

The KiwiFlyer Annual Guide to Supply and Maintenance Services

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Aviation Safety Supplies

Exclusive KANNAD Part 145 Repair & Service Facility

Aviation Safety Supplies Ltd located in Tauranga is the only KANNAD approved Part 145 KANNAD repair station and warranty replacement facility in Australasia. Lloyd Klee has been a distributor for Kannad product for well over 25 years.

Kannad 406 MHz ELTs need to be returned to an approved facility (KBRC) for battery replacement as specialised software and testing equipment is needed to re-certify them. In 2018, the number of locations was reduced worldwide. Testing as per the Kannad CMM ensures that the ELT is fully functional when it leaves the facility. These CMMs are now only supplied to approved facilities which in NZ include Fieldair, ICEA, SAB Avionics, South Pacific Avionics and of course Aviation Safety Supplies Ltd. NO other facility is authorised to directly undertake a Kannad battery replacement in NZ.

Kannad ELTs only need bench testing every six years at the time of battery replacement.

Aviation Safety Supplies Ltd has CAA Part 145 maintenance approval (including supply) and also holds ISO9001:2015 certification. They obtained SMS approval in March 2019.

Lloyd was an active participant in several RTCA working groups that reviewed the next generation 406MHz ELT which will activate due to flight anomaly.

The company offers a prompt 24 hour service for most 406MHz service requirements and have Kannad loan/hire ELTs available for AOG situations and/or any repair requirements. In addition, they carry stocks of newer Kannad INTEGRA ELTs. The Integra models offer both fixed wing and helicopter versions and come with a ten year warranty. The Integra range is fitted with an internal GPS and a backup 406MHz antenna within the actual ELT case.

Aviation Safety has a new trade-in (rebate) arrangement for those wishing to upgrade the older Kannad Compact series to the newer Integra. This is an exclusive arrangement. The company also stock and service a range of Inflatable Lifejackets, Carbon Monoxide Monitors and most brands of 406MHz PLBs.

The brands of products stocked include Baltic, GME, Kannad, McMurdo, Ocean Signal, Switlik Inflatable TSO lifejackets (stowable ten year service) and the popular X-Back Helicopter series, the Switlik Single Person Liferaft, a new Switlik Liferaft with a five year service life, the Switlik UZIP Immersion Suit and 406MHz ELT testers (BT200) from WS Technologies. Aircraft tracking devices such as the SPOT 3 and SPOTX are also stocked along with a range of SAR harnesses, lanyards and belts for human slung loads during helicopter operations, from Lite-Flite, Denmark.

For enquiries on any 406MHz ELT and PLB products, accessories, servicing and repairs contact Lloyd on 07 543 0075, sales@aviationsafety.co.nz or visit www.aviationsafety.co.nz

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StandardAero in Brisbane is the only Pratt & Whitney Canada PT6A Designated Overhaul Facility in the Southeast Asia/Oceania region.

StandardAero Brisbane: OEM-authorized PT6A overhauls and so much more!

StandardAero is one of the world's largest independent providers of services including engine and maintenance, repair and overhaul. The company's Brisbane facility, inherited through the acquisition of Vector Aerospace in 2017, is a fully authorised Pratt & Whitney Canada Designated Overhaul Facility (DOF) for the PT6A family of engines, and the only such facility in the Southeast Asia/Oceania region. The Brisbane team also provides service centre and field service support for the PW100, JT15D, PW300 and PT6T engines. New Zealand operators of the PT6A engine family are invited to contact Simon Wilks, Regional Sales Manager, or any of the team at StandardAero's Brisbane facility for all their engine repair, overhaul, and accessory requirements, including for the supply of rental and exchange engines.

StandardAero Brisbane: Proudly Serving the Asia Pacific

Located in the Eagle Farm district close to Brisbane Airport (IATA: BNE, ICAO: YBBN), StandardAero's Brisbane facility provides OEM-authorized PT6A engine support to operators across the Asia Pacific region.

Formerly part of Vector Aerospace, which was acquired by StandardAero in 2017, the 26,000 sq. ft. facility provides a full range of maintenance, repair and overhaul (MRO) services for no less than 55 different variants of the ubiquitous PT6A turboprop family. The Brisbane facility – which celebrated its seventh year of operation in August – is the only Pratt & Whitney Canada (P&WC) authorised PT6A Designated Overhaul Facility (DOF) in the Southeast Asia/Oceania region, and is equipped with an on-site engine test cell.

In addition to supporting the needs of PT6A operators in the region, the facility's

StandardAero Brisbane holds ratings (maintenance, repair & MRT) for PT6A, PW100, JT15D, PT6T, and PW300 series

- Engine repair
- Hot section inspection
- Borescope inspection
- Fuel nozzle repair and overhaul
- Bleed valve overhaul
- Failure analysis
- Service Bulletin (S/B) compliance
- Worldwide field service
- 24/7 AOG desk
- Parts support

60+ employees also provide maintenance, repair and Mobile Repair Team (MRT) services for four other engines in the P&WC family: the PW100 turboprop, the JT15D and PW300 business jet turboprops, and the PT6T Twin-Pac turboshaft. These services include hot section inspection (HSI), borescope inspection, engine repairs, and fuel nozzle repair & overhaul.

The Brisbane team's diverse customer base represents a cross-section of the region's industry, spanning from owner/operators who fly their aircraft for personal use to armed forces such as the Royal Australian Air Force. Scheduled air transport operators supported include Maldivian, PNG Air and Solomon Airlines, along with aeromedical operators such as the Royal Flying Doctor Service and CareFlight. Charter operators, and air tour carriers operating pleasure flights over the Great Barrier Reef also represent a key customer demographic for the

Brisbane shop, as do agricultural aviation companies such as Pay's Air Service, Aerotech, Dunn Aviation and Field Air.

While customers from Australia and New Zealand make up a large portion of StandardAero Brisbane's clientele, the team is also regularly supporting customers from China, India, Indonesia, Japan, Maldives, Papua New Guinea and the Philippines – both through work undertaken on engines shipped to the facility, as well as in-the-field maintenance performed by Brisbane's in-house MRT experts.

The Brisbane facility was originally established in 1986 by P&WC, becoming a full overhaul facility in 2000 following the addition of a test cell. The facility was sold to Vector Aerospace in 2012, with all employees transferred over to Vector. This signified the start of a new era, and gave the facility the autonomy to tailor its offerings to the needs of customers in the region.

The Brisbane team actively engages with the Asia Pacific aerospace industry, both through regional tradeshows as well as via dedicated customer events. The team attended a dozen tradeshows

during 2019, including Avalon Air Show, the Asian Business Aviation Conference & Exhibition (ABACE), ISTAT Asia, the Aerial Agricultural Association of Australia (AAAA) National Convention, the Association of South Pacific Airlines (ASPA) AGM, the Aviation New Zealand Conference, MRO Asia, the Regional Airline Association of Australia (RAAA) Convention, and the Association of South Pacific Airlines (ASPA) General Session. For 2020, the team will also be exhibiting at the inaugural 'MRO Australasia' event being held in Brisbane in March.

StandardAero's Brisbane team is also well known for its Customer Days, held for various market sectors, including the agricultural aerial application segment. These events – which provide a valuable opportunity to receive feedback from operators on their evolving needs – have included live PT6A hot section inspection (HSI) demonstrations undertaken by the Brisbane facility's MRT experts. In December 2019, the Brisbane-based MRT group also supported a Customer Day held in China, offering live demonstrations on borescoping and engine maintenance practices.



StandardAero is an OEM-authorized PT6A DOF

Coordinating closely with StandardAero's other P&WC overhaul facilities in Canada, France, Singapore and South Africa, the Brisbane team has a solid reputation for delivered quality and customer service throughout the Asia Pacific region.

The team is always happy to receive enquiries from operators in New Zealand. Please contact us on +61 7 3268 0000 to find out how we can support your needs.

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StandardAero

www.standardaero.com

Hamilton's Central Aero Engineering covers the maintenance spectrum

2019 has been another busy and interesting year for Central Aero Engineering at Hamilton. The year began with a move to much larger and brighter premises just down the road at the airport entrance where the company now occupies the majority of the SuperAir hangar.

Another significant change for the year was the appointment of Stephen Grainger as Chief Engineer, allowing company owner Paul Waterhouse to spend more time focusing on consultancy work which has become a growing part of their business. Paul says that a lot of external work is now undertaken for clients seeking help with "all things aviation, including managing regulatory requirements".

Part of that consulting work is a new contract with a PNG company operating out of Jackson Field, Port Moresby who required maintenance control services. This arose via a friend of an employee, with Paul now making several trips a year to provide maintenance advice and complete maintenance control formalities for the company. Maintenance control is also provided for local Waikato operators, as well as a 'logbook fixing' service for private operators who need assistance from time to time.

Central Aero's approach is one of 'Delivering fair value'. It's an approach that draws commercial and private operators, and a regular stream of home builders and microlight aircraft owners needing guidance on projects or their own routine maintenance.

"We'll always try to help," says Paul. "If you own it, or fly it, no matter what it is, from hot air balloons, to twins and helicopters, piston engines and turbines, give us a call for any advice or support you need."

Services and Capabilities

Central Aero's services cover everything from pre-purchase inspections worldwide, shipping handling, CoA preparation and issue, airworthiness reviews, maintenance, repair and restoration of all flying machines, 24 month avionics checks, dynamic prop balancing, weight and balance services, maintenance control for private and air transport operators, accident and incident investigation, parts and materials supply, and builder support.

Paul is also willing to provide support to trainee engineers sitting their exams, particularly from the point of view of covering legislation and how logbook entries should be made. "We can help explain what is being achieved with correct logbook completion and what they should be looking for," says Paul.

Recently in the hangar

Aside from a variety of routine maintenance and CoA tasks, an interesting recent project has involved major corrosion repairs and structural work in situ on a Fletcher requiring the tail to be removed and fuselage partially split. Another interesting arrival is a containerised PZL-101A Gawron from Hungary. This is a Polish built ag and utility aircraft powered by an Ivchenko 9 cylinder radial. "It's a proper aeroplane," says Paul, "round engine, stick in the middle and a wheel at the back." It's since been assembled and awaits its manual to be translated, having now secured the services of an authorised Hungarian translator.

There is also the regular stream of rotorcraft (comprising around a third of the company's work) with an R22 currently in for fuel bladder installation and other frequent visitors including types such as EC120, Squirrel, and BO105. Balloons, gliders and Rotax powered recreational aircraft are also regular hangar visitors.

For more information

Contact Paul on: 07 843 1200, 021 743 033, email: paul@centralaero.nz or visit www.centralaero.nz



BO105 under maintenance in the new Central Aero Engineering hangar



PZL 101A Gawron post-assembly



AS350 B2 maintenance underway



Balloon envelope inspection



Pawnee maintenance in progress



Central Aero Electrical exchange components

Central Aero Electrical solve all kinds of problems

Alongside, but independent of Central Aero Engineering, is Central Aero Electrical Limited. Along with Central Aero Engineering, in 2019 the company also moved down the road to a much larger workshop in the Super Air hangar.

Central Aero Electrical was founded by Martin Ross in 2008. In 2019 Martin's son Hamish took over as CEO of the company. Hamish is a LAME who has several years of aircraft servicing experience and of repair and overhaul of electrical components, including mechanical actuators and 'running a company with an emphasis on service'.

Hamish has led Central Aero Electrical through SMS certification and expanded their capabilities especially on starter/generator overhauls from 150 to 400 amp models of three main manufacturers, by utilising his overseas experience to develop business relationships with many overseas companies. Martin says that "a lot has been achieved through these relationships regarding improving workshop practices and quality systems. Our Safety Officer, Zoran Djordjic has also contributed much to our SMS programme and ensuring best practices, not only on paper but also in practice."

Talking about the variety of work evident on workbenches, Martin adds, "we're handy people - we're good at twisting our minds around unusual problems and designs". There are many occasions on the books where components that might normally have been replaced, have instead been repaired (at considerable

cost saving), delivering satisfaction to the Central Aero team and also the customer. And when they don't already have an answer, the team's connections can usually help.

Central Aero Electrical has a comprehensive range of diagnostic equipment and a large test bench that will handle up to 12 cylinder magnetos. Capabilities cover a good range of starter/generator, control unit rectification and overhaul work, along with 500 hour magneto inspections (usually completed with a one to two day turnaround). Mechanical actuator overhauls for various rotary and fixed wing types are also a regular job. Lately a lot of starter/generator work has passed through the business, from helicopters through to Saab 340s. Dimmer control and EPO box (engine power out) test equipment is also to hand.

Numerous exchange items are available, and Central Aero Electrical also stock a variety of parts for re-sale including starters, batteries, alternators, strobe units, starter/generators, GCUs, voltage regulators, ignition switches, and HT ignition harnesses. In many cases the company is able to deal directly with a component supplier, thus bypassing the aircraft manufacturer's mark-up which they are happy to pass on as a saving to the customer.

Contact Central Aero Electrical on 07 843 2936, Hamish on 027 493 9975, Martin on 027 733 0208, or email: hamish@centralaero.nz

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Based at Harewood Aviation Park, Christchurch, Heli Maintenance Ltd. provides a full variety of helicopter servicing, management and acquisition requirements to a wide range of clients throughout Canterbury and the South Island. Services include:

- Maintenance of private and commercially operated aircraft.
- Helicopter modifications development
- 12 year and 2200 hour Robinson overhauls
- Sales and acquisitions support
- Maintenance management

The company is certificated by CAA under Part 145 and for SMS, providing specialist maintenance services on Bell, MD500, Schweizer, Eurocopter, Robinson R22/44/66, AS350 Squirrel and Sikorsky helicopters. Company Director and Operations Manager Pip Ives describes the company culture as very collaborative and well suited to positive problem solving and trouble-shooting. "Our staff are extremely proud of the culture they work within and the high quality of service they strive to provide to clients," says Pip.

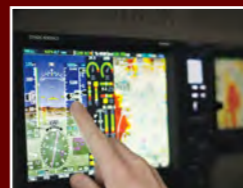
Heli Maintenance operate from a custom designed hangar and parts store, built for the purpose of servicing and rebuilds. In addition to recent extensions to the hangar and growth of the business, a number of staff changes have also occurred.

Pip reports that, "Caitlin has just finished her apprenticeship and is now a qualified Helicopter Engineer. She took two years to complete her exams at a very high standard with much perseverance and determination whilst also working full time. James has been appointed acting Chief Engineer. Dave is now working in Wanaka whilst remaining CEO and my management involvement continues from Wanaka partially remotely and with a weekly presence in Christchurch. Both Dave and I continue to be very much involved with the business to support our staff, clients and the company's future growth and success."

For more information

For more information about any of Heli Maintenance's services, contact Pip on 027 733 6982, email: pip@helimaintenance.com or visit www.helimaintenance.com

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Leading Edge Aviation

Wide ranging maintenance available at West Auckland Airport Parakai

Based at West Auckland Airport Parakai, Bryn Lockie (LAME and IA) at Leading Edge Aviation offers a complete suite of maintenance services for certified, sports and microlight aircraft, including for Whole Aircraft Parachute Systems.

A free courtesy car is available for those flying in for service. As Bryn lives close to North Shore Airfield he can also pick up aircraft there and deliver back after maintenance work is done.

Apart from normal servicing of aircraft, Leading Edge Aviation specialise in: Modifications to certified, LSA and microlight, aircraft recovery from remote locations, import/export of aircraft, and assistance to home builders including completion of stalled projects.

Microlight Rotax 91X on-condition

Rule Part 103 which governs the microlight class has no provision for on-condition. This had been overlooked previously, but many owners were becoming concerned that running over TBO calendar or hours was both illegal and could jeopardise insurance payout in the event of a claim. RAANZ, SAC and CAA worked hard together put in place a workable solution – Members of SAC and RAANZ can now benefit from an Exemption from 103.217(b) when the engine is tested and meets the standard, and has appropriate service history and documentation. We are one of the few providers that can assess and approve engines for entry to this program – whether we normally maintain the aircraft, or at another maintenance provider, or if owner maintained.

We also offer services for Rotax 91X engines such as gearbox inspection and repair, sprag clutch replacement, and we're not afraid of the unusual jobs – check out the fully compliant reconfigured 914 intercooled turbo installation in our DynAero – now capable of 160kts @ 10000 ft.

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914 intercooled turbo DynAero installation - 160 kts at 10000 ft

that the pilot's family wants an insurance policy that can save their family members' lives, rather than just delivering a cheque after the event. A chute offers peace-of-mind for family and pilot alike. "It's not about the plane..."

Leading Edge Aviation are WAP specialists and can provide advice, installation and all servicing requirements. All brands have a six year repack/revision requirement, with BRS STC'd units for certified aircraft having 5 yearly maintenance requirements. Leading Edge can also offer exchange repacked/reviced units for certain models.

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Maintenance services at Hastings Aerodrome

Well-established at Hastings Aerodrome, Plane Torque Limited has over the last few years grown to include three licensed engineers with a rich catalogue of aircraft maintenance and project completions behind them.

Director and licensed engineer Nic Roberts has steadily expanded the business based on offering a wide range of capabilities and a high level of customer focused service. Nic describes their customer approach as cooperative; "Modern compliance responsibilities for operators can be very complex," says Nic, "and we want to provide tailored services for each customer in a manner that increases efficiency and reduces cost."

Wide ranging experience

Nic's career began with six years of service in the RNZAF where he qualified as an Aircraft Tech while posted to 5 SQN. He subsequently gained his LAME qualification and worked throughout Hawke's Bay maintaining aircraft operating under a variety of rule parts including Parts 91, 115, 135, and 137. These roles provided for a wide range of experience across different aircraft and systems including Cessna, Piper, Beechcraft, Pratt & Whitney, Lycoming, Continental, and more. Nic has Inspection Authority approval and is licensed for Group 1 & 2 airframes

and engines and the PT6A engine series. He has also attained a Massey University Graduate Diploma in Aviation Studies.

Nic's experience includes undertaking major modifications such as turbine conversions on Fletcher aircraft, installations of High Floatation landing gear systems, aircraft conversions from parachute to ag. operation, engine conversions and engine upgrades within PT6A series engines.

Nic has extensive heavy maintenance experience on PT6A turbine engines within NZ and internationally including hot section inspections, escalation programme management and maintenance, MORE engine programme experience, and Engine Condition Trend Monitoring (ECTM).

Major structural projects such as rebuilds and/or restorations can also be undertaken. A recent achievement (look out for a report in the next issue of KiwiFlyer) is the construction of a BearHawk LSA, an example of the support Plane Torque are happy to provide to amateur constructors.

Nic's time spent overseas has involved consultation and maintenance oversight for international ZK registered aircraft, including major modifications and repairs. Nic has also designed and delivered training to international customers on behalf of NZ aircraft manufacturers.



Nic Roberts and the Plane Torque team at Hastings

Capability and Services

- Pt 43 Aircraft Maintenance & Servicing
- Aircraft Restorations - Structures, Mods
- General Engineering - Machining, Welding
- Group 1 & 2 Airframe and Engine work
- Extensive PT6 series engine experience
- Heavy aircraft experience
- Large hangar facilities
- IA Approved
- Remote servicing nationwide
- Recently completed:
 - Total Cresco Ag rebuild
 - 2x Cresco Wing rebuilds
 - 2x Cessna 152 total refurbish
 - Bearhawk LSA build

For more information

Contact Nic on 021 068 2271, email: nic@planetorque.co.nz or visit www.planetorque.co.nz for more information.



Helispecs hangar at Tauranga



R44 with carbon fibre spray booms



Refurbished R22 panel by Helispecs



MD500 overhaul



Luda & Roger Maisey

HELISPECS

Professional Helicopter Maintenance at Tauranga Airport

After 40 years of maintaining working helicopters at Taupo, Roger and Luda Maisey's company Helispecs Helicopter Maintenance Limited relocated to Tauranga Airport in January 2019.

Helispecs maintain and repair all kinds of small to medium size helicopters.

The company is an approved Robinson Service Centre and employs engineers who have trained in both of the Robinson and Guimbal factories.

Helispecs welcome all operators of light helicopters having maintenance requirements including:

Annual review of airworthiness

Avionics inspections

Import /export services

C of A issue

2200 hr / 12 year overhaul of Robinson helicopters

Supply of new and part-life Robinson parts (currently parting out R22 Beta)

Helicopter Leasing

Helicopter Sales

All maintenance enquiries are welcome including for modifications and upgrades, of which Helispecs have significant experience. Field maintenance can be undertaken throughout the North Island if required.

Utilising a well-established network, Helispecs can provide logistics services from components through to entire aircraft.

Contact Roger for all Robinson acquisition or sales requirements. Opportunities are often available.

Roger: 027 498 2812

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JEM Aviation Ltd. - a.k.a. 'The Yak Shack'

Jay McIntyre writes of another busy year for JEM Aviation at Omaka

It would be easy to just change a few aircraft types and reprint last year's KiwiFlyer article as 2019 has been just as busy, if not more so than 2018. As most people reading this would attest, 2019 has disappeared in a blur.

As the title suggests, Omaka seems to have become home to the Yak-3 / -7 / -9 series of fighters in NZ. On the back of the Yak-3M 'Full Noise' restoration completed a few years back we now have three other Yak series fighters currently in the shop. Long-time resident project, the Yak-11 based Yak-9V was moved back into the shop after the FW-190 rebuild was completed in time for the Yealand's 2019 Classic Fighters Air Show. Work has been progressing steadily for the last few months, mainly on undercarriage related components. Real visual progress was made when the correct wheels and brakes were fitted, getting rid of the Nanchang 'training wheels' fitted to aid moving the project around while the correct items were sourced. The aim is to keep Dick Veale on this machine so that she moves along.

Just prior to Easter a call was received from a Tauranga based enthusiast asking if we could take on the New Zealand certification of a flying Yak he had purchased in the USA. Turns out this machine was a Yak-11 based Yak-7B which had been built about 20 years ago and operated off and on since. It was hoped to have the aeroplane at Omaka in time for it to feature on Restoration Row at Classic Fighters, but the usual spanners in the works meant we did not unpack the container until June. It was also hoped that the Yak-7B would just need some re-working of the cowlings and a tidy up of the cockpit but sadly some 'interesting' American engineering has meant the aircraft has had to be completely torn down so that various issues can be remedied. At this stage the wing is being worked on, having been recently paint stripped by AquaMax.

If this was not enough, shortly after receiving the Yak-7B, Yak-3U 'Steadfast' quietly appeared on the 'Barnstormers' website for sale. Having seen this weapon of an aircraft, two Omaka locals quickly set about securing the aircraft with



Yak-7B



First Take-off of Bristol F2.b replica ZK-PRK



Piper Tomahawk ZK-FML



Steadfast ready for dismantling at Archerfield

a deposit. A trip for one of them to 'Thunder over Michigan' for the Corsair gathering meant a delay in going to have a look at her, but on return from the USA, a trip to Brisbane for a test flight saw the aircraft in a container a few days later and on her way to New Zealand for the second time, arriving at Omaka in late September. At the time of writing Steadfast is essentially back together and awaiting the return of the propeller following satisfaction of a pesky and archaic AD. It is hoped CAA will do the C of A prior to Christmas with first flights expected to take place immediately in the New Year.

Beyond the Yaks

Enough of Yaks! Other projects to see completion this year included ZK-FML for the Walsh Memorial Support Society. FML was finished just prior to Christmas 2018 and made her Walsh debut in January. Unfortunately, but perhaps not entirely unexpectedly, 100 hours later the engine decided it was time for replacement. The firewall forward renovation of FML was recently completed and would be safe to say she is one of the tidiest PA-38s around!

Recently test flown was the Bristol Fighter F2.b replica for NZ Warbirds Association. Painted in the colours of Sir Keith Park this replica is very similar to the one built by Ed Storo in the USA and operated in New Zealand by The Vintage Aviator Limited from 2001 to 2015. This aircraft was one of a cache of F2B replicas recovered from California by Classic Aircraft Sales Ltd and although substantially complete, required some major rework along with fitting of a radio, ELT, brakes and a myriad of other jobs to bring it back to airworthiness. Three hours of test flying has so far been carried out and Ryan Southam reports that it flies beautifully. A couple of minor issues have prevented her from being flown to Auckland, but hopefully some patient soul will have the pleasure of this prior to Christmas, freeing up some much-needed hangar space!

Boeing Stearman ZK-STM had the fabric replaced on various major components, being delivered back to

Hastings just prior to Easter. As alluded to above, FW-190 ZK-RFR was successfully returned to the air in time for Classic Fighters and shared the air with stablemate Mk.XIV Spitfire ZK-XIV, a sight we had been waiting for since 2015. Work on WACO ZK-AEL continues with fabric application started and a part-life engine sourced from the USA having just arrived.

Mike Lagunowitsch has joined the team on a part time basis, his job being to keep work on the Fairchild F45 project moving. To date this has seen the centre section restoration well advanced and one of the wings dismantled and ready for new spars which are currently being made. Work on the Jungmann has slowed a little due to other jobs, although Dave Donaldson has the Tigre engine apart for inspection and repair.

Pitts Special, ZK-STX is starting to look stunning due to Marty Nicoll's handiwork following spar repairs carried out by maestro Ryan Southam. Don't want to spoil the surprise, but she is certainly loud looking!

Thankfully with all of this on, there are no looming projects with the exception of an RV-10 to paint and put on the NZ register. This machine has just been shipped from England and has not flown at all.

The GA side of the business is still thriving with the same never-ending procession of aircraft through the doors for annuals and repairs as needed. Attempts to recruit more staff to deal with this have largely been unsuccessful and this has meant Scott Tudor has had to remain on Annual duty. He is ably assisted by NMIT graduate Henry Brooks who is proving to be a great asset (although he should stop finding so many cracks!). Currently these two are up to their elbows in a repair job deep in the bowels of DC-3 ZK-JGB's centre section. Having these two effectively out of action has meant the boss has been having to do most of the mundane work instead of getting fabric on the Waco!

Seems that engine changes are the current order of the day with ZK-WAA and ZK-COX requiring engine changes due to that annoying 12-year calendar ruling. We have started installing the odd ADSB unit (thanks to the AC 43-14 changes) and suspect that this will significantly ramp up in the New Year now that the rebate scheme has been announced.

Just recently Jay was privileged to

be invited to China to participate in a forum at the Nanchang CJ-6a factory in Nanchang (of all places!). The CJ-6a recently gained a Chinese civil type certificate and the manufacturer was seeking information on how they might best sell the aircraft into the Western world. We were able to provide feedback on modifications that are commonly carried out in the West. More importantly we were hopefully able to make them understand that aircraft like the CJ-6a are probably not what the West wants as a primary civil trainer. On the flip side we hopefully got our message across that we need engine support and overhaul services plus easier access to airframe spares for the aircraft to remain viable in the West. Overall a very interesting and enjoyable few days away with the highlight being a visit to the factory where they are still building the CJ-6a for the Chinese military!

Join Us

On a more serious note, we are in need of good staff. If you want, or know of someone who wants some genuine variation in their work and is ready for a change, experienced to some degree, then please do give us a call. Another licensed engineer would be ideal.

Onwards and upwards for 2020!

Jay McIntyre

For more information

For all aviation engineering requirements, whether a routine check or a warbird acquisition and restoration project, contact Jay McIntyre on 03 578 3063 or 021 504 048, email: jay@jemaviation.co.nz or visit www.jemaviation.co.nz

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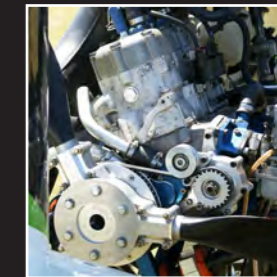
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2019 at Avcraft Engineering

Avcraft Engineering NZ Ltd prides itself on being an industry leader in the aircraft maintenance sector. Established in New Zealand in 2009, the company provides maintenance services for private, charter, and corporate aircraft owners. Avcraft has a reputation for excellence in aircraft maintenance and exceptional customer service, and strives to improve further with every year.

Engineer Manager Mat Bailey says the last 12 months have gone extreme quickly for the team at Avcraft Engineering, particularly with the completion of the first Pilatus PC-12 LEP (Life Extension Programme) in the Southern Hemisphere. "It was a mammoth task to complete on schedule, but we kept the work on track, below budget and without issue. It was a great achievement by our team," says Mat. "This made the 10-year wing removal inspection on the newer PC-12 NG, feel like a walk in the park".

Avcraft Engineering is not just about Pilatus or Cirrus (for which they are also an authorised service centre); the company has undertaken a wide range of different work during the last twelve months. Aircraft breakdown and recovery have kept pressure on the delivery schedule and there has been corrosion and paint repair work undertaken on everything from a Cessna 152 to a Cessna Citation.

The company has also been working on a new Gatebox Fairing for Air Tractors which Mat says has been very popular. "With a significant improvement in performance, handling and fuel savings, it hasn't taken long for operators to recoup the capital outlay. With the arrival of the new AT502XP, this has been set up with the fairing, deflector, hydraulic variable rate system, new cameras and an all-new panel layout. The new setup has really brought the Air Tractor into the 21st century, so much so we have another two more to complete in the coming new year," says Mat.

Avcraft have secured several new dealerships this year. Genesys AeroSystems (S-TEC) and Free Flight Systems now provide clients with autopilot options beyond Bendix King (Tru-Trak) and Garmin systems.

Avcraft was also appointed the only Goodrich De-ice Service Centre in the Southern Hemisphere, providing the ability to offer the most competitive



Avcraft is a Cirrus Authorised Service Centre



Pilatus PC-12 work in progress



Avionics installations underway on an Air Tractor



Cessna Citation paint work in progress

pricing for de-ice boots. With Goodrich's Fast-Boot system, fitting can be quickly achieved, minimising costs and downtime.

The company's avionics team lead by Aaron McLeod has been run off their feet in the last year with work ranging from full glass cockpit upgrades to multiple transponder installs gearing up for the ADS-B Mandate. Aaron says, "We have had a lot of interest in the new Garmin G3X glass upgrade, which I was really excited about. This is a great upgrade to bring your aircraft into the 21st century. G3X feedback has been very positive and whether as a partial or a complete upgrade, it is really turning heads and making a huge difference to the aircraft's capability".

With the NZCAA's recent announcement of ADS-B rebates, Aaron has been fielding a lot of enquiries regarding available options. "While we are filling up spaces quickly for the new year, the biggest delay is getting the information out to the customer. There are some great units available for ADS-B that will integrate in with your existing avionics, or we can build a system around your needs. We have been installing new ADS-B transponders into a range of different aircraft including Jet Rangers, AS350 B2 Eurocopters and a Vans RV-10," says Aaron.

2019 was also the year that Avcraft had to say goodbye to Cessna P210N 'Silver Eagle', a unique aircraft in New Zealand with its turbine engine conversion. The aircraft which Avcraft have maintained for the last couple of years, has now been relocated to the UK. As part of the relocation, the aircraft was fitted with dual ferry tanks and prepared for export.

For more information

Based in the Manawatu and conveniently situated at Feilding Aerodrome – a short distance from Palmerston North and easily accessible from both North and South Islands – Avcraft welcomes maintenance enquiries for all makes and models of aircraft. Mat says the highly skilled team is always looking for new challenges. Contact him or one of the team at Avcraft on 06 212 0920, email: mat@avcraft.co.nz or drop in to the hangar at Feilding Aerodrome.

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