



Customer Comments

Precise Flight SpeedBrakes™

Beechcraft Bonanza

“My home airport is typical of the Western US. Located in a valley near a mountain range. I can now descend rapidly without excess cooling of engine and oil, and have the ability to make intermediate altitudes on an instrument approach with a minimum of effort and throttle movement.”

-Charlie Williams, F33A

“We use them to keep our best forward speed to the airport, then to slow the plane. Instead of reducing power, we extend the brakes. Let’s face it – we use the airplane because we want to get from A to B faster. I tend to press the field a little harder knowing I have the advantage of SpeedBrakes. I can slowly cool the engine and keep the power up through the transition to gear down and flaps without having to first reduce power to slow, then add power to make up for drag.”

-Alan Rockey, A36

“
*Let’s face it – we use the airplane because
we want to get from A to B faster.*
”



63354 Powell Butte Road, Bend, OR 97701, USA
800-547-2558 . 541-382-8684 . 541-388-1105 fax

Established. Driven. Proven. **Precise.**

www.preciseflight.com

Precise Flight SpeedBrakes

Beechcraft Bonanza

"You've got a lot more options. Sometimes all your planning just goes out the window for one reason or another. I feel that they are an indispensable tool for managing decent profiles. SpeedBrakes mean you do have options available." -Craig Bowcock, F33A, Boeing 767-400 First Officer, Continental Airlines

"I spent six of the eight years I've owned my 1960 M-Model Bonanza on an exhaustive spinner-to-tail update. SpeedBrakes were one of the final items I had installed; in retrospect, they are one of the most important and useful items because they give me a host of options in all phases of flight. For me, the impetus for adding SpeedBrakes was the installation of a 300HP IO-550 engine. The performance increase was incredible, but I had a very difficult time slowing the airplane down to gear speed without the risk of shock-cooling the engine. The SpeedBrakes totally solved this problem.

With SpeedBrakes deployed, I maintained a 2,500-3,000 fpm descent without excessive airspeed all the way down until I was clear and vectored into home base at Renton. The amazed controller asked, 'what are you flying, fixed wing or rotorcraft?'" -Jeff Jelinek, M35

Cessna

"At 15 to 11,000 feet, I am visual with the airport, cancel IFR and begin a circling descent. But you can't just pull the plug on the throttle. I'll have power at 20 inches, deploy the brakes, then later gear and flaps. It's comforting to know you have the flexibility to control your speed and rate of descent and manage the engine. I also use them in the traffic pattern to slow the plane before deploying the gear and flaps and help maintain spacing from slower traffic. I am a fan of not lowering the gear and flaps until slower speeds are reached, so I use the SpeedBrakes to minimize wear and tear on gear and flap extensions."

-Matt Ramsey, 210

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Piper

“The SpeedBrakes really make it a more complete airplane. They are a flexible tool that broadens the scope of my flying. I can keep power and speed up longer, descend, slow to gear speed and use intermittently on approach or in the pattern while protecting the engine.”

“ The versatility to the operating capability of the aircraft is phenomenal. ”

“Living next to the Rockies, the ability to descend at higher rates is a pleasure (and sometimes a necessity). The flexibility to maintain higher speeds longer, to slow down quickly when necessary and to comply with air traffic “desires”, all make them a pleasant (and now, necessary, since I’ve experienced them) addition.

I find I use them at least once on every flight: expediting decent is likely the #1 use, followed by slowing airspeed (usually to “fit” in with traffic in the pattern or to reduce to gear speed. I also use them on final approach occasionally to have more precision over rate of decent, angle of decent or speed (after all, when do you have the opportunity to fly a text-book approach?).

The versatility in rate of decent keeps the engine warm, and reduces the risk of shock cooling; the same applies if rapid reduction of speed is required. Little, if any, reduction of power setting is required to achieve results. With an IO 720 engine especially, but with any GA piston engine, anything that increases the aircraft’s operating parameters and preserves engine longevity is greatly desired.

In a word, awesome. I am most impressed with their performance and the added versatility to the aircraft. I don’t think I would have an aircraft without them again.”

- Ed Small, PA24-400

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"The SpeedBrakes allow me to slow down more easily from cruise, but they get their most use for descents, which I can now do without losing a lot of forward speed, and usually without power or trim changes. If I'm busy being vectored on an IFR approach, it's really easy to just pop them out to do a descent without a lot of fiddling around."

-Joe Marino, PA-24-250

“If I'm busy being vectored on an IFR approach, it's really easy to just pop them out to do a descent without a lot of fiddling around.”

Mooney

"I recently mounted a set of Precise Flight SpeedBrakes on my Mooney, and now I wonder why I didn't do it sooner."

-Bill Cox, Mooney 201 (Plane & Pilot, June 2006)

"SpeedBrakes offer an added margin of safety for steep descent on base and final. If the engine quits, SpeedBrakes can be retracted and glide to a landing."

-Frederick Frost, 201

Columbia

"One of the common mistakes I see with pilots transitioning to faster aircraft is slowing down prior to conducting an approach or entering the traffic pattern. SpeedBrakes can control this problem. When I first trained with an aircraft with SpeedBrakes, my first reaction was, why don't all aircraft have these as standard equipment? If you have them, use them as part of your routine flying. If they are not on the appropriate checklists, add a line for them." - Scott Dennstaedt, CFII, Advanced Trainer in Columbia & Cirrus Aircraft

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Precise Flight SpeedBrakes

Columbia

"SpeedBrakes significantly mitigate the potential for inadvertent shock cooling, without trying one's patience. They will also quickly correct the occasional lapses in planning. I would get the SpeedBrakes."

Sam Houston III, Former Director of Flight Operations – Columbia

You can't fly a Legacy without SpeedBrakes.

Experimental

"You can't fly a Legacy without SpeedBrakes." -Mike Crenshaw, Lancair Legacy

Installer

"The installer has to have some sheet metal experience, but they're not difficult to install. The brakes take from 30 to 50 hours to install, depending on the plane. The finished installation is clean and aesthetically pleasing, showing only the flush-mounted stainless steel caps and a sticker informing an observer not to try to pry them up.

Even on Bonanzas with relatively high gear and flap speeds, SpeedBrakes save wear and tear on the gear and motor, and are easier on the plane because you can use them up to redline speed."

-Ed Novak, Shoreline Aviation (has installed over 25 sets of SpeedBrakes)

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