



REMUERA doctors

Are you fit for flying?

Airline Court, 320 Remuera Road, Remuera, Free Roof Top Parking
Hours: Monday-Friday 8am to 6pm
Late Night Thursday by appointment
reception@remueradoctors.co.nz
t +64 9 524 6504

- ME - 1 (New Zealand) - Australia (CASA)
- JAA (Renewals only) - Canada
- US (FAA) - Fiji

Dr Bill Daniels & Dr Anton Wiles

Book NOW for your Pilot Medical

www.remueradoctors.co.nz

Solo Wings

Service • Support • Sales • Spares
ARAs • Restoration and Repair

Your One Stop Shop For:
GA - Sport & Recreational Aircraft

6 Kittyhawk Way, Tauranga Airport
Ph/Fax (07) 574-7973 Mobile (027) 276 7797
Email: solowings@xtra.co.nz

ROTAX
New Zealand's only authorised Rotax Sales and Service Centre

Engineering for Aviation

Airport Drive, Palmerston North Ph 64-6 357 1149, Fax 64-6 357 0886

CAA Part 145, 146, 148, 19F, CASA CAR 30, NZSAS ISO 9001:2000

- Airframe Maintenance & Overhaul
- Engineering Design
- Instrument Overhaul
- Electrical Overhaul
- Engine Maintenance & Overhaul
- Welding, NDT, Cable and Hose Manufacture
- Corrosion Treatment and Aircraft Painting
- Calibration - Tools & Test Equipments

FIELDAIR
Engineering for Aviation
fieldair.co.nz

an authorized **Rolls-Royce** maintenance center

APA
ASIA PACIFIC AEROSPACE

Safety Skill Service
Maintenance Repair Overhaul

Asia Pacific Aerospace specialises in the maintenance, repair and overhaul of small to medium gas turbine engines.

- APA - Rolls-Royce Authorised Maintenance Centre.
- APA - Approved Maintenance Organisation (AMO) supporting the Australian Defence Force.

FACILITIES

Asia Pacific Aerospace has two computer controlled correlated engine test cells which support a range of engines including:

- Rolls-Royce Model 250 Series Engine
- Honeywell LT5 101 Series Engine
- General Electric T700 Series Engine

CONTACT MAURICE GORDON
PHONE 06 350 0011 FAX 06 353 3990 MOBILE 021 845 651
EMAIL: MAURICE.GORDON@APAERO.COM.AU

www.apaero.com.au

The most modern, technologically advanced gas turbine engine facilities in Australia.

Recent Central Aero Projects at Hamilton

CENTRAL Aero Engineering's brand is built on caring for pilots and their aircraft whether they be hard working machines, or those which are just dusted off occasionally. This approach, and a reputation for friendly and efficient maintenance across a wide range of capabilities, ensures a diverse mix of work through the hangar doors including a lot of special projects. Managing Director Paul Waterhouse says that a variety of such projects have recently been completed, including substantial tasks in each of the fabric, composites, and engine maintenance disciplines.

Fabric work

Piako Gliding Club's Piper PA-25 Pawnee was recently damaged in a landing accident at Matamata after an undercarriage shock absorber failed. Repair work involved replacing the spar in one wing as well as other internal repairs. A number of hard to find parts needed to be sourced and the opportunity was also taken to complete some NDT work on the wing attachments. As well, one undercarriage leg was replaced due to damage incurred. Paul says they spent a lot of effort "getting it right" and were delighted when the aircraft flew dead true on its first flight with no adjustments necessary. He was in fact already well acquainted with the aircraft, having spent some 350 hours in it towing gliders himself.

The Pawnee job came by way of the Club's insurance company thanks in part to Central Aero's reputation for previous fabric jobs, and the Club has been very pleased with the result obtained.

Another recent fabric job was on Piper PA-22 ZK-PAT, also coming to the hangar via word of mouth. This aircraft was brought in with a list of 'wear and tear' defects for attention, the most notable being a broken cabin entry step. The structure for this is inside the fuselage and the job necessitated removal of a large amount of fabric around the cabin door and belly, before making weld repairs to the step structure. A tidy-up was also completed of fabric across the rest of the aircraft to help lengthen its service life.

Some upholstery repairs and re-carpeting while in the hangar completed the job.

Composite work

Central Aero are also qualified to care for composite aircraft. One such aircraft in their maintenance stable is the amateur built Arion Lightning, ZK-TDT. This came to the hangar after a mishap which

General Maintenance

Central Aero also undertake plenty of routine maintenance for a variety of aircraft and owners. In Paul's words, "We're here to provide a service and make aeroplanes fly, hassle free."

Aside from light aeroplane maintenance, helicopter work has become another speciality with the company having

experience from R22 to AS350 and EC120 types. A second R44 overhaul is currently also scheduled. Paul says they often also act as a maintenance advisory service for helicopter operators – the day after KiwiFlyer visited he was off to assist on an AS350 helicopter job at New Plymouth.

They have also recently become more involved in glider maintenance, with a growing base of clients on the books.

Worth mentioning too, is a digital prop balancing service and with a brand new set of electronic scales in-house, a certified aircraft weighing service.



Above: Central Aero Engineering hangar with Piper PA-22 PAT after it's recent refurbishment project. At right, a wide range of loan electrical components are available.



tore off the nose leg, bent the undercarriage and incurred a prop strike. Aside from the obvious parts replacements and engine strip, repairs involved cowl modifications and fitting new engine mount frames. The opportunity was also taken to convert all external brake lines to rigid and to increase the size of the rudder trim tab – which became a substantial job due to the design of the rudder. Most significant though, was the fitment of winglets from a factory supplied kit. This involved a re-fabrication of the wingtips and a significant gain in wingspan in the process.

Engine modifications

Another recent job with a difference came by way of Airtourer ZK-DNF which was re-engined from T3 (130HP Rolls Royce O-240) to T4 specification (Lycoming O-320). This work required extensive modifications to the aircraft, different instrumentation, prop, spinner, exhaust system, an alternator rather than generator, cowl mods and more. A further significant undertaking was the relocation of the battery to the aft fuselage and an associated electrical system revamp.

Electrical Maintenance

Under the stewardship of Martin Ross, Central Aero Electrical have also been undertaking some recent project work, alongside the normal mix of maintenance tasks. Martin has a new carbon brush for Cresco starter/generators that will soon be approved. Martin says this should offer 500 hours with no wear, compared to the manufacturer's long life brush which sometimes only reaches 300 hours.

Other Central Aero Electrical specialties include the refurbishment of helicopter generator control units (with manufacturer's support from the USA) and BTH magneto overhaul (a job that is difficult and time consuming, but reasonably priced).

More Information

Paul says if you're thinking maintenance, then think Central Aero. He can be contacted on 021 743 033, email: paul@centralaero.co.nz or visit www.centralaero.co.nz