

In what it believes to be a world-first New Zealand, (Hamilton), based Pacific Aerospace has delivered a purpose-built geophysical surveillance aircraft directly from the production line.

“Many aircraft types have been converted for geophysical survey after they have left the factory but we believe this is the first time a manufacturer has delivered such an aircraft, including all of the surveillance equipment modifications, straight off the production line” said Damian Camp, CEO of Pacific Aerospace.

This is a significant development because the customer gets what he wants up front and doesn't have to deal with any third parties for approval of, or access to, any of the required modifications. “We've heard of other aircraft types sitting on the ground for months on end waiting for certification of geophysical modifications. With the P-750 the customer can effectively start work from the day they take delivery” said Mr Camp.

Perth Australia based UTS Geophysics (a Geotech Company) will operate P-750 XL187 world-wide on high resolution geophysical survey work. XL187 incorporates multiple customised factory-approved modifications including a 5.5 metre long tail boom and 1.2 metre wing-tip sensor pods; bespoke-low electrical resonance wiring system; secondary electrical system to power survey equipment; and a 393 litre auxiliary fuel tank providing a total range up to 1400 nm and 10 hours endurance on low level geophysical survey missions.

“We're very pleased with what Pacific Aerospace has delivered. When compared against other aircraft types, we quickly realised that the flexibility that Pacific Aerospace offered and their willingness to incorporate our requirements into the build spec would make a huge difference to our operation” said Keith Fisk, Managing Director of UTS/Geotech.