



# Rotorblade and Composite Repair Facility

## Open for Business at Ardmore

**THE NEW** purpose-built rotorblade and composite repair facility constructed at Ardmore by Oceania Aviation recently opened its doors to plenty of enthusiastic customers and already has sufficient work for Manager Graham Boustred to be seeking another Technician to join the team. (Anyone interested is welcome to call and discuss this opportunity further.)

Late last year, Oceania announced their intention to build the facility in support of New Zealand operators whose nearest option for this type of work was either in

Australia or further afield. Leveraging from an existing relationship Oceania has with Advanced Composite Structures (ACS) in Canada, the latest technology and capability has been employed to offer a range of composite and metal structures repair schemes that Graham says are sure to be beyond the expectation of the industry in NZ; "We have a broad range of standard repairs available as well as there being a significant opportunity now in place for extended repairs. Operators with any rotorblade or composite repair requirements should contact us to see how we can help." Oceania has a technical and training agreement with ACS who are a market-leading composite repair company undertaking rotor blade work from light training to heavy lift helicopters. as well as a major contractor to airlines for bonded panel repair and fabrication work.

### Vision and Technology

The approach taken to developing the new facility is typical of the Oceania model, involving a large and long term investment in the industry's future. Visitors will be impressed with the scale, quality and technology employed, all part of Oceania's vision to further strengthen its position as a comprehensive service provider to the industry.

The new operation is staffed by two of the most experienced rotorblade repair

people in New Zealand, Jeremy Davies and Graham Boustred (with 17 and 30 years experience respectively as well as walls full of certificates and accreditations). Jeremy and Graham have a working relationship dating back many years, having previously worked together when Graham set up and ran a blade and composite repair

environmental statistics recording. A suite of specialist bonding fixtures as well as electronically controlled heat blankets (2 x 8 separate zone controls) for structural adhesive thermo-setting have been acquired or constructed. Next to the clean room is an area designated for electronic rotorblade balancing – a system Graham says is already

demonstrating its worth with re-fitted blades requiring nil or negligible adjustment at the time of dynamic balancing.

Oceania's approach and facility have been praised by manufacturers who are grateful

to have support for their products now available in this part of the world.

### Economical solutions and reduced downtime for Operators

Oceania are holding an inventory of replacement parts for common repairs and Graham says there is every likelihood they can complete most jobs within the time it would normally have taken to crate and transport the work from and back to New Zealand; "We're offering Kiwi companies the benefit of being able to deal with a fellow Kiwi company who can do the work right here."

Their intent is to supply the most economical and comprehensive blade and composites repair service in Australasia, and Graham and Jeremy already have multiple jobs underway. With a unique service in New Zealand and a range of capabilities that include repair and replacement of worn, damaged or unserviceable parts, corrosion rectification, debonding and void solutions, and more, the team at Oceania Composite Structures can be assured of remaining busy well into the future.

### For more information

Contact Graham Boustred or Jeremy Davies at Oceania Aviation on 09 296 2644, e: [graham@ohl.co.nz](mailto:graham@ohl.co.nz) or [jeremy@ohl.co.nz](mailto:jeremy@ohl.co.nz) [www.oceania-aviation.com](http://www.oceania-aviation.com)



*Oceania's new purpose-built rotorblade and composite repair facility. The blade in the foreground is a Bell 206.*



*Jeremy Davies mixing adhesive in the clean room.*

company in the 1980's. This has allowed them to design the facility from experience, including a multitude of purpose built jigs, fixtures and trolleys to help avoid any potential for lifting and transport damage.

A logical workflow has been created around the process that most jobs will follow. Inspection and preparation areas are flooded with natural light near to hangar doors. (Graham and Jeremy have one of the best views at Ardmore, looking straight out onto the TLOF area and enjoying the sound of rotorcraft for much of every day). A filtered preparation room provides for cleaning and sanding processes prior to any paint application which takes place in a dedicated 10m long downdraught spray booth. Alongside the spray booth is a separate structural bonding clean room with a controlled environment for temperature and humidity, and continuous