



# Ownership Support from Central Aero Engineering

**HAVING** founded Central Aero Engineering in 2006, Managing Director Paul Waterhouse explains his and Stephen Grainger's philosophy as being to care for the interests of aircraft owners, as well as the aircraft itself. In just five years the Hamilton based company has developed a wide skill base and acquired a broad mix of customers that encompass fixed wing, rotary, recreational and commercial disciplines. Central Aero have a wealth of experience which enables them to take on a wide variety of work and operate as a one-stop shop for both regular aircraft maintenance and the solving of difficult problems.

## Maintenance Control and Support Services

Central Aero provide maintenance controlling services to several air transport operators and Paul says they are happy to offer the same service to all other operators, whether private or commercial. The offer also extends to recreational aircraft owners who can sometimes struggle with the amount of engineering bureaucracy involved in owning their own aircraft. Paul and Steve take pride in quality of service and in being able to understand and work through issues from the two (sometimes differing) perspectives of operator and engineer. They cite having a direct relationship with the operator as a key aspect of being able to better support the aircraft and to providing best cost services throughout a long term partnership.

Paul explains that it isn't entirely uncommon for private or recreational owners to forget to organise their Annual Review of Airworthiness and overrun the requirement, sometimes considerably, saying that "if that happens we can help out, and we can also help to prevent it from happening again". It's not just ARAs that get overlooked, but also Airworthiness Directives and inspection requirements, an example being four yearly or 500 hour magneto checks. Microlight owners with transponders fitted have often been

surprised to discover they were missing a mandatory two yearly transponder check.

The rules say that responsibility for such matters rest fully with aircraft owners however Paul says they are happy to help if owners have any uncertainties, particularly in regards to AD interpretations which can be a struggle for owners who are not fluent in engineering. Paul and Steve

available for Cessna, Piper, Beechcraft, Robinson (including 2200hr/12 year programmes), Schweizer, MD, Bell, Eurocopter and other types. Central Aero also undertake major projects, restorations and repairs, whether on fabric, metal or composite aircraft. Another capability is a speciality in propeller balancing, with many satisfied owners being quite amazed at the increased performance this simple task has yielded.

On the home building and project front, Paul offers a complete range of build consultancy and support services - and one call may be all that is needed to get a stalled project going again. Or if you've had a mishap, Paul and Steve say to bring it in and they will sort it. Projects presently underway in the hangar include the re-commissioning of a Mazda RX8 powered Cobra Arrow sport aircraft, repairs to a damaged SportCruiser,



*Clockwise from left: 1) Paul working on a top overhaul of a Jabiru engine, 2) SportCruiser repair project, 3) A new engine frame for an RX8 engine in a Cobra Arrow currently being re-commissioned.*

have met some homebuilt and microlight owners who don't realise they should have a maintenance programme and must comply with ADs. He says if that sounds like you or you are uncertain about your maintenance obligations then "just ask for help - that's what we're here for."

Logbooks are another sometimes misunderstood item or something that is consigned to 'bureaucracy' and not attended to in the way that they should be. Paul makes the offer again; "if you're unsure, ask one of us for help - or just drop off the logbooks and aircraft and we'll have a look and then sort it with you."

## Maintenance and Project Engineering

The Central Aero team have a great deal of aviation experience amongst them across a wide spectrum of helicopter, fixed wing, fabrication, electrical, cloth, metal, composite, and administrative disciplines. This includes everything from microlights and two-cylinder engines to piston and turbo prop twins, autogyros, gliders, R22's through to AS350B3's, and more.

Traditional maintenance provision is

and a Jabiru engine in for a top overhaul. Central Aero are also adept at conducting administrative and accident investigations when required.

Martin Ross owns an Electrical Division of Central Aero and can undertake maintenance for all GA electrics including Whelen strobe lights, magnetos, starters, generators, etc. Test equipment is on hand to trouble shoot a variety of electronic black box control system problems with repairs often being made to what would otherwise require a more expensive return to manufacturer or replacement exercise.

## For more information

Paul says if you're thinking maintenance, then think Central Aero. He can be contacted on 021 418 677, email: [admin@centralaero.co.nz](mailto:admin@centralaero.co.nz) or visit [www.centralaero.co.nz](http://www.centralaero.co.nz)

