

WHAT'S NEWS

at GippsAero

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Around the world by Airvan

Two Australian Pilots, Ken Evers and Tim Pryse landed in Bendigo Victoria on July 8th after circling the globe in a GippsAero GA8 TC-320 turbocharged Airvan. This was the first global circumnavigation by an Australian designed and manufactured aircraft. The flight was made to celebrate 100 years of Australian aviation and to raise money for Malaria awareness under the banner of Millions Against Malaria.

The adventure commenced with a crossing of the Pacific Ocean to California USA via a number of island refuelling stops. They then flew to Phoenix, Arizona, where their landing coincided with the opening of a new office for Mahindra Engineering Services, a major sponsor of the flight.

After crossing the southern states of the USA they flew from New Orleans to Kingston, Jamaica only to find that a full scale State of Emergency, with audible gunfire and explosions, had erupted while they were enroute. From Jamaica the route then took the Airvan to Barbados in the Caribbean and then via various landing places to Natal in Brazil.

The crew had originally planned to cross the Atlantic direct to Ghana from Brazil. However persistent severe weather in Africa caused them to replan to enter Africa via Namibia. This involved a refuelling stop at the tiny mid Atlantic Ascension Island, the British possession that played a crucial role in the Falklands war. Following an aborted attempt to fly to Namibia a fortunate break in the weather in Ghana enabled them to complete the Atlantic crossing to Accra as originally planned.

From Accra they crossed Equatorial Africa to Entebbe in Uganda in a marathon 20+ hour flight and then flew on to Dar As Salaam in Tanzania where the Airvan received routine servicing. From Tanzania they crossed the Indian Ocean to Bangalore, India via a refuelling stop in the Seychelles. On arrival in Bangalore their major sponsor Mahindra Aerospace, a division of the Indian conglomerate Mahindra and Mahindra, provided a very warm welcome.

After leaving India they flew to Wewak in Papua New Guinea via refuelling in Thailand, and Zamboanga in the Philippines. From Wewak they visited various locations in the highlands of Papua New Guinea before returning to Australia via Cairns. From Cairns they flew to Brisbane and after an overnight stop at Archerfield, Brisbane arrived in Bendigo on July 8th after covering 28,000 nautical miles in close to 300 flying hours.

To put this flight into perspective there have only ever been 22 Australian based Round the World Flights in general aviation aircraft. A number of these have been flown by repeat (the same) pilots, such as the four flights by adventurer Dick Smith and the three by John Johanson. Ken and Tim are now members of a very exclusive club.

GippsAero employees, who are justly proud of their part in building and preparing the aircraft for this epic flight, gathered on a beautiful winters' morning to suitably welcome home the crew. Ken and Tim were ecstatic in their praise for the performance and the reliability of the Airvan and thanked the staff for building such a fine aircraft.



Ken Evers (left) and Tim Pryse (right) pause for a final photo before departing Bendigo Vic for their big adventure.



Round the world GippsAero GA8 Airvan VH-BYI in flight.



Co Founding Directors of Gippsland Aeronautics, Peter Furlong (centre) and George Morgan together with Mrs Marguerite Morgan greet Ken and Tim on their return to the GippsAero factory.



CEO'S *blog*

The recent investment by Mahindra Aerospace in GippsAero heralds the start of a promising relationship that will build GA into a much larger organisation for the development and manufacture of a family of aircraft. Mahindra Aerospace is a new global OEM in the development and delivery of aircraft, aero-structural components and engineering services. Its vision is to become a globally recognized manufacturer of aircraft and a Tier 1 supplier of components and assemblies.

With its recent acquisitions of two Australia-based aviation companies, GippsAero and Aerostaff Australia, Mahindra Aerospace has laid the foundations for achieving its goals. In addition, a new state-of-the-art component manufacturing facility is being developed in Bangalore. The facility will comprise component and aero-structure assembly expertise in sheet metal, machining and special processing. The business at GA is 'business as usual' with the benefit of a large corporate partner providing a much larger canvas for GippsAero to create its portfolio picture.

GippsAero plans to expand the company's product line to four types. In addition to GippsAero's established GA200 and GA8 types, new aircraft being developed include a new 10 seat Turbine, the GA10 and an 18 seat Twin Turbine, the GA18. This line up will enable the company to offer a very versatile range of aircraft.

To prepare the way ahead for these product development projects, with their attendant growth, GA has made a number of senior and middle level appointments, both from inside and outside the Company. I congratulate those loyal staff members who have been promoted to new positions of responsibility and I welcome aboard the new team members.

To accommodate the expansion, a new 1200 square metre assembly hall, which is planned for completion by the end of the year, is under way. While all this is going on we are also providing new tools for our staff, such as the introduction of CATIA 3D modelling which will be a major technological step forward for the Company.

Meanwhile our marketing team has been busy flying the flag in the northern hemisphere by displaying at a number of key aviation events including the prestigious UK Farnborough Air Show where we displayed the ASTRA Special Missions version of the GA8. In the USA the company participated in the Airborne Law Enforcement Agencies (ALAE) Convention at Tucson and at the world premier general aviation event AirVenture 2010. Gipps Aero was also represented at the US AOPA Aviation Summit in California in November. Looking ahead to the early part of 2011 GippsAero will be well represented at Aero India 2011 and at the Australian International Airshow at Avalon near Melbourne in March.

In closing I would like to extend my congratulations to Ken Evers and Tim Pryse on their successful and historic Millions Against Malaria Round the World Flight.

Dr Terry Miles
Chief Executive Officer

Alligator Airways Airvans fleet upgrade



Alligator Airways of Kununurra in north west Western Australia, one of the first Airvan operators, recently took delivery of five new Airvans in a deal worth \$4.2 million.

The deal involved GippsAero trading in four of Alligator's existing Airvans and supplying five brand new Turbocharged models.

This gives Alligator the newest fleet in the North West and makes it the largest Turbo Airvan operator in the world.

Alligator Airways Director, Rob Kendrick, said that "the new aircraft were safer, faster, quieter, and had a lot of extras fitted for passenger comfort including air conditioning. The extra speed of the Turbocharged Airvan allows us to fit in an additional scenic tour per aircraft per day, which adds favourably to the bottom line."

He also stated that Alligator had decided to upgrade with new Airvans because the original Airvans had proven very reliable and popular with passengers.

GippsAero will refurbish the traded Airvans and offer them for sale with overhauled or factory remanufactured engines to suit the purchasers requirements.

Above, Alligator Airways Turbocharged Airvan, VH-WOV on one of Alligator's popular scenic flights from Kununurra to the fabulous Bungle Bungle Ranges in the far north of Western Australia.

FAA Type Certificate



GippsAero Pty Ltd, received the US Type Certificate for the Airvan GA8 TC-320, the turbocharged version of the versatile eight seat utility aircraft, from the FAA at a ceremony at EAA AirVenture 2010. The type was initially certificated by the Australian Civil Aviation Authority (CASA) in February 2009 and has now received certification from both the US Federal Aviation Authority (FAA) and the European Aviation Safety Agency (EASA).

Pictured above receiving the FAA Type Certificate for the Turbocharged Airvan from FAA Team Leader, Kimberly Smith are Arvind Mehra CEO Mahindra Aerospace (3rd from left), GippsAero Director George Morgan and GippsAero CEO Dr Terry Miles, (2nd & 3rd from right respectively), together with GippsAero and FAA staff. Millions Against Malaria pilot Tim Pryse is on the extreme left.



TECHNICAL *directions*



Wipline floats for Airvan

By George Morgan,
Director of Technology

I am pleased to announce that GippsAero Pty Ltd, and Wipaire Incorporated of South St Paul MN USA, the world's leading aircraft float manufacturer, have signed a memorandum of understanding to develop a float equipped version of the turbo charged Airvan GA8.

GippsAero and Wipaire have a common objective to release a new float program for the Airvan GA8TC to the global market in 2012. The agreement calls for a co operative effort for the design, construction and flight testing to certify the GA8 on Wipaire 3450S 3450 seaplane and amphibious floats via STC. For the float program GippsAero will be installing the Lycoming 350 horsepower, twin-turbocharged, intercooled TIO-540-AE2A engine.

The Airvan features, such as its large square section cabin with easy access, impressive payload, docile handling characteristics and low operating costs will make it a very attractive float/amphibious airplane that will be commercially favourable for operators.

Wipaire Inc traces its origins back to the foundation of Wipline Inc in 1960. A passion for success and engineering innovation have been the driving principles for three generations of the Wiplinger family and 50 years of Wipline float design and manufacturing. A tradition of engineering excellence that continues today.

Over the years, Wipaire has developed a full line of aircraft floats for all sizes of aircraft from the Piper Cub to the de Havilland Twin Otter. Wipaire also manufactures aircraft skis to accommodate snow and ice landings, offering ski installation packages for many aircraft. In addition Wipaire also engineers and builds a long list of the industry's most popular and highest performing aircraft performance enhancing modifications.

The Airvan is not the first Australian designed aircraft to be float equipped by Wipaire Inc. During the 1970s, an extensive engineering project was undertaken to float the Australian Nomad. The Nomad is now part of the GippsAero product range.



Wipline amphibious float beside Airvan at EAA AirVenture 2010.



SPLOSHKOSH - my experience

By Tim Pryse

Fresh from the epic globe circling flight one of the two Round the world Airvan pilots, Tim Pryse, accompanied the GippsAero sales team to EAA AirVenture 2010 in late July to promote Malaria awareness. Here are his observations of the World's largest aviation event, which this year was wetter than normal.

Oshkosh had always been a dream, now here I found myself unexpectedly flying from Sydney to LA in a Jumbo heading for aviation heaven, which was to take just over 13 hours. I thought about the crossing Ken and I had done in the Airvan just over 2 months earlier and how vastly different it was! We saw a lot of weather cruising around 9,000 feet and took 8 days, 63 hours flying and landed 5 times enroute. But the sleeping quarters seemed vaguely familiar!

Four of us flew in Airvan N686GA the last 40 minutes to Oshkosh. July's rainfall average is 50mm but they received 300mm so the airport was closed to all but display aircraft. We headed for Ripon, the reporting point for southern planes and soon found we were mixed in a group with 7 others. As we approached on short final there were still 2 airborne planes ahead of us. Once on the ground and parked we found that the display site had 100mm of standing water. We need an Airvan on floats!

As we have all heard and I experienced, Oshkosh truly is 'aviation saturation'! It was great to be there and to be involved in this international celebration of aviation achievements. I especially enjoyed being with the GippsAero guys who are so enthusiastic about their work, and to be learning more from them about the Airvan, its design, and their future dreams for the 'next project.' Checking out other similar planes I could not see any 'real' competition to the Airvan, Australia's Beaut Ute.

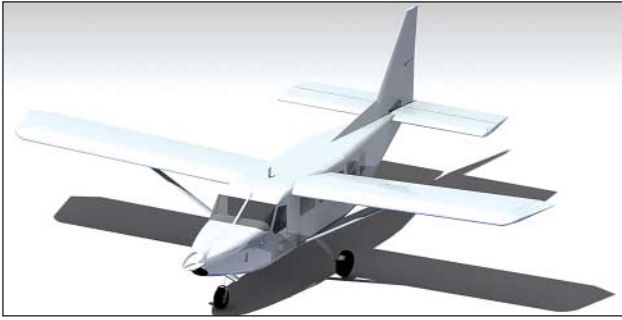
As with an Australian airshow, those interested in malaria already had some idea about it. I placed a world map with our route marked on it over the side of the plane; this drew a lot of interest.

While at the display I didn't get to sell an Airvan but told a brief story many times of our trip around the world and the reason for it. Our trip was not to prove the Airvan, as it has already passed with flying colours. It was to draw attention to the fact that half the world suffers from a disease wiped out in the west in the 70s.

To make people aware that every 30 seconds a child dies from Malaria which we found is the biggest killer in Uganda. I did raise a small amount of money for Mosquito nets to go into Malaumanda, PNG. I handed out hundreds of leaflets directing people to our website www.millionsagainstmalaria.com and letting them know a DVD of our trip will soon be available for sale.



GippsAero static display site at EAA AirVenture 2010.



GA10 Turboprop Airvan development

Following the investment in GippsAero by Mahindra Aerospace, work on the long awaited turbo prop Airvan is proceeding apace. The GA10 Turbine is to be a whole new FAR 23 certified aircraft type that will be powered by a Rolls Royce 250 B17F2 engine. The emphasis is to provide performance and reliability for safe multi role operations.

The major mission design requirements for the GA10 include the ability to carry a minimum of eight occupants, for at least 5 hours endurance, or up to 10 occupants with a fuel trade off, while maintaining the current GA8 concept of simplicity at low operating cost. The intention is to retain the current aerodynamic design and to use current production parts, as far as possible, to minimise development and production costs.

The aircraft will have a maximum all up weight of 4750 lbs and an estimated empty weight of 2350 lbs. The maximum fuel load will be in the order of 550 litres. Initial performance estimates indicate a Cruise Economy Factor of 13.0 Seat-Nautical Miles per Litre with 10 occupants. This compares very favourably with other current turbo prop utility types.

First flight of the GA10 developmental prototype is scheduled for November 2011, which will lead to the development flight-testing phase. Type certification by the Australian CASA is anticipated in February 2013. This will be followed by the type's public debut at the Australian International Airshow at Avalon, near Melbourne, in March 2013.

Above, computer generated impression of the GA10.

Below, computer generated impression of the GA10 over the Sydney Opera House.



Patient transfer by Airvan



After considerable market research, OZ West, one of Western Australia's leading general aviation flight operators, concluded that the GA8 Airvan is the aircraft of choice for patient transfer duties. The Airvan's performance, economics, load capacity, internal dimensions, ease of access and it's ability to operate from either metropolitan airports or short bush landing strips would make it a winner for this work.

What was lacking was a suitable stretcher, so, in a collaborative project between OZ West and GippsAero, a brand new stretcher system, the PL150, was designed, built and certified to aviation safety standards. The PL150 enables a patient to be seamlessly taken from their hospital bedside by road and air to another medical facility or even their home bedside on the one stretcher. The Airvan's short take off and landing ability means that this service can be provided to remote communities and rural properties.

The Airvan has a large square section cabin with a flat floor, which can be configured for either stretcher or sitting patients. The space available in the Airvan cabin, which is comparable to that available in larger turbo prop aircraft such as those flown by the Royal Flying Doctor Service, gives escorting personnel space to store all required equipment and room to work.

The Airvan has independent crew and passenger access with a wide sliding passenger/cargo door that facilitates safe, rapid and easy loading/unloading of the stretcher and the cabin floor is set at a convenient height with no sills to negotiate.

Built to aviation safety standards, with electric motor-driven wheel retraction and extension, the unique design of the PL150 Stretcher System enables easy loading directly into the aircraft even on uneven terrain. Multi-directional wheels within the main frame facilitate the straightforward positioning of the stretcher onto locking points within the aircraft. The entire loading/unloading operation can be performed in seconds, thus minimising distress to the patient.

Your Thoughts

Your contributions to *What's News at GippsAero* are most welcome. Please let us know of any articles you would like to see appear or other suggestions or feedback you may feel is relevant. Information can be directed to Mark McNamara at GippsAero.



GippsAero

Latrobe Regional Airport
PO Box 881 Morwell, Victoria 3840, Australia
Phone: +61 3 5172 1200 • Fax: +61 3 5172 1201
Email: reception@gippsaero.com
Website: www.gippsaero.com

