

Pixie Air Ltd.



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Mr. Chris Finnoff
Finnoff Aviation
185 Bellevue Drive
Boulder, CO 80302 USA

RE: PC12/47, VP-CPX

Dear Chris,

I would like to take this opportunity to give you my evaluation and opinion of the 5 blade Mt propeller that we purchased from you in February 2011. Since the propeller install the aircraft has flown approximately 78 hours with 85 cycles. This includes long flights such as from the winter base in Nassau, Bahamas to Arizona, Western Canada and across the North Atlantic to the summer base of Islay, Scotland.

The 5 blade Mt has turned our PC12/47 into a sports car version of the PC12. The performance differences I have experienced have been better than advertised. Operating in the Bahamas during the winter months, operations in the sea air is inevitable, but with the 5 blade prop I can now expedite the climb to 6500 ft to well above the salt layer much faster than before and comfortably "chop and drop" to the runway of landing substantially reducing the engine exposure in the salt layer. Our ground run on and off the coral runways has also been significantly reduced. As you may know, the coral is very abrasive to both the prop blades and the engine, if ingested as a dust. Coral is also very hard on tire wear. With the added propeller clearance and performance, I have notice a significant reduction in blade erosion. I rarely need the use of reverse thrust as I have found that beta works very well when used in conjunction with an appropriate flap setting and approach speed. The only problem I have experienced is that the brakes consistently grind due to lack of use. Occasionally I will use a heavy application of brakes on landing to rid the pads and brake disc of corrosion to stop the grinding.

Our operations in Scotland are similar to the Bahamas. The salt layer is present when the wind is blowing in from the sea and the short runway (08/26) of 2000 ft is usually the one most favoring the prevailing winds. The increased climb of the 5 blade prop gets the aircraft above the usual turbulence associated with the Islay airport providing the passengers with smooth comfortable air much sooner than in the past. Last week was a shining example of the performance of the 5 blade. Our flight took us from Islay to London on a day when a significant low-pressure system was covering most of Scotland. The weather and turbulence went to FL 250. After departing Islay on RWY 26 in approx 800 ft with a 30 kt headwind and 30 degrees of flap, we were cruising in smooth clear air at FL 270 in 19 minutes, much to the delight of the passengers. The aircraft, on that day, had a TOW of 9900lbs and the temp was within a few degrees of ISA.

As well as the performance increases, there have been significant passenger comfort increases as well. The owner of our aircraft, as you know, is elderly and has significant hearing loss which prevented him from having some conversations in the aircraft prior to the 5 blade prop being installed. He now has conversations without any problems thanks to the decrease in cabin noise. As pilot in command, I use the Bose noise-canceling headset. I frequently forget to turn on the noise canceling and with the 4 blade I would be abruptly reminded on the take-off roll that the noise-canceling was not turned on. With the 5 blade, I now have to make the conscious effort to turn on the noise canceling. Other passengers that frequently fly in the aircraft have noticed not only the quieter cabin, but also less vibration and

harmonics. I have noticed the same and find myself noticing other harmonics and vibrations such as the inertial separator in the retracted position.

Other PC12 operators have asked me my opinion of the 5 blade when they see the aircraft at various airports in our travels. In short, I grin and tell them they will never regret the investment. The aircraft owner also has his fun with his guests. He always likes to tell them I am about to show off the new "toy" just prior to the take-off roll.

Thanks again for all your fine service since the purchase of the aircraft from you in 2009 and the purchase of the MT 5 blade propeller in 2011. We look forward to working with you in the future for all our PC12 needs.

Sincerely,

Patrick G. Reilly, Aviation Manager
Pixie Air Ltd.
VP-CPX