



date have been helicopters. Their largest job has been the complete repaint of Ossie James' iconic DC-3 aircraft in its original James Aviation Ltd livery. www.aviationpaintingservices.co.nz

The New Zealand Air Safari 2013

Planning for Air Safari 2013 is well underway. Departing from Masterton on 19th March 2013, the event will weave its way through NZ, covering 16 airfields over 10 days, finishing at Motueka in time for Easter Weekend and the Omaka Classic Flyers Air Show. Up to 80 aircraft are expected to take part, some including visiting pilots from Australia & England. Note that a 10% price discount is available for entries received before 31st August.

Considerable public exposure is planned to attract new people into sport and recreational flying, while lifting the profile of Aero Clubs in the community. The beneficiary of the 2013 Air Safari will be the Young Eagles program run by Flying New Zealand. This program introduces young people to aviation and is well established amongst Aero Clubs throughout the country.

There will be an optional competitive side (including prizes) to the Safari, with Precision Flying & Identification Points along the way. Competitors will be timed from departure to arrival and their points recorded, along with navigational skills, for each leg.

Participants in the Safari typically come from all walks of life. There will be new pilots, retired pilots, commercial, agricultural & airline pilots and of course their passengers.

The success of this event is dependant not only on the response from enthusiastic aviators wanting to share the adventure but also the Aero Clubs and their local support organisations. If you would like to get involved, contribute, or participate, then visit the Flying NZ website for more information. www.flyingnz.co.nz

Turbine Services now available from Aeromarsters

AEROMARSTERS have recently signed an agreement with the BBA Aviation Group to represent and co-ordinate the servicing of Rolls Royce 250, and Pratt & Whitney PT6 engines here in New Zealand. General Manager Tony Marsters says that their solutions are pressure-free, transparent, fast, and very cost effective.

Members of the BBA Aviation Group include Dallas Airmotive, Premier Turbines, International Turbine Services and International Governor Services, all of the USA, and H&S Aviation of the UK. The companies have facilities established worldwide (with the closest being Singapore). For New Zealand customers, Pratt & Whitney is handled via Dallas Airmotive and Rolls Royce engines are drawn from H&S Aviation in the UK. Aeromarsters Tony says that due to quick inland freight times, parts and components will often arrive in New Zealand faster than if they come from the US, the process also being more cost efficient. All shipping and insurance is handled by Aeromarsters.

How the process works

Aeromarster's turbine servicing process begins when a customer supplies their log cards. This information is sent to the appropriate facility for evaluation following which the customer will be given a worst case scenario price for the work that is required. Aeromarsters have an on-line stock listing of available components, modules and rentals and can provide clients with electronic spec cards for a wide selection of units.

Customers can then decide on the following options:

- **Service Exchange**

The first option is to simply purchase a fixed price service exchange unit from the available pool.

- **Rental Services**

If required, a rental unit can be arranged at an agreed fixed hourly or daily rate. Aeromarsters will either deliver the rental to the operator's maintenance provider or can arrange the changeover using a licenced contractor. Tony says that rentals currently take 2 to 4 days to arrive from the UK, however stock is in the process of being transferred to the new Singapore facility which will allow for overnight ordering of urgent requirements.

- **Repair and Overhaul**

Aeromarsters send the core to the overhaul facility for stripping and evaluation. Once this has been completed, a detailed report is provided to the operator including a full parts status listing, photographs of faulty items and a fixed price to repair/overhaul. Tony emphasises that no work is carried out without prior approval from the operator; "Our focus is on communication and transparency throughout the whole process."

Advantages and Value

BBA and their respective group members are RR250 authorised service centres and Pratt & Whitney service centres. Tony says that BBA has one of the largest rental pools available for NZ operators and also maintains an extensive stock list of part-life serviceable items which can provide good savings for cost-sensitive lower operating time operators, explaining that; "the group can offer some exclusive and very competitive pricing, especially with the added efficiency of maintaining its own component overhaul capability".

Local representation, warranty and support

Aeromarsters were established almost two years ago with an objective to provide 'a new level of service in the provision of aviation spares support, ground equipment support and maintenance management to the general aviation, helicopter, airline, and military operators in the Oceania region'. Turbine servicing is a recent addition to the company's portfolio and with the competitive nature of the business, there has been some commentary circulating about the new arrival in the local industry. Tony emphasises; "To answer the question of local representation, we are a local company. Anyone can call us 24/7 any day of the year. As for warranty, we're backed by one of the largest RR250 and P&W overhaul



Rolls Royce and Pratt & Whitney turbine services are now available through Aeromarsters who are representing BBA Aviation Group in New Zealand.

facilities there is. Warranty work is not an issue and we even have provision for incurred labour if warranty work is required to be carried out. Aeromarsters contracts some very experienced LAMEs to carry out work as required. Phil Garside, an extremely experienced powerplant fleet manager with numerous international airlines also provides technical engineering advice to Aeromarsters. We have direct access to BBA Group facilities around the clock, and their deliveries are fast, on time and at realistic prices. We can offer great value for money and reconditioned items are also available to further reduce operator's costs."

The average time for a turbine overhaul if needed is quoted as between 20 and 31 days, including freight transit of rental deliveries, the engine being sent to the UK, the overhaul, return to NZ, and re-fitting. One recent transaction completed by the company ended up \$8000 less expensive than the nearest local overhaul quote, an option which also wouldn't have included rental provision.

Tony says that for outright purchases, turbines can be here ex the UK in 4 days or from Singapore as quick as overnight.

For more information

Aeromarsters welcome enquiries from operators seeking pressure-free, transparent solutions. Contact Tony Marsters at Aeromarsters on 09 636 6840 or 021 298 5750, email: tony.marsters@aeromarsters.co.nz or visit www.aeromarsters.co.nz



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