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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

US AIRWAYS FLIGHT 1549: FIRST-HAND ACCOUNT FROM A DIFFERENT PERSPECTIVE
Passenger On Flight Happened To Be AAL Boeing 767 Pilot. Numerous passenger accounts of the ditching of US Airways Flight 1549 in the Hudson River have surfaced since the successful forced landing executed by Captain "Sully" Sullenberger, but few have that rare combination of educated observer and participant in the extraordinary event. The Fort Worth Star-Telegram reports that Susan O'Donnell, an American Airlines Boeing 767 pilot based at LaGuardia Airport, was a passenger on Flight 1549. Here are excerpts from her first-hand account of the experience, as released by the Allied Pilots Association. [Read More](#)

THE GENERAL AVIATION PUSH FOR STIMULUS

The American Recovery and Reinvestment Act (ARRA) that passed in the House last week "would pump an additional \$3 billion toward airport improvements," according to AOPA President Craig Fuller. Of course, the wording of the package is expected to see changes on its course through the Senate. And, the Senate is considering economic stimulus legislation that proposes "a smaller amount of additional AIP funding," according to AOPA. Still, the organization is hopeful that projects that would immediately create jobs are backed by the argument of improving the country's transportation infrastructure and apparent benefits for the long term, and may yet see favor. Under the plan as it is -- before seeing the Senate -- projects that could go to contract within three months of FAA approval would be the targets of additional funding. AOPA will be lobbying the House and Senate to include "bigger investment for airports" as they "resolve the differences in a conference committee." [Read More](#)

CESSNA LAYOFFS CONTINUE

Cessna announced a further 2,000 layoffs last week, bringing the company-wide total to 4,600. Most of the layoffs hitting workers in Wichita. However, the company's Bend, Ore., facility (where the Corvalis -- previously Columbia -- series is manufactured) is losing another 120 as part of the latest cuts. That facility is currently producing about one aircraft per week where last year it produced four. Loss of personnel there has cut Cessna's Bend staff to less than half of its former levels. In Kansas, where about 4,000 of the 4,600 can be found, Governor Kathleen Sebelius called the move "devastating." In all, Cessna has trimmed about half of its Bend workforce and about a third from Wichita. At Independence, Kan., the company plans to cut 200 jobs as part of the latest cuts, bringing the employee roster there to about 1,300. According to Cessna CEO Jack Pelton, "Making this decision is difficult for your leadership team and me personally. These actions are necessary to secure our future." According to Biz-Journals.com, "Cessna's backlog at the end of the fourth quarter was \$14.5 billion, up \$1.9 billion from the end of 2007," but revenue fell.. [Read More](#)

AIRLINE ALTERNATIVE FUEL TRIALS, GENERAL DYNAMICS' GREEN JET ENGINE

Japan Airlines set out Friday to become the fourth airline in about one year to flight test a biofuel -- this one mixes jatropha oil, algae and camelina (flax) and follows recent flights by Continental (last week), Air New Zealand (December '08) and Virgin Atlantic (February '08). The latest test was scheduled for one hour flown aboard a Boeing 747-300 powered by both jet fuel and the biofuel blend. Continental's flight was similar, flying one engine of a 737-800 on jet fuel and the other on a 50/50 blend of traditional fuel and a jatropha/algae blend. Proponents encouraged by the promise of algae fuels are anxious to convert ponds (enough to cover Belgium) into algae farms, claiming that would provide enough fuel to feed all commercial airlines worldwide. The biofuels are seen as an attractive option for their negligible carbon footprint and sustainability. Meanwhile, the U.S. Air Force has awarded \$18.5 million to a division of General Dynamics to develop an engine built with parts that do not corrode, that will not use or release hazardous materials and generally offer a low emissions and noise signature.. [Read More](#)

FAA BETTER DEFINES KNOWN ICING

The FAA has released a new letter of interpretation intended to better define "flight into known icing conditions" that, according to AOPA, "could benefit many GA pilots." According to the FAA, while known icing conditions are "not defined by regulation," the term has been "used in legal proceedings involving violations of FAA safety regulations." Where regulations already require that pilots not operate an aircraft in a "careless or reckless manner so as to endanger the life or property of another," the letter now states that with regard to icing, "reasonable and prudent" decision-making will be considered. Specifically, if the available information "indicates to a reasonable and prudent pilot that he or she will be operating the aircraft under conditions that will cause ice to adhere to the aircraft along the proposed route and altitude of flight, then known icing conditions likely exist." AOPA's interpretation of the letter is that the FAA will now judge each encounter with ice by whether a "reasonable and prudent" pilot would have taken similar actions when faced with similar available information and circumstances. AOPA believes that the specific wording describes a break from its previous interpretation of the FAA's position that any situation of below-freezing temperatures and visible moisture would constitute known icing conditions.. [Read More](#)

US AIRWAYS DITCHING FALLOUT HITS AMERICAN WITH RAFTS

American Airlines has decided that its possible failure to equip aircraft with enough emergency life rafts means that it will limit the number of passengers it carries on those aircraft until it knows exactly how many rafts it might need. That means American's Boeing 767-300 aircraft, which are configured to hold 236 people (including crew) and fly mostly trans-Atlantic routes, will hold no more than 228 people until the situation is resolved, probably by February. The FAA requires carriers to provide enough rafts to accommodate everyone on the aircraft even if one raft fails, and following a recent review of its own 737 aircraft American decided to investigate other aircraft in the its fleet. The airline added seats to certain 767s when it increased business-class capacity beginning in 2005. American told its employees in a note Tuesday that the safety of passengers had never been in danger, thanks to other available flotation devices available on the aircraft. Of course, survivability for ditching survivors may be improved for those who find themselves rafts when compared to those immersed in cold waters, clutching a seat cushion..[Read More](#)

BOEING CUTS 10,000 JOBS

Boeing this week bumped up its previously announced plan to cut 4,500 jobs, and will lay off a total of 10,000 workers, the company told reporters during a conference call on Wednesday. That's about 6 percent of the company's total workforce. Boeing blamed last year's strike and the global recession for its losses. "The progress we made in many areas of Boeing during 2008 was outweighed by the impact of the strike and our performance on some key development programs," said Chairman, President, and CEO Jim McNerney in a news release. "Our imperative going forward is improving execution where it needs to be improved, maintaining strong performance across all our production programs, and preserving our financial strength to grow in these challenging economic times." The company delivered only 50 aircraft in the last quarter of 2008, but plans had called for 120. Interest in the 787 Dreamliner remains strong, the company said, with 895 orders on the books, although one customer has canceled an order for 15 aircraft. First deliveries of the 787 are now expected in early 2010, with first flight in the second quarter of this year..[Read More](#)

CESSNA REVISES SKYCATCHER DESIGN

Cessna has revised its SkyCatcher design with a new tail, and brought the airplane to last week's Sport Aviation Expo in Sebring, Fla., to show to potential customers and the press. The new tail surface is bigger and more vertical, and project engineer Neal Wilford told AVweb the new design is now in flight testing and has been performing well. The airplane's aerodynamics got a second look after a spin accident last year, in which the test pilot was unable to regain control and bailed out, and the airplane spun in and crashed. Wind tunnel tests on the new design have shown the airplane has no unrecoverable spin characteristics, says AOPA. Other minor changes include the removal of the dorsal fin, and a switch to aluminum seats to save weight. Wilford told Kitplanes editor Marc Cook at Sebring that the production line at Cessna's factory in China is ready to go and the first copy of the SkyCatcher is already in the works. Once complete, it will be shipped to the U.S. and reassembled here, for first delivery in the second half of this year. Cessna has said it has about 1,000 orders for the airplane, which sells for about \$112,000. Click here to see AVweb's exclusive video interview with Wilford and Cook at Sebring..[Read More](#)

AUSTRO TURBO-DIESEL ENGINE CERTIFIED BY EASA

Diamond Aircraft Industries has received EASA Type Certification for its Austro E4 turbo-diesel airplane engine, the company announced on Wednesday. The certification

has been in the works for almost four years, but recently interest in the engine has intensified as Thielert, another European manufacturer of diesels for GA aircraft, encountered financial difficulties and declared bankruptcy. Although Thielert has continued to produce engines, Diamond has clearly been anxious to bring the Austro alternative to market. Generally, FAA certification follows relatively quickly once the EASA standard has been met. Diamond CEO Christian Dries said the EASA certification program cost about US \$64 million. "The complete program developed into one that was significantly more complex than originally anticipated," Dries said. "Only the full dedication of all participants, specifically the Austrian and European Airworthiness Authorities, MB Tech, Bosch General Aviation Technologies and our employees, enabled the successful conclusion of the certification process." There are already 27 Diamond DA42 NG airplanes with AE 300 engines on the production line, the company said, and type certification for those aircraft is also expected imminently. Following will be AE 300 powered versions of the DA40 and the DA50. For the existing diesel-engine-powered Diamond fleet, a retrofit solution to convert to AE 300 power will be developed and offered, the company said. [Read More](#)

EMIRATES AIR MAY TURN CRISIS INTO OPPORTUNITY

As corporations try to trim costs by cutting back on their in-house flight departments, business workers in need of long-distance transport may turn to luxury airlines -- at least, that's the hope of Emirates Airlines, based in Dubai. The airline hopes to appeal to business-class and first-class travelers in the U.S. who need to travel abroad. The airline's widebody fleet can fly nonstop between just about any two spots on earth. To ease the weariness of the trip, Emirates offers perks such as complimentary limousine service, gourmet on-board meals, personal 17-inch video screens with over 1,200 channels of in-flight entertainment, hot showers, and private suites and mini-bars. Emirates recently treated about 500 invited guests in the San Francisco Bay area to a lavish dinner party with actress Hilary Swank as host and a live show by Sheryl Crow, USA Today reported on Tuesday. "It was over the top," said travel broker Terry Brodt. The airline operates more than 120 new widebody airplanes, including 58 Airbus A380s. [Read More](#)

GD UPBEAT ABOUT GULFSTREAM, JET AVIATION

Bucking the current economic tide, Gulfstream Aerospace and Jet Aviation parent company General Dynamics yesterday posted strong revenues and profits for 2008, thanks in no small part to its aerospace division. Overall the company posted \$29.3 billion in revenues and \$2.48 billion in profits last year, up from \$27.2 billion and \$2.1 billion in the. [Read More](#)

UBS: BIZJET FLIGHT ACTIVITY DECLINE CONTINUES

Business jet flight activity last month fell 19 percent from the same period a year earlier, although that was better than November's 25-percent drop-off, according to a business jet market report issued this morning by UBS Investment Research. Flight activity for the entire year was off nearly 12 percent compared with 2007. About 86 percent of the flights. [Read More](#)

ECLIPSE JET SOLE BIDDER, WINNER OF ECLIPSE ASSETS

Judge Mary Walrath of the U.S. Bankruptcy Court for the District of Delaware on Tuesday approved the sale of bankrupt VLJ manufacturer Eclipse Aviation's assets to EclipseJet Aviation International, an affiliate of Etirc Aviation. No other bidders sur-

faced. The court approved the sale of Eclipse's assets for \$28 million in cash, \$160 million in promissory. [Read More](#)

PIPER CONFIRMS LAYOFFS, STILL SEEKS INCENTIVE MONEY

Vero Beach, Fla.-based Piper Aircraft confirmed that it laid off 150 employees, company CEO Jim Bass told Indian River County commissioners at a general meeting yesterday. Further, Bass said Piper could cut more personnel "if it gets worse," adding that the manufacturer could reduce its production output by up to 40 percent this year due to the slowdown in. [Read More](#)

DASSAULT REVIEWS FALCON PRODUCTION RAMP-UP

Dassault is slowing the planned production ramp-up this year for its Falcon business jets due to the economic downturn. The target production rate of 10 Falcons per month that was to be reached late this year is thus being reviewed. Last year, the rate was close to eight airplanes per month. The French manufacturer's management team last week announced to. [Read More](#)

BOEING 787 DREAMLINER PRODUCTION RESUMES

This airplane, designated ZA005, is the first to be powered with General Electric GEnx engines. The major assemblies were loaded in final body join over the past several days. The fuselage and wing joins occur simultaneously. "This airplane signifies our return to a steady production rhythm," said Jack Jones, vice president of 787 Final Assembly and Change Incorporation. [Read More](#)

HONDA AIRCRAFT SEEKS TALENT FOR HONDAJET

Full-page ads in the papers of America's most aviation-oriented cities -- Wichita, Savannah and Seattle -- are attempting to draw 100 specialized engineers to the HondaJet headquarters at Piedmont Triad International Airport in Greensboro, N.C. Cessna and Boeing may be laying off, but Honda Aircraft Co. is starting to ramp up. The specific technical positions target design and certification specialists from out of town even as Piedmont Triad works to develop an education and recruitment infrastructure. The area appears determined to leverage Honda's investment of \$100 million (that will ultimately create 400,000 square feet of facilities) and build on the 3,300 aviation professionals already calling the area home. HondaJet's new hires would bring Honda Aircraft's total employee base to about 500 (averaging \$75,000 per year). Conforming HondaJets should be in the air sometime this summer for use in FAA certification testing and Honda hopes to have one in the hands of its first customer by late 2010. [Read More](#)

CONTINENTAL REPORTS LOWER TRAFFIC, CAPACITY FOR JANUARY

Continental Airlines reported Monday that January traffic slid 11% to 6.43 billion revenue passenger miles compared to the same month last year. January domestic traffic was off 14.6%, while international traffic dipped 6.7%. The airline's capacity was down 6.5% in January compared to the same month last year.

FEDERAL AGENCIES TO OVERSEE \$25M BIOFUEL INITIATIVE

Energy Secretary Steven Chu says his agency will encourage a "robust biofuels industry" by participating in an initiative to dedicate up to \$25 million in grants toward the research and development of plant-based fuels that do not compete with food crops. "These grants will help support the development of a sustainable domestic biofuels industry by broadening the nation's energy sources as well as improving the effi-

ciency of renewable fuels," says Agriculture Secretary Tom Vilsack, whose agency is also participating in the research effort..[Read More](#)

SOUTHWEST IN TENTATIVE DEAL WITH PILOTS UNION

Union pilots at Southwest Airlines have reached a tentative agreement on a new, five-year contract that would boost salaries and retirement benefits, among other provisions. Union chief Carl Kuwitzky said Friday that pilots also would win increased work protections under the proposed agreement, which should go to the union's board in late February or early March, after both sides have hammered out the final language..[Read More](#)

RADAR, REST CITED AS TOP SAFETY ISSUES BY PILOTS UNION

Ten years after the National Transportation Safety Board called on the Federal Aviation Administration to deploy bird-detecting radar at U.S. airports, the experimental technology is still years away from widespread use. "That is not a satisfactory time frame," says Rory Kay, safety chairman of the Air Line Pilots Association. Kay says such radar is one of the union's top safety priorities this year, along with new regulations on pilot rest, an issue that causes concern within the airline industry. "We are open to reassessing the regulations," says a spokeswoman for the Air Transport Association. "However, it must be grounded in science."..[Read More](#)

NBAA CANCELS SAN DIEGO LIGHT BUSINESS AIRCRAFT SHOW

The National Business Aviation Association (NBAA) has canceled its 2009 Light Business Airplane Conference (LBA2009). NBAA says that the state of the economy led to the decision to cancel the event—originally set for March 13 and 14 in San Diego. LBA2009 was an event that NBAA hoped would emphasize its interest in the very light jet (VLJ) and the light-jet phenomenon, as well as recruit new members from that sector of general aviation..[Read More](#)

NEW AD FOR SOME FUEL-INJECTED ENGINES

The FAA has issued a new airworthiness directive (AD) covering some Lycoming, Continental, and Superior Air Parts engines with certain Precision Airmotive LLC RSA-5 and RSA-10 series, and Bendix RSA-5 and RSA-10 series fuel injection servos. This AD follows a March 2008 emergency AD that required repetitive inspections of the fuel injection servo plugs. The newly issued AD provides an ending action and requires owners of the affected fuel injection servo plug gaskets to replace them with new gaskets by Dec. 31. This AD affects newer-model single-engine Cessnas and some Pipers, as well as some overhauled and new replacement engines. Some engines that had fuel injection gaskets installed prior to March 2008 also could be affected.

BEECH OWNERS URGED TO PREPARE FOR CIRCUIT BREAKER SWITCH

The FAA has given pilots until Aug. 6 to replace circuit breaker switches in many Beech airplanes, and owners are urged to order replacement parts as soon as possible to avoid being grounded by a lack of parts availability. The decision to require the switch replacements follows FAA review of an airworthiness directive (AD) issued in 2008 (AD 2008-13-17). The review was conducted at the request of the American Bonanza Society, which had hoped to limit the scope of the AD. AOPA also had filed comments on the AD, asking that it apply only to Barons..[Read More](#)

WHAT'S UP WITH 121.5 MHZ ELTS?

U.S. pilots should beware that satellite monitoring of 121.5 MHz emergency locator transmitters (ELTs) ends on Feb. 1. However, existing 121.5 MHz ELTs will continue to meet the FAA's regulatory requirements after that date. Even though the satellites will no longer monitor 121.5 MHz signals, the search and rescue community will still respond when notified through other means. An upgraded ELT, the 406, will be monitored by satellites and contains a 121.5 MHz ELT within it. When linked to a GPS, it provides precise coordinates to search and rescue responders, narrowing the search area..[Read More](#)

COLDS CALL FOR FLYING WITH CARE

Cold and flu season is here again, and you may find yourself wondering whether or not you are OK to fly. While the FAA allows pilots to self-certify their medical ability to fly under FAR 61.53, that responsibility also comes with some limits. You can't fly if you have a "medical deficiency" that is medically disqualifying. And you shouldn't fly if you're taking a medication that is not on the FAA's "allowed" list. What's more, if you're wondering whether or not taking that flight is a good idea, it probably isn't...

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JT15D-1A PCE 76880 TSN 4078 TBO 2926 HRS For Sale
JT15D-1A PCE 76882 TSN 4184 TBO 2801 HRS For Sale

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

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

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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, just as soon as feasibly possible.

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