

WHAT'S NEWS

at Gippsland Aeronautics

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PRODUCTION CERTIFICATE FOR GIPPSLAND AERONAUTICS

Gippsland Aeronautics was the first Australian aircraft manufacturer to be recognised under an overhaul of Australia's aviation safety regulations by the Civil Aviation Safety Authority (CASA)

The Deputy Chairman of CASA, Mr James Kimpton AM, and senior CASA officers visited Latrobe Regional Airport in August to present the first Production Certificate to be issued by CASA under Part 21 of the Civil Aviation Regulations 1998 to Gippsland Aeronautics. This follows a transition period from the previous regulatory system.

In presenting the Production Certificate James Kimpton said, "The achievement of this milestone by Gippsland Aeronautics reflects a further maturing of their design and manufacturing activity following the award of an Australian Type Certificate for the GA 8 Airvan and the Type Certification of that aircraft in seven overseas countries. By any standard this aircraft is showing considerable promise, with over 30 manufactured thus far, over half of which have been exported. The development augers well for the future growth and expansion of Gippsland Aeronautics' activity to the benefit of their employees, their customers, the Latrobe Valley community and, not least, their shareholders and financiers."

In a press release, Deputy Prime Minister and Minister for Transport and Regional Services Mr John Anderson said, "Key regulations covering the manufacture of aircraft and aircraft



CASA, Latrobe City Council and Gippsland Aeronautics personnel display the Production Certificate.

components have been updated and aligned with international best practice. This means Australia's manufacturing regulations are now in line with Europe and the US, removing critical hurdles for local companies."

The Chairman of Gippsland Aeronautics, Gary Wight, said "This is a significant achievement for Gippsland Aeronautics and is the result of a long period of hard work by the company Quality Assurance and Engineering Departments." He particularly commended Gippsland Aeronautics QA Manager David Wilbraham, QA Consultants Tony Haines and Bob Scott and Ron Smith and John Niarchos from CASA in bringing this project to fruition.

AIRVAN AT ACCOUNTING CONGRESS

The last place that you would expect to find a light aircraft would be at an Accountants conference, however, an Airvan was displayed at the Certified Practising Accountants (CPA) National Congress in the Melbourne Conference Centre in the heart of the Melbourne CBD during in October.

The logistics involved in getting the aircraft from Latrobe Airport onto display on the 3rd floor of this city centre building were very intricate and demonstrated clearly Gippsland Aeronautics "can do" attitude.

The objective of the display was to promote to the accounting fraternity the value of research and development and the R&D Tax concession. The R&D tax concession is a broad based market driven tax concession, which allows companies to deduct up to 125 percent of qualifying expenditure incurred on R&D activities.

The display was a joint effort between Gippsland Aeronautics, the Victorian Government Department of Industry, Innovation, Research and Development, the Federal Government AusIndustry and Austrade Departments and Latrobe City Council.

The Victorian Government has provided Gippsland Aeronautics with funding and assistance through a range



*George Morgan
Co Founder of
Gippsland Aeronautics
explains the cockpit
layout of the Airvan
to State Treasurer
and Minister for
Industry, Innovation and
Regional Development
Mr. John Brumby MP*

of grants programs to develop a Business Plan, international market analysis and implementation study, as well as contributing to the cost of production tooling and the employment of an Export Manager.

The company has also received considerable assistance from the Australian Government and Austrade with R&D Grants, Concessional Loans and valuable support from the Latrobe City Council.

Gary Wight, Chairman of Gippsland Aeronautics, said "We were delighted to have the opportunity to display the Airvan in this way as a means of thanking the various government agencies for their support with the project to date. The high level interest shown by the CPA Congress attendees was very gratifying. The flow on of interest in the programs offered by the supporting government agencies was also most pleasing and justified the exercise."

DIRECTOR'S *cut*



The aviation world is currently celebrating the 100th anniversary of powered, sustained, controlled flight by the Wright brothers at Kittyhawk in December 1903.

Whilst Gippsland Aeronautics has only been around for a quarter of that time the number 100 also has some significance for Gippsland Aeronautics at this time as the number of employees in the company team recently topped 100 and the keel of the 100th Gippsland Aeronautics built aircraft has been laid.

Both of these are significant numbers for any developing company and indicate the growing acceptance of the company and our aeroplanes as serious players in the world scene.

The stream of international visitors to Gippsland Aeronautics continues with recent visits by people from Indonesia, New Guinea, USA, New Zealand, Germany, Southern Africa and the UK. This augurs well for the future. The old saying "Build a better mouse trap and the world will beat a path to your door" certainly holds true for GA. More importantly these visits are turning into a growing list of orders.

Whilst the world is visiting us out here in Australia, the Company has been going out to the world and in the last few months GA staff members have been actively supporting our product and our customers in a many countries, from Southern Africa through Asia and the Pacific to North and Central America.

You will notice that this list does not include Europe or South America, but we are working on these markets. We are having dialogue and negotiations with potential clients and distributors in these regions.

On the technical side product development has made great strides with IFR Certification being achieved, the cargo pod development being well advanced, negotiations under way for the float plane version and important strides are taking place in the airbag project with AMSAFE. There are a number of other minor improvements in train as well as some exciting major ones

As 2003 draws to a close, I would like to thank, firstly, our hard working and dedicated staff for their efforts in the year 2003, secondly the officers of the numerous Aviation Authorities throughout the world for their involvement in our certification efforts, thirdly to our suppliers and contractors for their continued support and finally, our all important clients, for their on going interest and orders.

We look forward to another year of progress and development in 2004.

Peter Furlong
Co Founder and Director
Gippsland Aeronautics

NORTH AMERICA ODYSSEY



Above, the tail fins say it all. The first US registered Airvan at EAA AirVenture 2003.

North America received a good deal of attention from Gippsland Aeronautics during the Northern Hemisphere summer with a number of staff members spending a good deal of time there.

Director George Morgan initially went to Mojave to prepare the first 2 Airvans for AirvanUSA prior to transferring them to the US register. Product Support Manager Ross Bowden and aircraft maintenance engineer David Morgan joined George to assist him with this work.

These two worthies then went on to Belize in Central America to carry out some insurance work on one of the Maya Island Airvans before returning to Australia.

With impeccable timing Marguerite Morgan arrived in Mojave in time for the arrival of Airvan S/N 030 at the end of its trans Pacific ferry flight. The Morgans, accompanied by the ferry pilots Steven Death and Doug Hamilton, flew 030 across the USA to the EAA AirVenture 2003 at Oshkosh.

Meanwhile David Wheatland, Gippsland's Flight Test Manager, flew by airline to Mojave where he joined Joe Desjardins of Airvan USA, to fly an Airvan to the Airborne Law Enforcement Agencies (ALEA) Convention in Wichita Kansas, for demonstration to interested policing agencies, before flying on to Oshkosh.

No less than 3 Airvans were in attendance at EAA AirVenture 2003 including the first CAP Airvan, the AirvanUSA demonstrator aircraft and the Canadian demonstrator aircraft. Company Director Bill White and avionics technician Bill Higgins were also on hand to assist with the Airvan displays through out the event.

Daily an Airvan, piloted by David Wheatland, was featured at the opening ceremony launching the Liberty Flag Jump Team.

The CAP Airvan was then flown back to Mojave where it was transferred to the US Register and delivered to the CAP. David Wheatland spent some days at the National Test Pilots School training Civil Air Patrol flight instructors in the fine art of flying the Airvan.

Time was also found to attend the Abbotsford International Airshow in Canada, to support our Canadian representatives Avalon Aircraft, before the team flew home to Australia.



Gippsland Aeronautics staff enjoying the Gippsland winter sunshine during the presentation of the Production certificate.

TECHNICALLY *speaking*

Airvan IFR certified

The Australian Civil Aviation Safety Authority has recently certified the GA8 Airvan for IFR flight. This translates into IFR certification for South Africa, Botswana, Mozambique and New Zealand as these countries accept Australian certification.

The Engineering Office has made application to Canada, Indonesia and the USA for IFR certification and approvals are anticipated shortly.



CARGO POD

The certification program for the Cargo pod is progressing well. All static tests have been completed and an intensive flight test program is well advanced. The capacity of

the pod is 18 cubic feet, it will carry loads of up to 400lbs (180 kg) and items up to 8 feet (2.4 meters) in length.

The Pod is designed to carry all those things that operators do not want in the cabin such as luggage, crayfish, fire arms and ammunition and all forms of dangerous goods.

One potential operator from a very remote location is keen to have the pod as he frequently carries passengers who like to bring their spears along on the flight.

Above, Cargo pod fitted to Airvan Prototype VH - XGA during flight testing.

AIRPORT *update*

Airport General Manager appointed

The Latrobe Regional Airport Board has announced the appointment of Andrew Stephens as Airport General Manager. Andrew was formerly an Economic Development Executive Officer for Latrobe City Council where he had a responsibility for the Airport for many years. In this capacity he has been instrumental in developing the excellent relationship that exists between Latrobe City and Gippsland Aeronautics.

Andrew has an extensive public transport management background and has had a significant involvement in the restoration of the Walhalla Goldfields Railway. The development of the Latrobe Business Airpark, which has been his vision for some time, will be the major task for Andrew in his new position.

Latrobe City Councillors visit

Latrobe City Councillors and Senior Staff inspected the Gippsland Aeronautics facility in early December. The visit followed a breakfast briefing on the Business Plan that the Airport Board has been developing. The early morning briefing was conducted by Airport General Manager Andrew Stephens in the Airport Terminal building.

Mayor and Airport Board member Cr Graeme Middlemiss said that the continued success of Gippsland Aeronautics as Australia's only passenger aircraft manufacturer is vital to the success of Latrobe Regional Airport and the Board and Council are keen to play their part in securing the development of the company.

Latrobe City Councillors and Airport Board members with Gippsland Aeronautics Directors. Newly appointed Airport General Manager Andrew Stephens is 5th from right.



RECENT AIRVAN DELIVERIES



Rorison Aviation Airvan prior to departure for its new Flinders Island home.

Australia

Earlier this year Gordon Rorison, former Gippsland Aeronautics Administration manager, literally made a sea change in his life and purchased an air charter company based at Lady Barron in the Furneaux Island Group in Bass Strait.

In a demonstration of his faith in the product that he had helped to build Gordon recently took delivery of a brand new Airvan for his company Rorison Aviation. Rorison aircraft fly daily mail, freight and charter services from the company airports at Bridport in northern Tasmania and Lady Barron on Flinders Island. They also provide scenic flights from both airports.

Rorison Aviation can be contacted at 4 Gunter Street, Lady Barron, Flinders Island, Tasmania. 7255 or by phone/fax on (0)3 6359 3641 or by Email to sinclairaircharter@bigpond.com



Indonesian visitors. From left to right Mr Manduri, President of Perusda Melati Bhakti Satya, Mr Kadeir, General Manager PT Airvan Dirgantara Indonesia and Gippsland Aeronautics Agent Mr James Budiono of PT Airvan Dirgantara Indonesia.

Indonesia

Two Airvans have been prepared for ferry to Kalimantan for the East Kalimantan Regional Government where they will be operated by Perusda Melati Bhakti Satya, a Regional Company owned by the East Kalimantan Provincial Government, who will use them for transportation in remote areas.

A delegation from Indonesia visited Gippsland Aeronautics to inspect the aircraft before departure.



Gippsland Aeronautics staff gather to farewell ferry pilot Stephen Death.

USA

The second Airvan for the US Air Force Auxiliary Civil Air Patrol departed Latrobe for its ferry flight to the USA in early December.

our PEOPLE



In this issue's "Our People", we feature Peter Hill. Peter is the Area 3 Production Supervisor at Gippsland Aeronautics.

Peter started his career in 1966, as an apprentice Boilermaker with the State Electricity Commission (SEC) where he

eventually became a Supervisor at the Morwell Workshops.

Whilst Peter has only been working with Gippsland Aeronautics for just over 2 years he has had a long, but indirect association with Latrobe Airport. During his exuberant younger days he was a member of the Morwell Sporting Car Club.

The Club's speedway circuit was located on the airport on the exact site now occupied by the Gippsland Aeronautics hangars. In 1970s Peter was the club's A Grade speedway champion piloting his reworked VG Chrysler Valiant racecar.

During the restructuring of the Latrobe Valley power generation industry in the mid 1990s Peter supervised a team of workers in a labour re-deployment pool. His team completed a number of projects on the Airport at that time including grounds preparation for one of the Wings and Wheels Air Shows.

Like so many other Latrobe Valley workers, Peter then took a redundancy package from the SEC. He then started a collectables shop in the nearby tourist village of Yarragon. This venture was an extension of his long-term hobby as a coin and bank note collector.

Whilst this endeavour was reasonably successful he was keen to return to the tools so when he heard via his son Chris (Hilly), the renowned GA storeman, that the company was hiring tradespeople he applied and was successful.

His initial role was in the wing bay and in August of this year he was appointed Production Supervisor of Area 3 with responsibility for the Wings Bay, Machine Shop and Avionics Bay.

Peter and his wife Wendy live in Morwell where he continues his hobby as a numismatist.

CLIENT profile

Wrights Air - Central Australia



Wright's Air Airvan at the hitching rail outside the famous William Creek Hotel. Wrights Air Director Maryanne Wright, on left, greets Airvan Pilot Emma Little.

When it comes to being Outback, Wrights Air, based in the Red Heart of Australia, is as far Outback as it is possible to get before you start coming back. Wrights Air is the Lake Eyre and Outback Australian Scenic and Charter flight specialists, with bases at William Creek and Alice Springs.

Remote William Creek, in outback South Australia on the Oodnadatta Track adjacent to the old Ghan railway, has a population of just 16 and is Australia's smallest town and a national icon.

Wrights Air provides tourist flights from William Creek to Dalhousie Springs, Australia's largest thermal ponds, Anna Creek Station, the world's largest working cattle station and over Lake Eyre, one of the world's largest inland lakes.

From the Alice Springs base in the Northern Territory, Wrights Air flies to all of the world renowned Central Australian destinations including Ayres Rock (Uluru), Kings Canyon and Ross River Homestead.

Established in 1990 by Trevor and Maryanne Wright, the company operates a fleet of six aircraft including various Cessna models, a Piper Navajo and the pride of the fleet a GA8 Airvan.

Trevor Wright says "The Airvan has met our needs as a freight and people carrier especially in remote areas combined with the low operating cost and fantastic reliability. Our nearest workshop is 360 nautical miles away and we have not had any unscheduled maintenance this season which is a great effort considering the high temperatures and the very dusty environment.

A number of remote station owners have shown great interest in the Airvan in terms of moving people around their properties."

Wrights Air can be contacted at William Creek by Fax/Phone 08 8670 7962 or Email wrightsair@hotmail.net.au or visit their very interesting website www.wrightsair.com.au

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.



Gippsland Aeronautics

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