

# Avionics Talk

Report  
and  
Update

Summer 2007

## A Note From . . .

As we hit the half way mark in this calendar year, every facet of the aviation industry is in high gear, and it appears will be for the foreseeable future. Every quality shop of every type that I know of is busy. Here at KAAV/MC2, we keep setting records and breaking them!



Expansion is the undercurrent at both facilities. MC2 has doubled their floor space and personnel in the last year. In the latest growth move there we have added in-house structural capabilities, as we have had at KAAV for some time now. Structures has become such a significant component of the avionics modification work we do that it just made sense to bring this capability in-house. This has proven especially valuable with the Transport Canada Citation program.

A keystone of the enhanced capability was the addition of three of the finest metal craftsmen in the industry. Leading the structures team is Rob Anderson. Rob is an S Licensed technician with decades of experience. Speaking of decades of experience, Werner Baumler and Bill Vardy also joined the structures team. Together, these three individuals have a combined 80 plus years experience with aircraft structures... impressive indeed and a basic continuation of our commitment to quality and reliability.

In keeping with our expansion plans and following the demise of a Hamilton based competitor, MC2 and KAAV are pleased to announce the addition of four skilled avionics technicians to our organization. Tiffany Hannigan, Peter Williamson and Mladen Manev join the team at MC2 while Ken Lawson joins the team at KAAV. All are welcome additions indeed!

Meanwhile KAAV is busting at the seams and we will need to grow physically. Our wire harness manufacturing activity has grown beyond expectations to swallow up enough hangar floor space as to make things just a bit too tight on the hangar floor. Ahh, the challenges of continued growth.....

We have the STC for the 'Polaris' project in hand now. The first Citation II is now complete, and the second aircraft is in house and well underway - but more on that in the body of this newsletter. MC2 also have an exciting project in the design phase for a Universal Avionics

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## Transport Canada 'Polaris' Citation II Upgrade Program Milestone.

The first aircraft has now been completed, STC is in hand, and the customer has accepted the aircraft. This is one of those projects where the before/after pictures tell the story better than words ever could.



As you can see from the photos, the layout is extremely clean, and the finished cockpit has the look and feel of a new aircraft. In fact one of the most important aspects of this whole project was the cockpit design.



Before any work actually began on the first aircraft, we had purchased the nose section of a Citation and created a full-scale working mockup, with which all parties could participate in cockpit design. The end result speaks for itself, and justifies the time and effort spent at the front end of the project. In a word, it's a stunning cockpit!

The dramatically upgraded cockpit offers operational capability that was previously not possible on this airframe. This upgrade has not only added operational capability, enhanced situational awareness, and safety, but has also extended its useful life of these legacy aircraft, and added to their market value.

One down, and eight to go! The second aircraft arrived in mid-June and is in flight test as this newsletter goes to print, with third aircraft now well in process. Watch for more news as we go forward.

**Look For Us At the Ontario AME Symposium!**  
**October 24 - 26 at the Delta Meadowvale Resort and Conference Centre, Mississauga.**



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Page Two

## KAHV Announces New Agreements & Capabilities

KAHV is pleased to announce being appointed as the exclusive Canadian Gentex Helmet Distributor and Service Center. Gentex is a world leader in Aviation Helmet Systems, used extensively in military, law enforcement, and civilian fixed-wing and rotary-wing aircraft, and tactical operations.



Artex recently confirmed their selection of Kitchener Aero as their exclusive Service Center for Eastern Canada. Artex is a world-leader in the manufacture of VHF and UHF ELT (Emergency Locator Transmitter) Systems.



Cirrus Design has appointed Kitchener Aero as an Authorized Service Center (Avionics) for the outstanding line of Cirrus aircraft. Also here at CYKF Tri City Aero has also been appointed a Cirrus Service Center (Airframe/Powerplant). So between the two companies we offer complete Cirrus Service Center capabilities.



Garmin has expanded KAHV's Service Center Authorization to include Flightline Support on the GFC-700 Autopilot System, including torque checks on the GSM-85

Capstans, and field calibration of the GDC-74 AirData Sensors for that system. This expands our existing G-1000 capabilities to cover the entire Garmin aircraft line of products.

KAHV is honoured to have been selected by these world-class companies.

### Did you know?

That KAHV is now fully capable of performing bench-level recertification of 406 Mhz. UHF ELT Systems.

### Plus

KAHV & MC2 are both fully capable of performing RVSM AirData recertification, in addition to conventional 2-year Pitot-Static and XPDR/Encoder System Recertification.

## A Note From (continued) . . .

EFI-890R EFIS/FMS retrofit package for a Hawker 700. And they continue to maintain their position as the industry-leader in EFB's with ever more certifications in-hand.

At KAHV the really big news is that the "China 2" program is now confirmed for early CY2008. This is our pet name for the second phase of the highly successful Flight Inspection modification program that is being executed jointly with the team at RVA Aerospace for the Republic of China. Two more brand new Citation Excel XLS's will be arriving in Kitchener early next year to undergo FIS System installations similar to those on the previous two aircraft completed in 2005.

Things tend to come in runs in this business, and LearJets are us of late! KAHV is about to undertake a project involving five Lear 35As with Collins AHRS retrofits, and MC2 has also just completed TCAS II & TAWS installations on several Lear 35A's. We now have STC's in place for a wide range of avionics upgrades to Lear 35A's!

For all of you King Air operators out there, several awesome cockpit upgrade programs are finally coming to market. KAHV and MC2 are Authorized Dealers for King Air Retrofit programs from Collins (ProLine 21 IDS), Garmin (G-1000) Chelton FlightLogic EFIS, and Alliant, which is the Avidyne/STEC team. Talk to us about Flat-Panel Display and avionics upgrades for your King Air.

WAAS (Precision Approach) GPS is arguably the hottest topic in the marketplace this year, and our shops have been extremely busy with Garmin GNS-430/530 WAAS upgrading. And Universal Avionics has now confirmed their WAAS upgrade program for the UNS family of Flight Management Systems, so activity will likely ramp up quickly with that product line as well. A WAAS upgrade is quite a bit more complicated than just upgrading the GPS Sensor. Contact Bill Arsenault or myself to discuss a WAAS upgrade for your cockpit.

Finally, KAHV have recently been appointed by Gentex as their exclusive Canadian Dealer and Service Center, and by Artex as their exclusive Eastern Canada Service Center for their VHF/UHF ELT product line (ELTs) for General, Business, Commercial and Military Aviation. So, as always there is a lot of activity underway here and much more to come. I would like to take this opportunity to express appreciation to all of our customers for their continued support.



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