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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.aero](http://www.precisionturbines.aero)

#### **FLIGHT RECORDERS CONFIRM BIRD STIRKE IN NYC**

The black boxes recovered from US Airways Flight 1549 reveal that the plane lost power in both engines after hitting a flock of birds at 3,200 feet, confirming initial reports from passengers and crew. "The captain makes a radio call to ATC (air traffic control) calling mayday and reports that they hit birds, lost both engines and were returning to LaGuardia," said Kitty Higgins, a member of the National Transportation Safety Board, in releasing the cockpit transmissions on Sunday. Higgins praised the crew's quick thinking in saving the lives of all on board. "Miracles happen because a lot of everyday things happen for years and years and years," she said. "These people knew what they were supposed to do and they did it and as a result, nobody lost their life."..[Read More](#)

#### **SOUTHWEST SHOWS HIGH COST OF CORPORATE BORROWING**

When Southwest Airlines went to the bond market to raise \$350 million last month, it was forced to pay interest rates of 10.5%, nearly double the rate of a 2004 bond issue. Even companies like Southwest, which boasts an investment-grade rating, will continue to find borrowing difficult, experts say, while riskier companies are being locked out entirely..[Read More](#)

#### **AMERICAN TO IMPLEMENT SAFETY REPORTING PROGRAM WITH FLIGHT ATTENDANTS**

American Airlines flight attendants can report safety concerns without any fear of reprisals under a new Aviation Safety Action Program announced Friday. The airline canceled its ASAP with pilots last year, following union allegations that pilots who reported safety lapses were being disciplined by the..[Read More](#)

## **FEWER MILITARY VETERANS FIND SECOND CAREERS WITH AIRLINES**

Experts say about 90% of the commercial airline pilots hired in 1992 had military flight experience, compared to just 28% of those hired last year. Though the decline in veteran resumes is viewed with alarm in some quarters, pilots say it makes little difference in practical terms. Though commercial training might be more condensed than military service, "A civilian pilot can make the same cool decision as a military pilot can," according to military veteran and airline consultant Brad Bartholomew. [Read More](#)

## **BOEING REPORTEDLY SET TO CUT 787 OUTSOURCING**

Following repeated delays on its 787 Dreamliner, sources say Boeing Co. executives are rethinking their strategy of global outsourcing and planning to bring more production back in-house. In dollar terms, outside suppliers are said to account for some 70% of the first-generation 787, and widespread cancellations of outsourcing contracts could prove politically tricky. Still, executives appear to believe that reining in suppliers is key to solving the plane's much-publicized woes. "We will probably do more of the design and even some of the major production for the next new airplanes ourselves as opposed to having it all out with the partners," says Mike Denton, engineering vice president. [Read More](#)

## **US AIRWAYS PLANE HAD PRIOR ENGINE TROUBLE, NTSB SAYS**

The US Airways plane that splashed down in the Hudson River last week experienced a malfunction in its engine compressor just 48 hours earlier, according to the NTSB. "There was an entry in the aircraft's maintenance log that indicates a compressor stall occurred on Jan. 13," spokesman Peter Knudson said Monday, adding that NTSB investigators planned to interview the pilot of the earlier flight. Thus far, the investigation into Flight 1549 has not uncovered any "anomalies or malfunctions" prior to the pilot's report of a bird strike and loss of power. [Read More](#)

## **BRITISH GOVERNMENT APPROVES THIRD RUNWAY FOR HEATHROW**

Officials at British Airways and Virgin Atlantic are praising the government's decision to approve the construction of a new, \$13 billion runway at London Heathrow Airport, while opponents vow to stall the project pending mid-year elections that could sweep the Labour Party from power. Business leaders and airport officials say the runway is needed to keep Heathrow competitive with other European airports, including Amsterdam Schiphol and Paris Charles de Gaulle. In announcing its decision, the government said it would spend billions on rail links and. [Read More](#)

## **PILOTS' HOLSTER CAN CAUSE GUNS TO DISCHARGE, DHS FINDS**

An investigation by the Department of Homeland Security has determined that design flaws in TSA-issued holsters can cause "accidental discharges" among pilots who carry weapons onto the flight deck. The issue came to light last March when a gun carried by a US Airways pilot discharged on approach to Charlotte Douglas International Airport, piercing the left side of the fuselage. There were no injuries in the incident. The DHS report urges TSA to discontinue use of the holster. [Read More](#)

## **BACKUP SYSTEMS HELPED PILOT MAINTAIN CONTROL OF PLANE**

Backup systems helped maintain electrical and hydraulic power on US Airways Flight 1549 even after the plane lost both its engines in an apparent bird strike. According to NTSB investigators, an auxiliary power unit made by Honeywell International Inc. kept electricity flowing to the plane's computers, allowing Capt. Chesley Sullenberger III to

execute a controlled splashdown in the Hudson River. Hydraulics, meanwhile, remained functional due to the plane's ram air turbine, a small propeller that provides backup power to the hydraulic pump..[Read More](#)

### **NORTHROP GRUMMAN SUED OVER MALLARD CRASH**

It's not often that a manufacturer is sued for allegedly defective products it hasn't built in almost 60 years but that's where Northrop Grumman finds itself. Chalk's Ocean Airways and its insurer AIG is suing the company over the crash of one of Chalk's Grumman Mallards in December of 2005, claiming the 58-year-old aircraft wasn't properly made. "There was a manufacturing problem with the rivets," Chalk's attorney John Eversole told the Miami Herald. "Our allegations are that there was a weak area where the wings are attached to the fuselage, an area that could lead to weakness if under stress. This area is enclosed and cannot be inspected. The metal is built around the area where this wing sheared off..." The right wing on Chalk's Mallard came off in flight and the resulting crash killed all 20 aboard. The Herald said Northrop Grumman declined comment on the suit..[Read More](#)

### **ECLIPSE SALE HEARING CONTINUES TUESDAY**

While much of the country will be absorbed by the events in Washington, Tuesday, a bankruptcy court in Delaware will be hearing arguments for and against the purchase of Eclipse Aviation by a company owned by its current chairman. The hearing into the proposed sale of the company to a Luxembourg-based subsidiary of ETIRC Aviation, owned by Roel Pieper, was scheduled to wrap up on Friday but not all the testimony (much of it in opposition to the sale) could be heard. Since Monday is a holiday, the proceedings were set for Tuesday. According to KRQE the disposition of 30 aircraft already in production is one of the stumbling blocks..[Read More](#)

### **FLIGHT 1549 CREW: BIRDS FILLED WINDSHIELD**

The NTSB said over the weekend that the first officer of US Airways Flight 1549 clearly saw the formation of birds seconds before they were ingested in the Airbus A320's engines, causing immediate loss of thrust and an eventual ditching in the Hudson River. The NTSB said Saturday that interviews with Captain Chesley B. Sullenberger and First Officer Jeff Skiles revealed that Skiles had seen the birds approaching in perfect formation and made note it. An instant later, Sullenberger said the windshield was filled with big, dark-brown birds. "His instinct was to duck," the NTSB's Kitty Higgins told The Associated Press, in summarizing the crew interview. Skiles was flying the leg from LaGuardia to Charlotte on Thursday afternoon, but immediately after the bird strike, Sullenberger assumed control and began the sequence of events that ultimately resulted in a successful ditching in the Hudson with all occupants surviving. As the engines spooled back, the smell of burning birds and fuel filled the cabin air system..[Read More](#)

### **FAA PROPOSES CHANGES TO PRO PILOT TRAINING**

The FAA has released a Notice of Proposed Rulemaking (NPRM) that would "enhance tradition training programs" for Part 121 crew and pilots by requiring simulator training and additional requirements "in areas that are critical to safety." The proposed rules would provide more frequent recurrent training to co-pilots than captains, as the FAA aims to prepare a workforce that, it is expected, may be less experienced on average due to demand in the coming years. Toward that end, recurrent training for co-pilots would take place every nine months, instead of the annual intervals set by the current timetable. Other major changes would cause training and evaluation of

flight crew members to take place in a full crew environment, require special hazards training, recurrent Line Oriented Flight Training (LOFT), and "reduce the frequency of performance drills using emergency equipment and procedures." The proposals are aimed at "raising the bar to a higher standard" and providing skill sets that allow crews to "respond better if a mistake is made," an FAA spokeswoman told The Wall Street Journal.. [Read More](#)

### **NTSB UPDATE ON US AIRWAYS 1549 – ONE ENGINE ATTACHED**

The NTSB Saturday revised its Friday statement that both engines had been torn from US Airways flight 1549 -- the Airbus A320 that ditched in the Hudson river Thursday afternoon at about 3:30 pm. Divers Saturday confirmed that the right engine is still attached. Early reports stated that the pilot had reported bird strikes soon after departing LaGuardia for Charlotte and prior to safely landing the aircraft with 155 aboard, in the river. The aircraft's voice and data recorders (black boxes) have not yet been retrieved (Friday) due to the challenges presented by the cold weather, the cold water, the strong river currents (which are subjected to tidal flow), and other factors. Cabin crew interviews had been conducted, but interviews with the pilots and some controllers are expected to begin, Saturday. Investigators also plan to Saturday remove the aircraft from the river, place it on a barge and move it to a secure location for thorough investigation. The voice and data recorders may be removed before the aircraft reaches that location. Friday, investigators began searching the river with "side scan SONAR" to find the aircraft's engines. "It's obviously important to look, physically, at the engines," an NTSB spokeswoman said, "it's a very important piece of the puzzle." She added, "My understanding is that we have a preliminary timeline," and a transcript between air traffic control and the cockpit should soon be available.. [Read More](#)

### **QUESTION OF THE WEEK: AVIATION STIMULUS MONEY – IF IT COMES, WHERE SHOULD IT GO?**

Times are tough, and money is tight – but everyone knows there are plenty of projects that need tackling in the aviation world. If the newly-unified aviation industry succeeds in getting federal spending for aviation infrastructure, what should be the first priority? Plus: Last week, we asked AVweb readers if 2009 might be the year they take the plunge and buy a light airplane; click through to read what they told us.. [Read More](#)

### **FALCON 2000LX ON TRACK FOR 1Q/09 CERTIFICATION**

France-based business jet manufacturer Dassault yesterday confirmed to AIN that the Falcon 2000LX, a winglet-equipped 2000EX, is slated for certification by March, following several delays. Certification flights, with FAA and EASA pilots, are to begin "in the coming days" in Tucson, Ariz., on a development aircraft. The latest issue was with leading-edge.. [Read More](#)

### **GLOOM DEEPENS FOR US BUSINESS JET MANUFACTURERS**

The outlook for US-based business jet manufacturers is increasingly gloomy following a second wave of political attacks and layoffs in as many months. In.. [Read More](#)

### **AVIATION GETS \$3 BILLION IN STIMULUS PACKAGE OUTLINE**

Plans for a proposed economic stimulus package will include money for aviation infrastructure, specifically for airport improvements, according to an executive summary of the House Democrats' stimulus legislation released by.. [Read More](#)

## PRECISION TURBINES AVAILABLE ENGINE INVENTORY

JT15D-1A PCE 77459	TSN 2406	TBO 680 HRS	Sale Pending
JT15D-1B PCE 77460	TSN 2407	TBO 594 HRS	Sale Pending
JT15D-4B-PCE 102281	TSN 6650	TBO 250 HRS	Available For Lease
JT15D-4B PCE 102268	TSN 6497	TBO 3500 HRS	For Sale Exchange
PT6A-135 PCE 92091	TSN 7189.1	TBO 3290.8 HRS	For Sale
PT6A-135 PCE 92093	TSN 7176.7	TBO 3279 HRS	For Sale

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

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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](mailto:rspahr@precisionturbines.aero), just as soon as feasibly possible.

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