



# Jet Air Group

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## QUARTERLY QUOTE

*"If black boxes survive air crashes, why don't they make the whole plane out of that stuff?"*

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## Helping you achieve industry awareness

### Did you know?

- ▶ The cabin door has a drain and requires inspection.
- ▶ Your elevator and rudder trim tab actuator are removed, disassembled, inspected and lubed every 1800 hours.
- ▶ Flap motors are recommended to be overhauled at 3000 hours. Exchange price is under \$1000 (with bad core around \$2000). Fuel boost pumps are recommended to be overhauled at 1000 hours. Exchange price under \$1000 (with bad core, around \$2000). With the MU-2 parts for accessories becoming scarce, removing your components before they're totaled will save money. Flaps running slower than normal, boost pumps noisier than you recall, replace sooner and save.

### Upcoming Events

- ▶ NBAA's Annual Meeting & Convention, Orlando, FL October 20-22
- ▶ MU-2 training November 16-20, Jet Air Corporation, Green Bay, WI
- ▶ PROP 2010
  - Dallas, TX, April 16 & 17
  - Orlando, FL, April 30-May 1
  - Scottsdale, AZ, May 21-22

### Promotions

Portable GPS Navigator (automotive) with your 100/200/1-year inspection from now until January 1, 2010.

### Avionics news

- ▶ Jet Air Corp. is now an authorized S-Tec dealer
- ▶ November we will be starting our second G600 installation into an MU-2B-60.



Scott Dann (right) with Joe Megna, Sr. Scott dropped his -10 P model off for his 16<sup>th</sup> 100 hour. Scott purchased his aircraft eight years ago.

### Garmin News

- ▶ Garmin announced that the G600 integrated flight system now comes standard with SVT (Synthetic Vision Technology) and the GAD 43 autopilot interface adapter.
- ▶ G600-Sperry SPZ-500 is now on the STC.
- ▶ For installs and modifications we have in-house powder coating capabilities for you instrument panels.

### New Products

- ▶ Garmin GTS 800, GTS 820 and GTS 850 Advance Air Traffic Surveillance and Collision Avoidance System will be available fourth quarter 2009.



Mike Lavers' custom instrument panel for his -10 "K" model (note the angled avionic stack, relocated autopilot mode selector). The G600 PFD is centered for better visibility for the pilot.

### FROM THE FLOOR



Avionics manager, Joe Megna Jr. building a wire harness for an avionic stack. Much of an install package can be pre-wired for reduced downtime.