



PAC 750XL Update

January 2009 Newsletter

2008 seems to have passed at breathtaking speed and I have been reminded we are overdue for an update. What better time than the start of a new year to recap and also look forward.

2008 was a memorable year. We started off in January by ferrying a PAC 750XL from California to Oahu, Hawaii, where it has not had an unscheduled down day in 365 days. The economy started trembling under the weight of the housing problem carried over from 2007. The doom and gloom of winter gave way to a sense of calm as spring brought out the sun. We picked up another new PAC 750XL at the factory for delivery to the USA in June. The calm of spring gave way to rapidly escalating fuel prices, so we decided to bring the new plane to the USA in a container. This process turned out very well. The new aircraft was delivered to Clear Sky Holdings of Nevada (their second PAC 750XL) with less than two hours of flight time and not a scratch.

The PAC 750XL has proven to be the safest and most efficient jump plane in the world; a fact that was fully appreciated when jet fuel passed \$5.00 a gallon. Operators of the PAC 750XL, whether leased or owned, were extremely pleased with the lift capability. The PAC 750XL uses less fuel on a per head basis than any other turbine. The PAC 750XL's ability to fly as many jumpers per hour as a Super Otter, profitability, with these fuel prices, cemented new sales contracts. MAXim Aviation ordered a fourth PAC to add to their fleet. Doug Smith of Chicagoland Skydiving ordered a new one after leasing for two seasons and Skydive Las Vegas has one on order.

At the moment MAXim's new acquisition is being reassembled after an uneventful trip across the Pacific. Skydive Chicagoland will take delivery in February 2009 and Las Vegas will take delivery in March 2009. Together we are all doing our part to "stimulate the world economy!"

This brings me to another point. We have never made a false claim about the performance, revenue generated or reliability of the PAC 750XL. We know by the looks we got in the early days that everyone was skeptical of the published performance statistics. We built a cushion into our performance model just to be sure. We said it is the best single engine skydive plane in the world - It is. We said it was the most fuel efficient skydive plane in the world - It is. We said it would generate more revenue than any other turbine skydive plane - It does. And we also said it would have the lowest operating cost of any skydive plane in the world - It does. Are there any challengers?

By now, most people are aware of the other roles the PAC 750 has embraced. An ongoing and effective role for the PAC 750 is geophysical survey. The flying and handling qualities make it ideal for low altitude work. Worldwide, the PAC 750's with their extremely low noise signature, both externally and electronically, have been quietly mapping the earth. With its fantastic visibility, docile/stable handling and excess power, it is the ideal machine for terrain following 70 meter work. The survey world is stealthy. Everyone is justifiably very closed lipped about what they are doing, where they are doing it, where they are going and where they have been. Their efforts have a very low impact on the environment, considering what it would take to conduct exploration with equipment on the ground.



Good view of ZK-SWA. Northern California.



Kiwi Air refuelling, somewhere is Russia.

Photos courtesy of Kiwi Air Ltd.

Mission groups are also very pleased with the performance. The quick change seats, rear loading cargo pod, and unsurpassed short field performance, even with heavy loads, put the PAC 750XL in a category all by itself.



XL124 in Papua New Guinea. The "Mud Men" were part of the welcoming party for the aircraft which is flown by Adventist Aviation.

Production and support have increased under new ownership and management at Pacific Aerospace. We continue to see lots of positive developments and the future looks great. With worldwide aircraft sales, the support team is handling spares and technical support in New Zealand, Australia, Indonesia, South Africa, Mozambique, Madagascar, England, Sweden, Germany, Czech Republic, Italy Papua New Guinea, Guam, Switzerland, and the USA.

With the PAC's current models, including full IFR Passenger and Cargo (including Cargo pod with unique tail gate) models, you will now find this capable plane operation all over the world, from South Africa to Papua New Guinea, from Indonesia to Eastern Europe, from New Zealand to the USA. In fact sales have increased world wide to the point that we could not secure very many slots for the USA in the past couple of years and every slot made available was quickly taken.



The above photo was recently taken over Northern California. The Kiwi Air Ltd. Survey plane, ZK-SWA in the foreground is being flown by Company Director, Guy Stephenson. Skydive models N750DZ and N750SS are owned by MAXim Aviation and flown by Ray Ferrell and Philip Esdaile

There are an increasing number of video posts on you tube: http://www.youtube.com/results?search_query=PAC+750XL&search_type=&aq=f

We now have a few precious slots available for spring 2009 delivery. Let us show you how safe, efficient and profitable the PAC 750XL can be for you.

There are also used aircraft available.

Contact us for details.

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