



Two New Generation Tecnam P2008s delivered for Waikato Aero Club

FOLLOWING a search to find a cost effective, state-of-the-art Flight Trainer, the Waikato Aero Club has purchased two Italian manufactured Tecnam Light Sport Aircraft.

Giovanni Nustrini, Managing Director of Tecnam Australasia, presented Waikato Aero Club with Two Tecnam P2008s for acceptance trials earlier this month and ZK-WHZ and ZK-WIP have now joined the fleet. Giovanni is excited that a major flight-training organisation has chosen Tecnam and says that "Waikato Aero Club is a perfect customer for the P2008. The club's mix of recreational and full-time flying will continue to demonstrate the versatility of the aircraft and its ease of use. As well, the Club will benefit from the reduced operating costs associated with the Rotax engine and modern airframe."

Club CEO Richard Small says "The new planes have a large number of advantages over the more traditional aircraft. Manufactured from modern materials they are much more fuel efficient and much quieter. They also have full electronic flight display screens rather than the traditional knobs and dials seen on typical aircraft instrument panels and our pilots are thoroughly enjoying the upgrade."

As well as recreational flight training and club trips, Waikato Aero Club runs a student loan-funded full time flight school for budding professional pilots. Mr. Small says "It is really important for our future airline pilots to train with the best technology

available, and these aircraft fit the bill very nicely. Our full-time students will keep the aircraft busy during the week and our club members will enjoy some delightful weekend flying."

Compared to traditional training aircraft, the Tecnams are considerably less costly to run, operate on around half the fuel consumption, are less costly to maintain, are more environmentally friendly as they use unleaded car fuel, and have better flying performance. Club members will benefit from the significantly lower operating costs.

The Club has enjoyed working with Giovanni and Tecnam NZ, with Mr Small saying that "From the outset the communication has been excellent, the construction and shipping milestones have been met and to date the experiences have only been positive."

For more information

Contact Roger at Waikato Aero Club on 07 843 5655, email: info@flywaikato.co.nz or visit www.flywaikato.co.nz

Contact Giovanni at Tecnam NZ on 09 298 9144 or 021 832 626, email: info@tecnam.co.nz or visit www.tecnam.co.nz

Tecnam P2008 at a glance

- Carbon fibre fuselage / metal wing
- 98HP Rotax 912ULS2
- Range 690NM
- Cruise Speed 112kts
- Useful Load 215kgs
- Cabin Width 1.2 metres



Giovanni Nustrini of Tecnam NZ presents Waikato Aero Club CFI Roger Cruickshank with the keys and Logbooks for the Club's two new Tecnam P2008 Light Sport Aircraft.

Customised instrument panels by South Pacific Avionics

BEFORE delivery to Hamilton, Waikato Aero Club's two new Tecnam P2008s received customised instrument panels to meet the Club's specific requirements for their training role. South Pacific Avionics at Ardmore were entrusted with this work.

A PS Engineering intercom was installed, with intercom switch gear incorporated into the new control column grips also fitted at this time. Radios and transponders were installed with South Pacific Avionics manufactured racks and looms. A central panel split power switch enables the PIC EFIS panel to remain functional during start up. This unit is normally equipped with battery back-up in case of alternator failure and using the panel during start up enables all engine functions to be monitored during the process. Another task was the re-arrangement of cabin switch gear to the PIC panel below the EFIS display.



As well as in-cabin work the opportunity to change the tail fin beacon was taken. As standard, the aircraft had a white xenon tube unit which has been substituted with a light weight red LED unit. This gives an intense light for lower power consumption.

South Pacific Avionics are well versed in custom panel installations and upgrades, and both aircraft were in and out of the workshop in just four days. Their capability extends far beyond

instrumentation work, with auto-pilot installation for GA aircraft (including LSA) becoming more common as costs reduce and the sophistication of this category of aircraft grows.

For more information contact Ross Osborne at South Pacific Avionics on 09 198 1373, email: ross@avionics.co.nz or visit www.avionics.co.nz



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