#### FOR IMMEDIATE RELEASE

#### HARTZELL ENGINE TECHNOLOGIES ANNOUNCES THE AVAILABILITY OF FAA CERTIFIED JANITROL AERO CABIN HEATERS TO REPLACE SOUTH WIND HEATERS IN CESSNA 300- AND 400-SERIES PISTON TWINS

Janitrol Aero heaters will not be affected by the FAA's proposed AD on South Wind aircraft cabin combustion heating systems which is estimated to impact over 4,000 Cessna 300- and 400-series piston twins.

Montgomery, AL, (January 31, 2017) — Mike Disbrow, president of Hartzell Engine Technologies (HET), announced today that as a result of its asset purchase of C&D Associates in 2016, the company is now producing a line of South Wind replacement heaters under the Janitrol Aero brand.

"Our new Janitrol Aero brand heaters are FAA PMA approved and will not be affected by the FAA's proposed Airworthiness Directive (AD) on South Wind aircraft cabin combustion heaters," Disbrow said.

Once issued, the AD related to the FAA's most recent Notice of Proposed Rule Making (NPRM) will require that owner/operators with the affected South Wind heaters (8XXX and 9XX series), comply within the next 10-hours of heater operating time or next scheduled maintenance activity, whichever occurs first.

The NPRM containing a draft of the current AD is available at: (<a href="https://www.regulations.gov/document?D=FAA-2014-0603-0013">https://www.regulations.gov/document?D=FAA-2014-0603-0013</a>)

"As written in the NPRM, along with some other inspections and tests, the AD will require a Pressure Decay Test (PDT) on the South Wind heater's combustion tube. For the tube to pass, it cannot have any leaks," Disbrow explained. "The FAA estimates that 90-percent of these heaters will fail the PDT. And, according to the AD, any tubes that fail must be replaced. The AD does not allow for any repairs."

"Should the owner/operator decide to replace the South Wind combustion tube, the AD also mandates that they repeat the compliance testing every 250 hours of heater time or every two (2) years, whichever comes first," he said.

Disbrow said that while the test is not difficult, there are only a limited number of aircraft maintenance facilities that are experienced and equipped to perform the required testing

and compliance procedures. Another challenge facing shops with regards to the PDT is that it is also more difficult to conduct on-wing than on a bench.

"The FAA estimates that there are over 6,300 aircraft affected by this AD – we think that over 4,000 of those will be the affected 300- and 400-series twin Cessnas in the fleet," Disbrow said. "Even if some operators choose to disable their cabin heater, there are still thousands of piston singles and twins that will need to comply."

"If an owner/operator waits until the AD is issued and they fly-off the allotted 10 hours of heater operation time, there just won't be enough capacity at all the heater shops to handle the deluge of South Wind systems needing testing and repairs," he said. "That will leave thousands of owner/operators likely facing next winter without cabin heat."

"There is a way to beat the rush. Hartzell Engine Technologies' has Janitrol Aero cabin heaters that are FAA PMA approved as direct replacements for the South Wind 8XXX and we also have FAA STC'd kits to replace the South Wind 9XX series heaters," he said. "These can be purchased and installed ahead of the AD and will not be affected by the proposed AD when it is issued."

"By the time you factor in the cost of the South Wind heater AD testing and replacing the combustion tube and the periodic compliance testing, you are pretty much on par with the cost of our PMA'd Janitrol Aero replacement heaters," he said. "And any licensed maintenance facility can change out the heaters, which will save the owner/operator a lot of added aircraft downtime."

Janitrol Aero replacement heaters can be purchased directly from HET or through one of its authorized distributors. Contact information can be found at: <a href="www.Hartzell.aero/contact/">www.Hartzell.aero/contact/</a>

#### About Hartzell Engine Technologies LLC.

Hartzell Engine Technologies LLC, along with its sister company, Hartzell Propeller Inc., form the general aviation business unit of Tailwind Technologies Inc., a growing aerospace technology company. Hartzell Engine Technologies is the leading OEM supplier of aircraft cabin heating solutions and engine accessories, including turbocharging systems, aircraft alternators, starters and fuel pumps. These product lines are produced under the Hartzell, Sky-Tec, Plane-Power, and Janitrol Aero brands. For further information about Hartzell Engine Technologies and its products please visit: www.Hartzell.aero.

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# Janitrol Aero Replacements for South Wind Cabin Heaters

Aircraft Make	Aircraft Model(s)	South Wind Part Number	Janitrol Aero Part Number	Approval Basis PMA / STC
Beechcraft	D18S, D18C, E18S, C-45G, TC-45G, C-45H, TC-45H, TC-45J, UC-45J (SNB-5), E18S-9700, G18S, H18, JRB-6, 3N, 3NM, 3TM	8240A, 8240C, 8253B	CD12065-1	PMA
B-N Group	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27	8259L	CD14070-1	PMA
Cessna	190, 195, A, B	940	CD11214K5	STC SA00971CH
Cessna	310, A S/N 35000 thru 35546	940	CD14010K3	STC SA00971CH
Cessna	310A, S/N 35547 and up, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 320, 320-1, 320A, 320B	8240A, 8240C, 8253B	CD12065-1	PMA
Cessna	310Q, S/N 310Q-0454 and up, T310Q, S/N T310Q-0454 and up	8240E	CD12064-1	PMA
Cessna	310R, S/N 310R-0001 thru 310R-0800, T310R, S/N T310R-0001 thru T310R-0800	8259HR2	CD14072-1	PMA
Cessna	310R, S/N 310R-0801 and up, T310R, S/N T310R-0801 and up	8259JR2	CD14073-1	PMA
Cessna	335	8259M	CD14075-1	PMA
Cessna	340, 340A, S/N 340A-0001 thru 340A-0200.	8472D	CD14077-1	PMA
Cessna	401, 401A, 401B, 402, 402A, 402B, 402C, 404	8259GL, 8259GL1, 8259GL2, 8259HL1, 8259HL2	CD14071-1	PMA
Cessna	411, 411A	8259A, 8259DL, 8259FL, 8259FL1	CD14066-1	PMA
Cessna	414, S/N 414-0262 thru 414-0900	8472C, 8472E	CD14078-1	PMA
Cessna	421B, S/N 421B-229 and up, 421C, S/N 421C-0001 thru 421C-0200	8472C, 8472E	CD14078-1	PMA
Piper	PA-23-250, E23-250, S/N 27-1 thru 27-258, 27-365 thru 27-401, 27-403 thru 27-2297, 27-2299 thru 27-2330, 27-2332 thru 27-3049, 27-3051 thru 27-3153 (WITH CARBURETED ENGINES)	979-B12, 940B12, 940DA12, 940DB12, 940K12	CD11005K2(C)	STC SA01566CH
Piper	PA-23-250, E23-250, S/N 27-1 thru 27-258, 27-365 thru 27-401, 27-403 thru 27-2297, 27-2299 thru 27-2330, 27-2332 thru 27-3049, 27-3051 thru 27-3153 (WITH FUEL INJECTED ENGINES)	979-B12, 940B12, 940DA12, 940DB12, 940K12	CD11005K2(F)	STC SA01566CH
Piper	PA-23, PA-23-160, -235 S/N 27-505 thru 27-622	979-B12, 940B12, 940DA12, 940DB12, 940K12	CD11005K1	STC SA01566CH
Piper	PA-23-250, E23-250 S/N 27-259 thru 27-364, 27-402, 27-2298, 27-2331	940DA24, 940D24	CD11006K2	STC SA01566CH
Piper	PA-30, S/N 30-2 thru 30-401	940	CD12006K4	STC SA00971CH

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Revo	Lake LA-4, -4A, -4P, -4-200	940	CD11215K6	STC SA00971CH
Revo	Lake LA-4, -4A, -4P, -4-200, Lake Model 250	940	CD12011K7	STC SA01526CH
Sierra Hotel Aero	Navion (L-17A) Navion A (L-17B, -17C) Navion B, D, E, F, G, H	977-B	CD11007K8	STC SA01772CH

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Cessna	190, 195, A, B	940	CD11214K5	STC SA00971CH
Cessna	310, A S/N 35000 thru 35546	940	CD14010K3	STC SA00971CH
Cessna	310A, S/N 35547 and up, 310B, 310C, 310D, 310E, 310F, 310G, 310H, E310H, 320, 320-1, 320A, 320B	8240A, 8240C, 8253B	CD12065-1	PMA
Cessna	310Q, S/N 310Q-0454 and up, T310Q, S/N T310Q-0454 and up	8240E	CD12064-1	PMA
Cessna	310R, S/N 310R-0001 thru 310R-0800, T310R, S/N T310R-0001 thru T310R-0800	8259HR2	CD14072-1	РМА
Cessna	310R, S/N 310R-0801 and up, T310R, S/N T310R-0801 and up	8259JR2	CD14073-1	РМА
Cessna	335	8259M	CD14075-1	РМА
Cessna	340, 340A, S/N 340A-0001 thru 340A-0200.	8472D	CD14077-1	РМА
Cessna	401, 401A, 401B, 402, 402A, 402B, 402C, 404	8259GL, 8259GL1, 8259GL2, 8259HL1, 8259HL2	CD14071-1	РМА
Cessna	411, 411A	8259A, 8259DL, 8259FL, 8259FL1	CD14066-1	РМА
Cessna	414, S/N 414-0262 thru 414-0900	8472C, 8472E	CD14078-1	РМА
Cessna	421B, S/N 421B-229 and up, 421C, S/N 421C-0001 thru 421C-0200	8472C, 8472E	CD14078-1	РМА