December 29, 2010

Finnoff Aviation
Attn: Chris Finnoff
185 Bellevue Drive
Boulder, CO 80302

Dear Chris:

I wanted to tell you about my experiences with the new, MT-Propeller that was installed in late October on the Pilatus PC-12/45 I operate. To begin with, I have flown the PC-12 series of airplanes since May, 1998 and have logged over 1,400 hours in fifteen different serial numbered airplanes. I have logged more than 8,000 hours of flight time in over 100 make, model and series of aircraft. My flight experience in the PC-12 includes: 14 CFR Part 135 flying as Instructor Pilot and Check Airman, flights in all seasons and geographical areas of the United States, and airport operations at -37 F to +105 F. This previous experience utilized the original propeller that was certified with the airplane. These flight operations occurred with weights below 7,000 pounds to the gross weight of the airplane.

These are my performance observations while conducting flights with the MT-Propeller

1. Less vibration during engine start to ground idle.
2. Shorter takeoff ground roll of 300 to 500 feet.
3. Greater acceleration on the takeoff roll and reaching max torque of 44.34 PSI.
4. At Best Rate of Climb (120 KIAS) a greater rate of climb compared to the previous prop.
5. Greater Indicated Airspeed while in cruise of at least 5 to 7 knots.
6. While in the mid to upper twenties when climbing to RVSM altitudes, at least a 500 to 800 FPM climb rate. Before, utilizing the previous propeller, the Rate of Climb was only 100 to 300 FPM.
7. Less cockpit noise and vibration in climb and cruise flight.
8. Less cabin noise at cruise; especially seats 3, 4, 5 and 6. Cabin entry door noise filters thru to seats 1 and 2. Perhaps cold weather kit-blanket would stop this noise?
9. There is a greater deceleration at touchdown when using BETA and reverse.

During a recent flight, I departed Omaha (KOMA), elevation 984 MSL, and climbed to FL260 in 18 minutes and used 170 Lbs fuel. Takeoff weight was 9,150 LBS. KIAS was 120 and most of the climb was at least 1,800 FPM. Temperature at the surface was 0 C and at FL

260 -36 C. KIAS in cruise was 175 KTS and TAS was 257 KTS. These speeds and climb rates were not available with the previous propeller, when operating with the same weights and temps.

You may use this testimonial for promotional purposes.

Sincerely,
John L. Keller