

# WHAT'S NEWS

## at Gippsland Aeronautics

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### EXPORT AWARD

Gippsland Aeronautics was named Victorian Regional Exporter of the Year by the Governor of Victoria, John Landy, in the 2004 Governor of Victoria Export Awards.

Gippsland Aeronautics also received commendations in the 'Victorian Export Award for Innovation Excellence Year' category and the 'Small to Medium Manufacturer Award'.

Speaking at the awards the Minister for Manufacturing & Export, Tim Holding, said "This company's GA 8 Airvan light utility aircraft is winning significant sales in South East Asia, North and South America and Africa and represents a great success story for the Latrobe Valley."

Mr Brendan Jenkins MP, Member for the Morwell District, said "The faith shown by so many people in Latrobe Valley to Gippsland Aeronautics is being proven by the continued recognition of the local company's performance."

"As the international reputation of this leading local company continues to grow we can fully expect further sales and an increase in activity at their base on the Latrobe Regional Airport."

"The Governor's awards are recognized as awards of real significance. It is just reward to the company and will add to their marketing capability. Gippsland Aeronautics is 'the real deal' as a flagship to Victorian industry," he concluded.



*George Morgan receives the Regional Exporter of the Year Award from Governor Landy.*

The Victorian Awards are part of the Australian Export Awards (AEA), which is organised by the Australian Trade Commission and the Australian Chamber of Commerce. Now running for over 40 years, the AEA have earned a reputation throughout the Australian business community as the key industry award for export excellence.

### MISSION AIRVAN

In late August 2004, Mission Aviation Fellowship (MAF) - Australia took delivery of a new Airvan for service to isolated aboriginal groups in Arnhem Land.

The MAF is a Christian aviation organization that works in 31 countries in Africa, South and Central America, the Caribbean, Asia and the Pacific. Four major operational organisations, MAF-USA, MAF-Europe, MAF-Canada and MAF-Australia are independent, though united in name, concept and aim.

In a special hand-over ceremony at Gippsland Aeronautics manufacturing facility, MAF Board Vice Chairman Leighton Pittendrih-Smith accepted a brand new GA8 Airvan from GA Director, Mr Mark Burgin.

Among MAF identities at the ceremony were former CEO, Mr Jim Charlesworth and wife Ruth, Ron and Kath Kingsley, Mr Leon Northworthy, Mr Max Chapman, Board members Mr David Lang and Rev Michael Goodluck and Mr Harold Morton who started the original engineering workshop for the Latrobe Valley Aero Club in Morwell 50 years ago. GA is a "direct descendant" of that workshop.

The first new GA8 will be based at Gove in the Northern Territory. It will be used for passenger transport and the delivery of essential supplies to aboriginal families living in remote outstations throughout Arnhem Land.



*Pictured at the MAF Airvan hand over ceremony - left to right Cr Darrell White Mayor of Latrobe City, Gary Wight Chairman of Gippsland Aeronautics, Leighton Pittendrih-Smith MAF Board Vice Chairman, and Harold Morton retired MAF Pilot, Mark Burgin Finance Director Gippsland Aeronautics, and Jim Charlesworth MAF.*

Mr Burgin said he was delighted to see one of GA's newly completed aircraft being used for humanitarian purposes and looked forward to an ongoing, mutually-beneficial relationship with MAF.

# DIRECTOR'S *cut*



Now that the new year is upon us, it is timely to review the past and consider where the company is headed in the future. 2004 was a significant year for Gippsland Aeronautics in many ways, but it was particularly notable for the emerging recognition by Government authorities of the growing part that the company is playing in the Australian aviation manufacturing and export scene.

In August the company was inducted into the Victorian Manufacturing Hall of Fame and in November the company was named Regional Exporter of the year in the Victorian Governor's Export Awards making the company a finalist in that category in the Australian Export Awards.

It is now just four years since the first production Airvan was delivered. Since that time we have built more than 60 Airvans, two thirds of which have been exported. Airvans are now operating in 11 countries, with orders being negotiated in several new countries. We are pleased to note that there have been many repeat orders and that only one Airvan has changed hands to date, which we take as an indication of customer satisfaction with the aircraft.

It is also pleasing to note the increasing number of Airvans that are being used for humanitarian and community service roles particularly in areas that have underdeveloped surface transport systems.

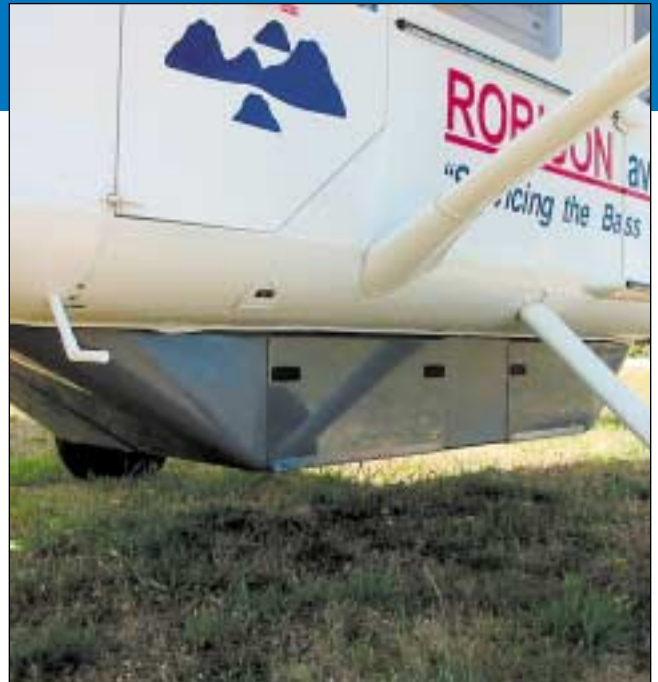
Looking now to the present I am pleased to report that the Airvan cargo pod is now certified. Operators report that the pod adds considerably to the utility and versatility of the Airvan without the performance penalties associated with pods on other aircraft.

The next major product improvement program is the Turbo charged variant. The developmental engine has been installed and the first flight is imminent. The new engine fits neatly within the existing cowl and retains the ease of access for maintenance which is a feature of the existing engine installation. Much flight-testing and report writing lies ahead.

I would like to thank all those who have contributed to the Company's ongoing success during the past year, particularly our talented and hard working staff, our suppliers and contractors and the officers of the various aviation authorities throughout the world. I would especially like to thank our customers for their continued interest in the Airvan and for their all-important orders that make it possible to bring this exciting aircraft to the world market.

**Mark Burgin**  
Finance Director  
Gippsland Aeronautics

## Cargo Pod for Airvan



*Rorison Aviation, based at Lady Barron in the Furneaux Island Group in Bass Strait, was one of the first Airvan operators to have a cargo pod installed.*

The Australia Civil Aviation Safety Authority has certificated an under fuselage cargo pod for the Airvan.

The cargo pod was developed to meet the needs of operators and potential customers throughout the world who have indicated that the pod is a desirable option for their operations.

Operators, whilst enjoying the spacious cabin of the GA8, have indicated a need to carry items such as tourist baggage and long items of sporting equipment such as fishing rods, skis, hunting rifles etc. The pod will also be suitable for the carriage of items of dangerous goods that are best not carried in the passenger cabin.

The entire internal space of the Pod, which has a capacity of 18 cubic feet, is all useable due to Airvan's relatively flat underbelly. This feature, together with two side doors, allows for the easy loading of three standard size Samsonite suitcases. The pod, which also has with an optional rear door for very long items, will carry 440 lbs (200 Kg) and items up to 8 feet (2.4 meters) in length.

The Airvan pod, which is constructed of advanced composite material, is an optional extra on new aircraft and is available as a retrofittable item for existing GA8 airframes. The Pod can be installed in the field and is readily removable although it is thought that, as the installed pod incurs negligible performance penalties, most operators will choose to leave it permanently installed.

**Airvans line up at  
Latrobe Regional  
Airport.**



# TECHNICALLY *speaking*

## Turbocharged Airvan ready for flight

The engine installation for the prototype Turbocharged version of the Airvan was completed in early December 2004. Successful engine runs were made and the flight test program will commence early in the new year.

This development utilizes the Lycoming TIO 540 engine, which is a Turbocharged version of the current normally aspirated engine.

Turbo supercharging will provide the Airvan with sea-level power to 12,000 feet, which will be of great benefit to operators in hot and high locations and will be particularly attractive to skydive operators who want the ability to climb to high altitude quickly.

The proposed engine will provide slightly more power, which will assist in the development of the proposed float-plane version of the Airvan.

## RECENT AIRVAN DELIVERIES

### First Airvan for the United Kingdom



*Pictured at NAC Aviation Limited home base at Oxford Airport (Kidlington) Oxfordshire on a wintery English day is the first Airvan to arrive in the UK. This aircraft will be used for demonstration flights to UK and European operators.*

### Second Airvan for Air Safaris New Zealand



*Airvan S/N 055 ZK-SAE, resplendent in the Air Safaris livery, is pictured here at the company's Lake Tekapo base. The recent acquisition is part of a fleet replacement program.*

## Airvans over the Top End



*Facing the new day. The two Laynha Air Airvans together with the MAF Airvan and a Laynha Air Cessna 206 lined up ready for a hard days work at Gove N.T.*

### The Top End of Australia, considered to be one of the last genuine outback regions of Australia, has become home to a growing number of Airvans.

The Top End is roughly that part of the Northern Territory surrounded by the Timor Sea to the west, the Arafura Sea to the north and the Gulf of Carpentaria to the east.

The Top end includes Darwin, the capital city of the Northern Territory; the pristine wilderness of Arnhem Land and the Kakadu National Park.

No less than seven Airvans now service the Top End and more are on the way. Top end Airvan operators include Kakadu Air Services Pty Ltd, the Mission Aviation Fellowship – (MAF) Australia and Laynha Air an indigenous airline owned by the Laynhapuy Homelands Association Inc.

Kakadu Air Services, based at Jabiru in Kakadu, conducts charters and freight runs to Arnhem Land during the wet season, as it is the only way in and out of the area. Once the rains stop, the company operates scenic flights for tourists over the world heritage listed Kakadu National Park.

The Park is a spectacular collection of woodlands, forests, the Arnhem Land escarpment, winding rivers and flood plains, all home to an incredible array of wildlife, which many tourists find is best viewed from the comfort of an Airvan.

MAF operates from bases at Gove, Lake Evella, Elcho Island, Milingimbi, Oenpelli and Numbulwar, providing support for a network of small outstations.

MAF directly operates its own aircraft fleet, which now includes four Airvans and, through management agreements, provides management staff, pilots and engineers to operate the aircraft for several indigenous groups.

One such group is Laynhapuy Air, which is now operating two Airvans, including the first cargo pod equipped Airvan.



## our PEOPLE



### Henry Shallard

Henry Shallard is a self-confessed aeroplane buff. Henry's first involvement with aeroplanes dates back to the 1960s when, as a young apprentice, he learned to fly with the Latrobe Valley Aero Club at Latrobe Airport.

Henry, who now has 600 flying hours to his credit, is still flying and, to his great joy, his job now is at the airport where he works in the final assembly area on the Airvan production line.

Henry started his career as a motor mechanic apprentice. After some time in the trade he went into private business and ran a number of ventures including taxis, a radiator repair and windscreen fitting business and an automotive parts and accessories franchise. Henry lives with his wife Jaqui in nearby Traralgon just a few minutes drive from the Airport.

Henry now owns and regularly flies his own aircraft, a diminutive Corby Starlet. The VW powered Corby is an Australian designed, amateur built, sport aircraft. Henry's Starlet, VH- BCS, was actually built by another Gippsland Aeronautics employee, aircraft welder, Brian Turner.

Henry says "This is the first job that I have ever had where I have no trouble getting out of bed in the morning," so keen is he to get to work on the Airvan assembly.

*Pictured above, Henry Shallard ready for another mission in his Corby Starlet.*

## CLIENT profile

### Private Owner: Peter Vanderspuy Africa



*Peter Vanderspuy supervises a routine maintenance inspection on his "Breadvan".*

Australian geologist and mining personality, Peter Vanderspuy, has been using light aircraft as his bush transport and mineral exploration observation platform since the 1960's.

African-born Peter has returned to his roots and flies throughout southern Africa from his base in Harare, Zimbabwe.

Peter took delivery of ZS - PMV (yes, the first personalised Airvan!) from Patrick Hanly in Port Alfred, South Africa at the end of April, 2004. By mid-October he was back for his second 100-hourly service.

"My first Airvan flight was at Mt Cook in New Zealand in April 2003. It took three visits to the factory in Victoria to convince Peter Furlong and the crew that I was a buyer and not just a stickybeak. 'I want South African IFR instrument package, cargo nets, spare tyres and tubes and spare pilot's door plexiglass please' was met with bemusement, but Airvan Africa delivered as requested".

"After flying many 'smallies' in different parts of the world, I still own a Cessna 185 and have just sold my Cessna 182. My 'Breadvan' still continues to exceed my expectations" says Peter. "It's my private transport, my campervan with wings, my 4X4 of the African skies. It's not where you can land that counts to me, the question is can you take off again" and Peter says his 'Breadvan' is taking off from places that he would not consider in his 185.

"And when you have seven grandchildren you want space to move and big windows and room for the tuckerbox and the pottie in flight, as well as space for the camping gear and the fold-up motorbike" says Peter.

Peter lists the Airvan's shortcomings thus: "the hundred hours between services goes far too quickly", and it's bonuses: "an extremely user-friendly and versatile bush aeroplane with friendly, helpful and personal back-up, both in South Africa and in Australia".

Peter's hope: a growing group of private Airvan owners around the world. "It feels like owning your own commuter line, or your own cargo freighter, and with 4X4 character - I can't beat it", concludes Peter.

### Your Thoughts

Your contributions to *What's News at Gippsland Aeronautics* 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 Marguerite Morgan at Gippsland Aeronautics.



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