



Central Aero Engineering: "Here to Help"

Central Aero Engineering at Hamilton Airport is frequently an interesting place to visit. They have a wide range of aircraft on their books and with a small team who thrive on the challenges of 'something different', there is inevitably something unusual happening alongside whatever routine maintenance might currently be underway.

A recent such project was the assembly of a Piper Cub for Rob Broek of Wanaka. This was a fully restored aircraft ex CubCrafters in the USA. Rob had test-flown it there post-restoration before it was crated for shipping to New Zealand with just 10 hours on the clock. An obvious question is why have your new aircraft assembled in Hamilton rather than closer to home?

Rob explains; "We looked at having the Cub transported and assembled in Wanaka by our engineer Matt Bailey and his team at Performance Aviation. Although Matt and I had discussed for Matt to do the job, we both agreed that it would make sense for Paul and his team at Central Aero to do the assembly; logistically it would be much more straightforward and Paul's team had assembled a number of CubCrafter Cubs before." It helped too that Rob had seen a YouTube video posted by another Central Aero customer. That video was of a CarbonCub assembly project, via a GoPro camera that had been secreted into the hangar and recorded a day of work on said project. Search YouTube for 'Re-assemble Carbon Cub' and watch it sped up to all happen in 2.5 minutes.

Thus Rob phoned Paul one day and asked if he would like to sort the import and devanning process (easily achieved as Central Aero are a transitional facility), assemble the aircraft, deal with its certification and paperwork, and prepare it so he could fly it back to

Wanaka. The job was duly priced and accepted then with what Paul describes as a "sea to sky" service, the process began. Paul says the project was helped along by the aircraft being immaculate – with a great many new parts – and also by Rob being "a gentleman to work with".

With floats fitted, and after a shake-down flight with no additional work resulting, Rob fuelled his new Cub up and headed south. 'Ruby Duck' is now happily domiciled at Wanaka. Rob says that "They did a great job and UCR has run trouble-free since leaving Hamilton."

Central Aero also recently placed an original 1940 J3 Cub onto the NZ register following essentially the same process. ZK-ALY still has the same serial numbered engine it was born with and original logbooks recording its factory test flight.

Business as usual

Other recent work has incorporated taking a new Safari home-built helicopter through the CoA process, plus the usual routine maintenance,

corrosion removal and checks on all manner of aircraft including gliders, piston and turbine helicopters and hot air balloons.

A 400 hour inspection has just been completed on a hydraulic constant speed prop, a 540 engine off a Pitts has received a bulk strip, and a Cessna 172S has been rebuilt after a landing mishap. That required substantial wing and engine mount work, with Paul proud to say it flew perfectly "straight off the hangar floor".

An R44 Raven II has just had its 12 yearly inspection, involving a complete strip and Paul says another will arrive in January.

Central Aero also act as maintenance controllers for several commercially operating customers, a recent example being boutique charter company Stark Airline based in Whitianga.



Clockwise from top: Robert Broek's restored Piper Cub at Wanaka. 1940 J3 Cub at Matamata. Robinson R44 stripped to its cabin during 12 yearly inspection.



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Services and Capabilities

Central Aero engineers Paul, Steve and Hamish have a great deal of experience from which to tackle most jobs regardless of how unusual or difficult they might be. And with Hamish now only weeks away from receiving his licence, every staff member working on aircraft at Central Aero will soon be a licensed engineer.

Central Aero services cover everything from pre-purchase inspections worldwide, shipping container handling, CoA preparation and issue, airworthiness reviews, maintenance, repair and restoration of all flying machines, 24 month avionics checks (including mode S transponder testing), dynamic prop balancing, weight and balance services, maintenance control for private and air transport operators, accident and incident investigation, builder support, parts and materials supply, - and "good old-fashioned free advice". Paul says; "If you own it, or fly it, no matter what it is, from hot air balloons, to twins and helicopters piston engines and turbines, give us a call, WE ARE HERE TO HELP".

Central Aero Electrical Limited

Next door to Central Aero Engineering is Central Aero Electrical Ltd. Owner Martin Ross has a comprehensive range of diagnostic equipment and a large test bench that will handle up to 12 cylinder magnetos. Capabilities cover a good range of piston engine starter/generator, control unit rectification and overhaul work along with the 500 hour requirement for magnetos. The company has been recently approved by CAA to service/overhaul mechanical actuators (providing the appropriate manual is available) and has overhauled several Cessna Trim Tab actuators. Turbine electrical components also frequently pass through the shop. Recently, Martin has been receiving starter/generator overhaul work for a Pacific Islands airline – the company being so pleased with the price and service they received on a one-off job that they are now sending Martin all their work.

Central Aero Electrical stocks a variety of parts for re-sale including starters, batteries, alternators, strobe units, starter generators, GCUs, voltage regulators, ignition switches, and HT ignition harnesses. Various exchange items are available. Currently in stock are a PAC XL starter/generator and GCU, plus three Cresco 250A starter/generators. And Martin continues to build relationships directly with component suppliers, allowing him to purchase direct and bypass the aircraft manufacturer's mark-up. These are savings Martin says he is happy to pass on to customers. Contact Martin on 027 733 0208 or email: centralaero@clear.net.nz

Paul's contact details at Central Aero Engineering are: 07 843 1200, 021 743 033, paul@centralaero.nz or visit www.centralaero.nz

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Heli Maintenance at Christchurch

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 our new
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BASED in Christchurch and owned by David and Pip Ives, Heli Maintenance Limited was established in 2000 with a mission to focus on customer service and become the leading provider of helicopter engineering services throughout Canterbury, Marlborough and the West Coast.

Heli Maintenance is Canterbury's only CAA Part 145 A4 approved helicopter maintenance company offering helicopter sales, service and parts to numerous commercial and private owners. The team behind Chief Engineer David and Operations Manager Pip are experienced Engineers who can service your helicopter with confidence - specialising in a wide variety of types including Robinson R22, R44, R66, MD500 series, Schweizer/Hughes 300 series, AS350, EC120 and Bell 206.

As well as all routine maintenance requirements, the company also undertakes Airframe Overhaul, Rebuild & Refurbishment, Maintenance Control, GPS & Avionics Installation, Spray Equipment Installation, Aircraft Survey Pre-purchase Inspection, Annual Airworthiness Review provision and Turbine Vibration Analysis, and Dynamic Balancing and Spectrum Analysis.

Robinson Overhauls

Heli Maintenance is a fully approved Robinson helicopter service and overhaul centre. David has completed both the R66 and RR300 maintenance courses.

Role equipment and mods

Heli Maintenance have a variety of in-house developed role equipment and mods available. Their R44 Ground Handling Wheels are very popular and sell throughout Australasia. They also hold local mods for R44 and MD500 Snow Shoes, EC120 Lead Acid battery Installation, R22/R44 Pitch Links Repair, MD500 Collective Locks and MD500 Hockey Stick Repair.

Parts and Pilot Accessories

A wide variety of parts and pilot accessories are available in stock or by order. Speak to Ian for all questions and enquiries.

Sale and Purchase Support

Dave and Pip welcome the opportunity to work with prospective helicopter owners to help identify the aircraft they should buy, and to assist with sourcing, pre-purchase inspections, acquisition and maintenance. If you'd like someone to walk you through the steps of operating a helicopter, Dave and Pip are happy to oblige.



Canterbury's first and only CAA Part 145
 approved helicopter maintenance facility

We also offer the following local modifications:

- Snow Shoes for R44 & MD500
- EC120 Lead Acid Battery Installation
- R22/R44 Pitch Links Repair
- MD500 Collective Lock
- MD500 Hockey Stick Repair



R22 / R44 2200 hour Rebuild Kits, 12 year inspections and helicopter refurbishment. Let us provide a quote for your kit and / or rebuild.

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