



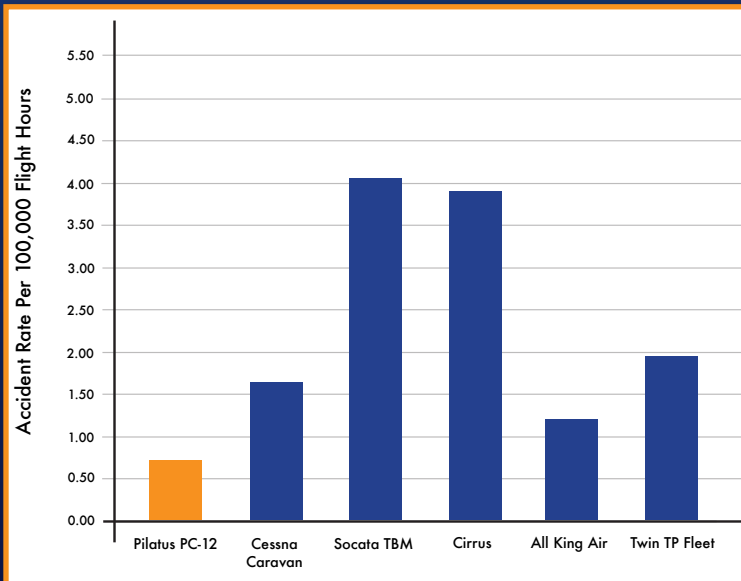
Pilatus PC-12: Defining a New Level of Safety

There's a lot that goes in to making a safe airplane. It's never one magic feature but rather the combination of many variables perfectly tied together operating in harmony. From the initial concept, to the exacting engineering table, to the precision at the factory, not all airplanes are created equally. Long after delivery, the maintenance support network, owners groups, training resources, etc. can make all the difference. There are a lot of factors that make a safe airplane....but it starts with the airplane itself.

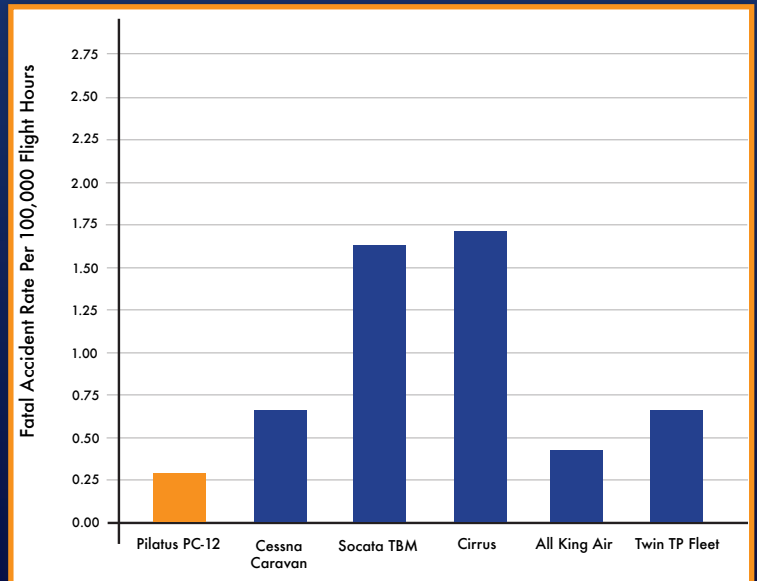
you who own and operate a Pilatus currently, we thank you for all that you do to set the benchmark so high. Attention to detail, quality and a proven track record are surely some of the features that drew you to the Pilatus initially and we commend you on your continued focus and unwavering expectations. For anyone considering a Pilatus, we invite you to experience what so many owners have come to know....The Pilatus PC-12 is in a class by itself.

The 2012 Breiling Accident Report is now available, and again, the Pilatus PC-12 stands alone. To those of

Accident Comparison Through 2012



Fatal Accident Comparison Through 2012



**Annual Business Turbine Aircraft Accident Review, 2012, Robert E. Breiling Associates, Inc.*

***Cirrus accident information compiled from NTSB database*

The following page highlights a few of the Pilatus PC-12 NG's safety features....



Phenomenal runway performance & certification for unimproved strips adds to operating envelope and safety margins.



Safety features throughout the cabin and a PA announcement system give crew and passengers a direct link.



A fully-coupled digital autopilot reduces pilot workload.



Overhead controls for systems are laid out in an easy to read format.



A single Power Control Lever simplifies engine management and provides easy application of reverse thrust for landing.



An efficient wing works well both at altitude and in the pattern with slower traffic.



SmartView Synthetic Vision on the Honeywell Apex Avionics System gives the pilot a clear view of any obstacles.



Rugged trailing link landing gear can operate on many surfaces and make for supremely soft touchdowns.



Fog penetrating blue recognition lights have a 2500 hour life expectancy.



Two independent Angle of Attack (AOA) probes give pilots accurate attitude data in every flight phase.



Redundant Accessory Systems are easily accessible by both crew and maintenance departments.



Fowler flaps give excellent control at slow speeds and allow for easy operations at smaller runways.



Externally located fuel lines with a dedicated maintenance shut-off are one example of the attention to detail.



The Pratt & Whitney PT-6 engine is legendary for its dependability.



A stick pusher won't allow the airplane to stall by actively reducing the Angle of Attack.



Skytech, Inc.



Pilatus PC-12:

Sales Representatives



Robert Sammartino
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- 20+ Years at Skytech
- Involved with Pilatus PC-12 program since its inception in 1994
- Attended the very first (in-aircraft) training for the Pilatus PC-12
- 100+ New and used PC-12's sold
- Longest tenured factory authorized Pilatus sales person in United States
- Commercial pilot and flight instructor with over 8000 TT
- 2500+ Combined hours in PC-12/45, /47 and 47E
- 300+ Hours 47E (NG)
- B.A., College of the Holy Cross (1989)



Dave Conover
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- 30+ Years at Skytech
- Commercial pilot with 3800+ TT
- 1800+ Combined hours in PC-12/45, /47, C208B, PA46-500T
- Involved with Skytech Pilatus sales and service program since 1994
- Active in Skytech's Aircraft Management department
- General Manager for Skytech's Westminster operations
- Was responsible for all North American PC-12 parts distribution prior to Pilatus Aircraft, Ltd formation in Broomfield, CO.
- Former responsibility for new Cessna Caravan sales in 11 states
- Recognized as world leader in Caravan Sales in 2003 and North American leader in 2004
- Served as Skytech's Director of Maintenance and Piper Aircraft's Distributor Service Administrator, or Chief of Technical Support
- Former advisor to the Malibu/Mirage Owners and Pilots Association as well as the Pilatus Owners and Pilots Association.
- Spartan School of Aeronautics – AMT 1981
- FAA Airframe and Power Plant rated technician 1981