlling expenses and Sierra is no different. Fortunately, we continue to improve our process and find ways to exceed our customer's expectations. With our customers in mind, we are offering a one-time factory rebate on a set of brand new Williams FJ44-2A engines." Gary continued, "This is our way of saying 'thank you' to the Citation owner. With 54 engine retrofits under our belts, we have developed an exclusive club of high-performance Citation aircraft. If you ask any or all of the owners, they will testify that these are spectacular animals." The rebate program gives an aircraft owner the opportunity for either a Stallion or Eagle II modification to any 500/501 series Citation. The factory rebate is in addition to Sierra's normal trade-in allowance for the original JT15D-1A or -1B engines.

Precision turbines is an Authorized Sierra Industries Sales representative, please call 561 350 3028 for great discounts.

AIR FRANCE INVESTIGATION UPDATE

Investigators now believe that Air France 447 broke apart in flight prior to hitting the Atlantic Ocean. Their conclusion is based on both the condition of the bodies recovered and the fact they were discovered in two distinct trails more than 50 miles apart. The examination of the bodies suggested that they were dead by the time they struck the water. They were stripped of clothes and sustained fractures and flailing injuries as they fell from what is suspected to be as high as 35,000 feet. No water was found in the lungs, which otherwise would've indicated the possibility of a low-speed impact and death due to drowning. There was also an absence of any traces of explosions, burn marks and smoke inhalation in the 50 bodies thus far recovered. Airbus has reported that a similar sequence of emergencies has occurred in six separate incidents reported by crews over the last year. The investigation is still focused on a pitot tube/speed sensor problem that may have resulted in erroneous speed indications, leading the crew to believe that they were on the verge of stalling the aircraft. If stall recovery procedures were applied, Airbus management has stated that the aircraft may have departed the normal flight envelope and broken up. This theory is supported by the recovery of the vertical stabilizer, which sustained a lateral fracture from the tail section. The Emeraude, a French nuclear submarine, continues its pattern-track sonar search for the DFDR and DVR pingers. "We are going to need a lot of luck," said Patrick Prazuk, a military spokesman.

CIRRUS FACES EXPENSIVE LAWSUITS

Cirrus Aircraft is facing two multimillion-dollar lawsuits. A jury has awarded a \$14 million judgment against several parties, including Cirrus and the University of North Dakota; L-3 Avionics also seeks \$21.7 million from Cirrus in a contract dispute. [Read More](#)

SHOULD PILOT AGE LIMITS BE LOWERED?

Last week, a Continental pilot died mid-flight of a suspected heart attack. The pilot was 60 years old, and his wife repeatedly told the media that her husband had no..[Read More](#)

SEVEN INJURED AS QANTAS FLIGHT HITS AIR TURBULENCE

Canberra: A Qantas flight from Hong Kong to Perth in Australia plunged about 100 feet (30 meters) after hitting severe turbulence Monday, injuring seven passengers. The Qantas A330-300 Airbus, with..[Read More](#)

CESSNA BEGINS CORVALIS DELIVERIES

Cessna has begun deliveries of the Corvalis line of high-performance single-engined piston aircraft..[Read More](#)

PRATT & WHITNEY DELIVERS FIRST ADVANTAGE 70

Air Caraibes Gets New Efficient Engines The first Pratt & Whitney PW4000 Advantage70 engines were delivered to Air Caraibes Thursday as the Paris Air Show was winding down. The PW4168A-aD engines power the new Air Caraibes A330-300..[Read More](#)

CAPTAIN DIES ON TRANSATLANTIC FLIGHT

A relief pilot aboard a Continental Boeing 777 took the left seat of a flight from Brussels to Newark after the 60-year-old captain died during the flight. In a twist of modern communications, all the networks were waiting in breathless anticipation as a fully qualified crew landed without incident at Newark at 11.49 a.m. but CNN says pax told them they weren't told of the drama in the cockpit. The only indication that anything was wrong was the call for a doctor during the flight. Continental says the captain, who had 32 years of service to the airline, apparently died of natural causes..[Read More](#)

FORWARD VISION EARNS BROAD CESSNA STC

Forward Vision announced last week that most single-engine Cessna pilots may now fit Forward Vision's infrared thermal-imaging camera system to their aircraft with the full blessing of a supplemental type certificate (STC). For about \$15,000 uninstalled, the system penetrates haze, fog, smoke and precipitation eight to ten times better than the human eye, according to the company. And because the STC covers some "158 models" of Cessna 100- and 200-series aircraft, it may now be installed on upward of 40,000 Cessnas. The list currently excludes the 208 and P210, but..[Read More](#)

ECONOMY OF SCALE MAY MAKE F-35 ONLY GAME IN TOWN

Lockheed Martin last week said it is seeing growing demand for its F-35 Joint Strike Fighter. As a joint development project in a severely crippled world economy, those countries that can afford to be involved may realize big benefits from joint collaboration. Lockheed Martin believes the aircraft's characteristics will make it a viable replacement for some 13 models currently used by partner countries worldwide..[Read More](#)

APA USES CONTINENTAL 61 TO SUPPORT AGE-60 RULE

Speaking for the Allied Pilots Association, spokesman Scott Shankland told WFAA TV in Dallas/Forth Worth, Thursday, that incidents like the Thursday death of a pilot aboard Continental Flight 61 will

be more likely, and he knows why. Shankland told the TV station, "this is the reality of what we're going to be dealing with on an increasing bases as a result of the increase of retirement age to 65." ..[Read More](#)

WASP TO RECEIVE TOP CIVILIAN HONOR

Legislation honoring the Women Airforce Service Pilots (WASP) who flew more than 60,000,000 miles from 1942 to 1944 on every type of assignment but air combat has passed both houses of Congress. The Hutchison-Mikulski Bill on June 16 passed the House, sponsored by 334 representatives. It had passed the Senate in May, co-sponsored by 75 senators. Upon the signature of President Barack Obama, the bill will award the women with the Congressional Gold Medal in recognition of their service..[Read More](#)

FAA CHIEF BOOSTS NEXTGEN BUDGET, EXPECTS LABOR PEACE SOON

Speaking before a House appropriations committee on Tuesday, FAA Administrator Randy Babbitt asked for a 24-percent boost in funding for NextGen projects, a total of \$865 million. Babbitt also said that negotiations with the air traffic controllers union, which were stalled and contentious for several years, now are making progress. "I'm optimistic," he said. "The talks are proceeding well, both sides are at the table, and I think we'll reach an agreement. The best agreements are reached when everyone wants an agreement, and right now there is both that desire and a positive atmosphere." Babbitt said..[Read More](#)

CESSNA ANNOUNCES MORE LAYOFFS

A new round of Cessna layoffs announced on June 12 will bring total workforce reductions since November 2008 to 8,265, or 53 percent of the company's total number of workers, the Wichita Eagle has reported. Counting Cessna, Hawker Beechcraft, and Bombardier Learjet, total layoffs in Wichita since November have reached 11,875, the newspaper reported. Meanwhile, Cessna also has reported two big sales deals for its Grand Caravan single-engine turboprop and Cessna 182 Turbo Skylane..[Read More](#)

OBAMA PICKS CHAIR FOR NTSB

President Barack Obama has announced that he will nominate Deborah A.P. Hersman to chair the National Transportation Safety Board (NTSB). Hersman has been a member of the board since 2004. If confirmed, she will take over for acting chairman Mark V. Rosenker. The NTSB is charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation. Hersman has represented the board at 15 major transportation accidents, including the fatal 2006 crash of a Cirrus SR20 into a Manhattan apartment building involving New York Yankees pitcher Cory Lidle. Before joining the NTSB, Hersman handled surface transportation issues as a senior professional staff member of the U.S. Senate Committee on Commerce, Science, and Transportation from 1999 to 2004 and served on the staff of Rep. Bob Wise of West Virginia from 1992 to 1999.

BRITISH PILOT WINS ONTARIO RED BULL RACE

British pilot Paul Bonhomme won the Red Bull Air Race on June 14, and all three U.S. pilots competing placed in the top 10. A crowd estimated at 290,000 watched 15 pilots compete for the fastest time through a series of pylons placed on barges in the Detroit River. U.S. pilots Kirby Chambliss, Mike Mangold, and Mike Goulian placed third, fourth, and sixth, respectively. The race was the third of the season, with final races set for Hungary, Portugal, and Spain. Points standings will de-

termine the champion for the season. In overall points, Hannes Arch of Austria leads, with Mangold in sixth place, Chambliss in eighth, and Goulian in eleventh. The aircraft speed through the course at up to 230 mph while flying 10 feet above water.

RUNWAY INCURSION ANIMATION: CITATION VS. AIRBUS ON TAKEOFF

In a busy runway environment, simple misperceptions can have potentially devastating consequences. On the night of Feb. 15, 2008, as ground delays mounted and tensions increased at Boston Logan International, the flight crew of a Cessna 560 received instructions to cross Runway 27. The only problem: They were holding short of Runway 33L. Rather than query ATC, the crew rolled directly into the path of a departing Airbus 320 hurtling down the active runway. See what happened next in a new [runway incursion animation](#), complete with actual ATC audio, from the FAA Office of Runway Safety and the AOPA Air Safety Foundation.

WEATHER UNDERGROUND FEATURES TDWR

Weather Underground, a comprehensive weather Web site known for its high-quality, interactive Doppler radar imagery, has just added imagery from all 45 of the nation's Terminal Doppler Weather Radar (TDWR) stations to its offerings..[Read More](#)

LATEST TEST FLIGHT BACKS CLAIM THAT BIOFUELS OUTPERFORM OTHER FUELS

Continental Airlines said a 90-minute test flight using biofuel achieved slightly better fuel efficiency than regular jet fuel. The biofuel, which was derived from jatropha and algae, was designed to lower greenhouse gas emissions. A consortium made up of Boeing, commercial airlines and engine makers have announced that tests performed in 2008 and early 2009 show that biofuels perform "as well or better" than petroleum-based jet fuel and improve the carbon footprint and efficiency of airplanes. Boeing plans to submit the results to an international standards body in the hopes that the fuel will be approved for commercial use in the near future..[Read More](#)

CRASHES RAISE QUESTIONS ABOUT COMPOSITE PARTS IN PLANES

WASHINGTON - On a bright-blue morning just two months after the worst terrorist attack in American history, a silver jumbo jet with red, white, and blue trim took off from New York's John F. Kennedy International Airport. Moments later, it plummeted into the Queens neighborhood of Belle Harbor, killing 260 people on the plane and five more on the ground. The timing of the crash, the New York location, and the fact that it was an American Airlines jet - one of two carriers involved in the Sept. 11, 2001 attacks - raised immediate concerns about terrorism. Those fears were put to rest when investigators attributed the crash to pilot error..[Read More](#)

REGULATORS ZERO IN ON RISKS OF AIRBUS SENSORS

After the deadly crash of an Air France jet this month, Europe's main air safety regulator is expected to decide by Friday whether to require all airlines to replace the air-speed sensors on Airbus A330 planes, a spokesman for the agency said Wednesday. If regulators issue the mandatory order, known as an airworthiness directive, it would signal that they believe that a series of speed-sensor malfunctions since 2007 involving several Airbus planes are a legitimate safety concern..[Read More](#)

FAA PLANS NEW SAFETY RULES FOR REGIONAL AIRLINES

Federal aviation regulators and airlines Monday agreed to take emergency actions to improve safety at regional carriers in response to concerns over poor piloting and fatigue in recent accidents. Using unusually tough language, Federal Aviation Administration (FAA) chief Randy Babbitt said that safety among the smaller airlines is not always equal to their major counterparts, and he vowed to use his position to increase pressure for broad improvements..[Read More](#)

A DAY AT AMERICAN AIRLINES

AROUND THE OPERATION

AA Departures - 12,729

Cancellations - 752

91 MECH, 650 ATC/WX, 2 DMG-CS, 4 OP-CREW, 1 DMG-FOD, 4 OTHER

Events - 8

8 ACFT DMG

Air Interrupts - 111

12 MECH, 4 MED EMER, 50 WX, 45 OPS

Source: Morning Sit

- A S80 headed from TUS to DFW returned to TUS due to rapid depressurization shortly after departure. Emergency declared. Aircraft landed overweight without incident. Oxygen masks did not drop from passenger units. One passenger transported to hospital for ear discomfort. Eight additional passengers treated and released. Aircraft out-of-service. Flight delayed 1 hour and 54 minutes.

- A S80 headed from ORD to IAH diverted to STL due to a center fuel tank quantity indication loss. Emergency declared. Aircraft landed without incident .

Maintenance placarded center fuel quantity per MEL. Plan routing for repair.

- An inadvertent 1L door slide partial deployment occurred on a S80 headed from YUL to MIA because the door was left in the armed position.

Replaced 1L door slide and door assist reservoir.

- An emergency was declared on a S80 headed from ORD to DFW due to noise in nose landing gear area after gear retraction. Aircraft landed without incident.

Maintenance found nose gear assist spring broken. Replaced spring.

- A S80 headed from LAX to ORD diverted to PSP due to an inoperative APU with the left engine generator on the MEL. Emergency declared. Aircraft landed overweight without incident.

Overweight landing inspection completed. Generator CSD oil level verified and ops / leak checked good. MEL cleared. APU operation check indicated no problems. Maintenance unable to duplicate issue. No faults on ECU.

- A 757 headed from SFO to BOS diverted to DEN due to an ill Captain. The Captain reported flu like symptoms. Emergency declared. Aircraft landed without incident. Captain transported to Universal Hospital for evaluation. Flight continued to BOS with crew from DEN hotel.

- A 767 headed from JFK to ZRH diverted to YHZ due to smoke/fire reported in mid-cabin lavatory. Emergency declared. Aircraft landed overweight without incident. Fire contained to under sink and extinguished by cabin crew. One passenger went to hospital for stress.

PRECISION TURBINES AVAILABLE ENGINE INVENTORY

JT15D-1A/B	PCE 77440	TSN 6085	TSO 97 HRS	Under Contract
JT15D-1A/B	PCE 77459	TSN 2406	TSO 2406 HRS	\$149,500.00
JT15D-1A/B	PCE 77460	TSN 2406	TSO 2406 HRS	\$149,500.00

JT15D-4B	PCE 102281	TSN 6650	TSO 3250 HRS	Available For Lease
JT15D-4B	PCE 102268	TSN 6497	TSO ZERO HRS	For Sale
PT6A-135	PCE 92091	TSN 7189.1	TSO 310 HRS	For Sale
PT6A-135	PCE 92093	TSN 7176.7	TSO 330 HRS	For Sale
JT15D-1A	PCE 76792	TSN 6717	TSO 3327 HRS	For Sale Or Lease
JT15D-1A	PCE 76802	TSN 6717	TSO 3327 HRS	For Sale Or Lease

RECENT INVENTORY

TWO JT15D-4B	MID LIFE	TSO 1872	TSO 1872	For Sale Or Lease
TWO PT6A-41	MID LIFE	TSO 1600	TBO 3600	For Sale
TWO PT6A-11S	MID LIFE	TSO 2600	TSHSI 835	\$74,000.00 Each

Call For Details 561-350-3028

*Precision Turbines is an ASR (Authorized Sales Representative) for Sierra Industries and specializes in Citation and King Air Engine retrofits.

[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.aero, just as soon as feasibly possible.

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