



Central Aero Engineering – Newsletter

Our pick for this Edition

Photo of ZK-UCR – 1960 Piper Cub.

Welcome to our first newsletter and greetings from the team at Central Aero.

We will be publishing a short newsletter every now and then to let you know what has been going on around Central Aero Engineering and the services we provide which you may find helpful in keeping your machine airborne.

We will also provide a short helpful hint or article which we hope you might find interesting.



Our pick for our first edition is a beautiful Piper Cub that we assembled and organised the C of A for Rob Broek of Wanaka.

The machine was test flown in the States then containerised and shipped direct to us at Central Aero where we de vanned the container under our transitional facility approval.

What an absolute treasure of a machine with every extra, many thanks to Rob Broek who was brilliant to deal with through this process.



Robinson R44 Raven 2 – ZK-HRR

Has just undergone a 12 Year inspection with us and is now back out there hard at work. The programme went with out any serious issues and operator reports are great with more power than ever before after the engine was bulk-stripped and reassembled by Gary Blithe and his team at Aviation Power Supply in Auckland.





THIS EDITION's HELPFUL HINT IS – about battery removal and installation, most particularly which lead should be disconnected first. The Positive or the Negative (earth). It is amazing the number of people who will always disconnect the positive first and re connect it last, believing it's the positive that's the dangerous one.

Well, ALWAYS disconnect the Negative first and reconnect it LAST.

The reason being this; If you happen to touch the back end of your spanner to airframe (or car chassis) while connecting the positive last, you are in for some real action with sparks, arc welding your spanner / airframe and maybe burning your hand as the circuit is completed to earth.

If the Negative is not connected, there is no earth path, and should you happen to touch the positive to earth via your spanner accidentally..... Nothing. Then when you connect the negative and accidentally touch your spanner to earth..... Nothing. Safe as a church.

Nothing will save you from disaster if you happen to directly bridge the battery terminals together though, so always be very careful.

Also remember - A lead acid battery on charge produces Hydrogen gas and it can EXPLODE.

This is no myth, and I actually did this when I was a young lad in the battery room at James Aviation.

I caused a small spark when linking batteries and "boom" up they went and emptied all the acid out of every cell right in my face.

Copious quantities of handy water a shower and new overalls saved the day. This could have been really nasty if the tap and hose weren't right next to me at the time.

If you have any questions about anything aviation, need some advice, buying, selling, thinking, just give us a call, we are always happy to help. Our advice is free.

Remember, our services cover everything from pre purchase inspections anywhere worldwide, Shipping container handling, C of A prep and issue, Reviews of Airworthiness, maintenance, repair and restoration of all flying machines, 24 month avionics inspections, 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, good old fashioned free advice. 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.

That's it for this issue,

“SO FLY SAFE AND ALL THE BEST” –

From the friendly team at Central Aero Engineering.