



A Tight Package

Aeromotive + 750XL + 40' container

ONE OF THE disadvantages of manufacturing aircraft in New Zealand is the often complicated issue of delivering them to their destination market. Under the traditional 'fly it there' approach, the exercise requires the purchase and installation of ferry kits, ferry insurance, a great amount of bureaucracy, flight planning, lots of fuel, suitable weather and of course an experienced ferry pilot. Bringing all of this together can be fraught with difficulty. Weather can easily cause delays, pilots can end up stranded and the list of undeterminable costs goes on.



How it starts: Brand new 750XL in Aeromotive hangar.

The containerisation experience

After some basic geometrical calculations by Phil, which suggested that the idea could be successful, Brett Puddle (Engineering Manager at Aeromotive) settled on the traditional pencil and graph paper approach to prove the concept and

consider methods of loading and securing the components into the container.

The aircraft proved easy to strip with few tools needing to be manufactured for accessing difficult components.

However that didn't

stop the occasional comedian suggesting that PAC must have started with several nuts suspended by lockwire from the ceiling and then built the aircraft around them. The fact is that Aeromotive offer much credit to PAC for the ease by which the aircraft can be disassembled.

Once apart, the components had to be loaded into the 40' high cube container. With the planning already done, this was simply a case of being very careful as there were only inches to spare in any given direction. Brett credits the success of this

exercise (nothing was damaged) to great teamwork.

As well as the coordinated effort by Aeromotive staff, Phil travelled from the US for the project, and neighbours SuperAir came to the party with their JCB loader and some high precision

manoeuvring. The pictures can only offer a small insight into this exercise and can't begin to show the sense of achievement gained by the Aeromotive team for achieving what some onlookers thought would have been impossible.

For more information about this project or any Aeromotive services, contact Brett Puddle on (07) 843 3199 or email brett.puddle@aeromotive.co.nz.

A better way than ferrying

That is unless there's a better way. Phil Esdaile of Utility Aircraft Corporation (the USA distributor for Pacific Aerospace Corporation) thought that there was and offered Aeromotive at Hamilton airport the challenge of disassembling a new 750XL and packing it into a 40 foot container for export and reassembly by UAC in America.

The result was an outstanding success

with Aeromotive completing the containerisation task for less than the cost of ferry insurance alone. Of course, such an exercise takes time and there must be facilities to reassemble the aircraft at its destination.

With respect to time, Aeromotive accomplished their side of the task in less than a week. Door to door shipping time took another three weeks and UAC took a week to put the aircraft back together ready to fly. Both the disassembly and reassembly will take less time on the next occasion, there now being several jigs and experiences to call on. UAC have three more aircraft arriving over the next 12 months and all will follow this path.



Clearances were barely inches in any given direction. Note the wings already loaded above the fuselage.



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