

Local firm set to change the *aviation game*

The global helicopter and aviation industry is about to be revolutionised by an Auckland-based company with a very desirable product set to hit dizzy heights in the not so distant future.

Composite Helicopters International president Peter Maloney developed the KC518 helicopter fuselage using materials more commonly found in America's Cup Yachts and Boeings 787 Dreamliner.

The use of carbon composites and Kevlar in helicopters is a new yet obvious progression for a mode of transport at the mercy of the weight/strength ratio.

Benefits of the KC518 carbon-composite fuselage

- Lowest cost of ownership of any turbine engine helicopter
- Simplistic construction
- Quick assembly
- High in strength, lower in weight
- Rigid and corrosion proof
- Aerodynamic
- No major airframe scheduled inspections
- No riveting or bolted joints
- Lower fuel costs.

The first helicopter was built about three years ago by Peter Maloney and wife Leanne on their Auckland property. Peter Maloney had flown helicopters extensively when he decided to experiment with the idea of a carbon-composite fuselage. Sourcing experts in manufacturing and materials he set the wheels in motion of a truly revolutionary design project.



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The KC518 Adventurer is based on one of nature's most dynamic predators; the great white shark. From the rounded tip of the fuselage nose to the four-blade ducted tail rotor, the predator-shaped KC518 is able to achieve the sleek, efficient shape due to its modern use of composite materials. Even the shark's dorsal fin has been replicated, curving down and aft to provide less drag and increased stability.

Combining the flawless design of Mother Nature's finest with modern innovation and material experimentation has produced a real game-changer. The multi-patented KC518 kit helicopter is in high demand, and rightly so.

After a recent trip to the Oshkosh celebration of aviation in Wisconsin, USA the company

has courted offers from all over the globe. Chinese representatives suggested a joint venture, at least 14 fresh orders were placed and leading pilots and engineers alike held the composite helicopter in high regard.

With each helicopter costing approximately \$530,000, the Oshkosh trip could have generated up to \$50 million worth of orders for the Auckland-based company, which is currently moving factories to cater for the increased demand for its product of late. Even when Maloney told six potential distributors they would have to purchase at least five helicopters to become an official agent, it didn't seem to deter them at all.

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Composite Helicopters - International, but distinctly Kiwi

New Zealand was undeniably the focus of the aviation world's attention at Oshkosh 2012 with Composite Helicopters International taking the lime-light on centre stage.

The reverberations of this aero-revolution will be felt throughout New Zealand's economy in years to come, as New Zealand Trade and Enterprise's (NZTE) Peter Smythe says "What Composite Helicopters has produced is globally significant and an achievement that a lot of people would have dismissed as not possible in New Zealand. The speed with which prototypes have been developed and their quality is impressive. It's exciting to see this happen here - it's at the upper end of what I thought was possible for us to produce."

New Zealand can be proud of Composite Helicopters International; its innovation represents the nation's ability to capture the attention of mainstream markets on a global scale.

The first five KC518 helicopters are to stay in their country of origin with the famous silver fern emblazoned on the fuselage; Maloney has captured the essence of New Zealand for the rest of the world to cast eyes upon.

With the aviation sector aiming to contribute \$15 billion per year to the New Zealand economy, Composite Helicopters International is poised to make a huge impact on those figures.

Besides a few imported parts, the majority of the helicopter is New Zealand made and Maloney aims to keep it that way. The company will provide jobs, apprenticeships

and a constant stream of global interest in the New Zealand aviation scene.

With plans for future aircrafts already in the pipeline, the company shows very little sign of slowing down its astronomical progress. "The design could be easily adapted to create alternate airframes so the company has solid options for growth," Maloney says.

In an industry where attitude determines latitude, the sky is literally the limit for Maloney and his team who have the utmost faith in their creation.

Sales director Tim Pike says "We will do with Composite Helicopter, what the PC did to the computing industry".

The combination of a number of reductions means the customer will receive a world-class five-six seater helicopter for the price of a kit helicopter. It brings a luxury method of travel into the realm of affordability due to its reduced production cost, component usage, fuel consumption, weight and overall maintenance costs - the KC518 outshines its traditional counterpart in numerous categories.

The future of Composite Helicopters International is shaping up to be as dynamic as the shape of the KC518. Kiwi's should keep their eyes to the skies in anticipation of the next biggest thing in the aviation world... born right here in New Zealand.

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the system - often at no or very little extra cost'."

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- Low infrastructure costs. VOIP reduces the traditional scheme of having two separate wiring systems (one for voice and one for network), to a single connection
- Future proofing. Functionality is software (protocol) based, as opposed to hardware PBX, allowing for changes in software coding without requiring a "forklift" or component upgrade.

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