

## Agusta Grand tour postponed



**HELIFLITE** Pacific advise that they have postponed the planned Agusta Grand tour of NZ in February to enable the aircraft to meet other commitments against an already tight schedule. The tour will now take place later this year. Interested persons should contact Brett Sanders at Heliflite Pacific on (09) 299 9442 or 021 748 984

## Congratulations

**RANDOLPH** Sunglasses and KiwiFlyer Magazine gave away two pairs of Raptor Sunglasses to lucky subscribers in December and January. The winners were Tony Fox of Whitianga and Bruce Gavin of Matamata. Bruce's prize is on the way but Tony received his in January and wrote back to us with these comments:

"I would class myself as a skeptic when reading product reviews. (However) the fit/comfort that the Raptor glasses offer is second to none and everything that is stated about the lens quality is absolutely accurate. My only problem now is trying to prize them away from the wife!"

Thanks Tony. We hope you enjoy yours just as much Bruce.

# Aeromotive and CTC Raising Maintenance Standards

MAINTAINING an extensive general aviation fleet can be a difficult task. Aircraft usage management can dictate that service intervals fall in quite a different manner compared to the disciplined regime of airline or military service. Given how smoothly airline and military maintenance is managed, the question to be asked is how the gap between this and the GA approach might be reduced. Aeromotive at Hamilton are endeavouring to do this by developing airline level maintenance concepts for GA practice.

Aeromotive's maintenance partnership with CTC Aviation is the catalyst for this approach.

The CTC fleet has a defined programme of use where despatch reliability is paramount. Thus the maintenance regime becomes highly structured and

effectively adopts an airline approach, also particularly relevant to the culture that CTC imparts on to its students.

The Aeromotive/CTC partnership began with the establishment of a Maintenance Control Centre. The CTC fleet now numbers 35 aircraft (comprising Diamond DA20, DA42, Alpha 160, Cessna 172 and Piper PA-44 Seminole types) and this control centre is solely dedicated to ensuring that these aircraft are maintained to the highest EASA/CAA standards on time and on budget.

### Relationship Management

An important factor is the relationship between the maintenance contractor and the client. This is complex and not formed overnight. Accumulated experience flows through not only in maintenance planning but in developing a new culture for GA trained engineers which ultimately enhances their future employment prospects, particularly with airlines.

The evolved maintenance scheme has a two-fold effect. While maintenance staff work in a fully planned environment plus trouble shoot daily line defects, in the case of CTC the airline cadets are steeped in the

maintenance defect culture from day one of their training. The implementation and operation of Minimum Equipment Lists (MEL) is a daily part of the operation and the only difference from flying for an airline is the scale of the operation. In this way cadets, during their flight training, have an interface with what occurs in maintenance rather than it being something that occurs at night or is 'over there'.

### Keeping up with technology

The introduction of Diamond aircraft to the CTC fleet provided a learning curve in terms of composite airframes, high speed



At any one time maintenance is performed on Piper PA44 Seminole, Alpha 160, Diamond DA20 and DA42 and C172.

compression ignition engines equipped with Fadec and a full glass cockpit. The airframe and electronic systems bear similarities to those in airline fleets and this

brings a continuing education requirement to the maintenance staff.

For all aircraft not only are the manufacturer's maintenance requirements adhered to along with the local regulator CAA, but operations and maintenance must also acknowledge and perform to European Aviation Safety Agency - EASA requirements too.

The present operation covers the full gambit of maintenance tasks, from maintaining aging airframes to inducting factory new aircraft to the fleet. Ross Ward, Service Manager for the Aeromotive/CTC operation, says that they are confident they can develop the maintenance approach and programme to suit other operators.

As well as a more smoothly operated and cost effective maintenance regime, additional benefits include the improved culture that can be imparted on to operational staff.

### For more information

To discuss tailoring a maintenance programme to suit your needs, contact Brett Puddle at Aeromotive (07) 843-3199 or email: [brett.puddle@aeromotive.co.nz](mailto:brett.puddle@aeromotive.co.nz).



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