

constant

CONNECTION

Summer 2016

SERVICE

Is Our Priority



SERVICE

is our focus



Constant Connection
Summer 2016

TOP STORIES

Embraer Legacy 144-Month Inspection

One of the most important inspections

Beechjet Operators Conference

Recap of event

Composite Off-Wing Services

Bonding plate inspection

Gulfstream V Interior

A cosmos themed interior

Meet Dan Davenport

New South Central Regional Sales Manager

AOG Nationwide Coverage

New locations added

Global Express Wi-Fi STC

Constant Aviation receives new STC

Citation X Training Event

Hosted by Ryan Wilson

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UPCOMING EVENTS

constant AVIATION



NBAA REGIONAL FORUM

September 15th, 2016
White Plains, NY

NBAA 2016

November 1st-3rd, 2016
Orlando, FL
Booth #2290



RECENTLY COMPLETED

- Gulfstream IV 72-Month Inspection
- Challenger 604 96-Month Inspection
- Challenger 605 FANS
- Legacy 600 FANS/DU Upgrade
- 2 Legacy 600 96-Month Inspections
- 3 Citation X Doc II
- Challenger 300 Interior Refurbishment
- Phenom 300 48-Month Inspection
- Phenom 300 72-Month Inspection
- Challenger 300 Wi-Fi Installation
- Legacy 600 Wi-Fi Installation
- 2 Legacy 600 144-Month Inspections
- Challenger 604 96-Month Inspection
- Gulfstream 550 Wi-Fi Installation
- Challenger 605 96-Month Inspection
- Legacy 600 96-Month Inspection
- Global Express Wi-Fi Installation
- 2 Beechjet 400A C Checks



EMBRAER LEGACY 600/650 144-MONTH INSPECTION

The 144-Month Inspection is one of the most in-depth inspections on the Legacy 600/650. It averages over 2,000 man-hours and requires special tooling, equipment and knowledge of the airframe to complete successfully.

The major differences between the 96-Month and 144-Month are that the landing gear is required to be overhauled and there are additional NDT tests that need to be performed.

Constant Aviation has done numerous 48, 96 and 144-Month Inspections. We are highly experienced in all facets of the inspections on the Legacy airframe. Our experience has given us vast knowledge of all of the issues that can occur during these inspections and how to correct them.

Landing Gear Overhaul

During the 144-Month Inspection, the landing gear is normally due for overhaul, as it has a 12 year calendar limit. To overhaul the landing gear, the aircraft is lifted on jacks and the landing gear is removed. The landing gear is inspected and the upper fittings from the gear are removed, then disassembled and shipped to the manufacturer for overhaul. It takes about 30 days for the manufacturer to overhaul the gear and return it to us. Once returned, it is unpacked, inspected for possible shipping damage and reinstalled in the aircraft. This process takes approximately 120 man hours.



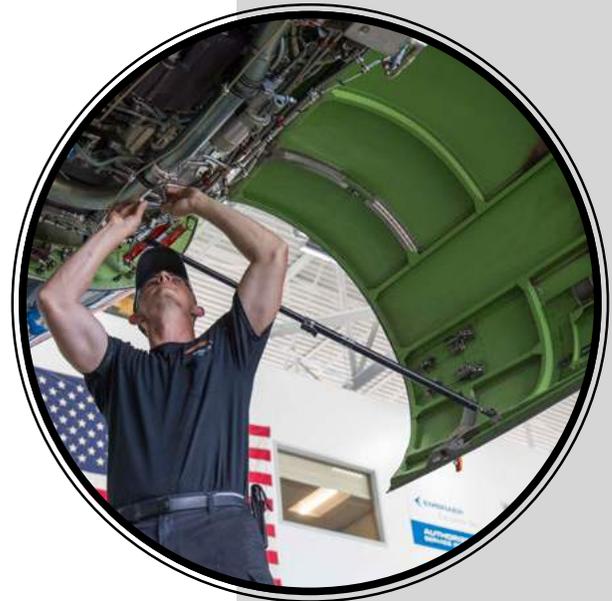
NDT Tests

Just as it is during the 48-Month and 96-Month Inspections, non-destructive testing is also required during the 144-Month Inspection. The trim pieces around the baggage door are removed, and the areas underneath the trim pieces are inspected for corrosion and damage. The NDT process for the baggage door includes Eddy Current Testing to check for cracks and Ultrasonic Testing to check for any defects between the parts. In the event that corrosion is found, those areas require blending and data is submitted to Embraer engineering for analysis. After the inspection is completed, all of the trim pieces are reinstalled.



LEGACY ACCOMPLISHMENTS

- Over 101 48-Month Inspections Completed
- Over 32 72-Month Inspections Completed
- Over 37 96-Month Inspections Completed
- Over 14 144-Month Inspections Completed
- Over 4 Landing Gear Overhauls Completed
- Over 1.3 Million Hours of Experience

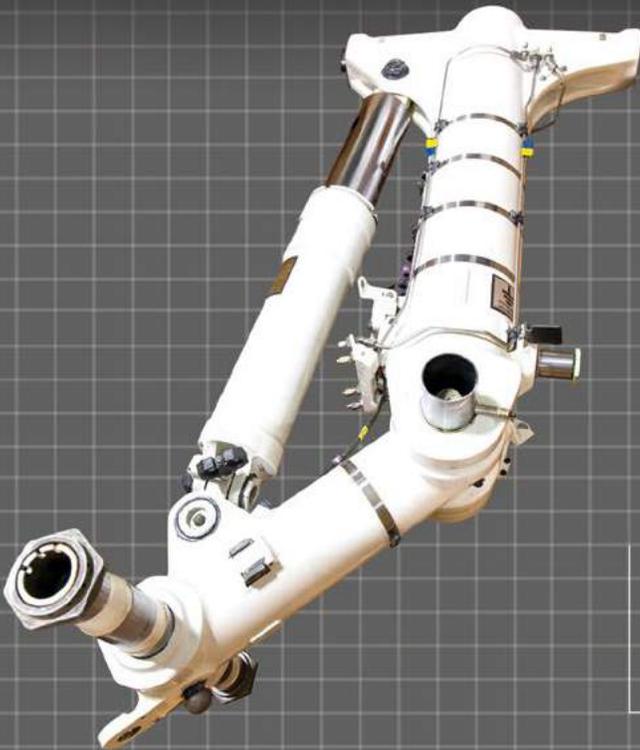




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BEECHJET OPERATORS CONFERENCE 2016



Conference Recap

Constant Aviation and Nextant Aerospace hosted the first Beechjet Operators Conference June 14th-15th, 2016. The conference was created to benefit pilots, maintenance technicians and owner/operators of the Beechjet airframe. Vendors and customers were in attendance to learn more about systems, regulations and future upgrades for Beechjet products.

Topics of Discussion at the Beechjet Operators Conference:

- Domestic and International Regulatory Compliance for the Beechjet Operator Through 2020
- System and Component Upgrade Options
- Lessons Learned in Engine Overhaul: What I Wish I Would Have Known Sooner
- Advanced Beechjet 400A/XP/XT System Troubleshooting Strategies
- Connectivity and Communication Options for 2016 and Beyond
- Pitfalls Seen in Conjunction with the Anti-Skid System
- New Concepts in Interior Design: Making The Most of the World's Best Light Jet Interior
- Making a Good Aircraft Great
- Engine Solutions, Beyond the Beechjet
- Use of the IFA Program



COMPOSITES

We specialize in advanced composite and sheet metal repairs for commercial, military, and corporate aircraft components. Our 32,000 square foot, FAA Certified Composite and Accessory Shop is conveniently located a short distance from Cleveland Hopkins International Airport in Cleveland, Ohio. The facility is equipped with a clean room which is temperature controlled, humidity monitored, and under positive pressure to provide a sterile environment. Our state-of-the-art painting area contains separate sanding and spray booths and a mixing room with color matching capabilities. This impressive shop, combined with our experience, allows us to deliver a superior product. From repair and overhaul of sheet metal and bonded components to repair and blending of corrosion on panels, we have you covered.

LEGACY 600/650

COMPOSITE PANEL INSPECTION

Examine All Composite Areas for Corrosion and Paint Cracking

Corrosion can cause bonding plates to lift and separate, causing what looks like a bubble to form under the paint. Consistent exposure to the elements will cause paint to begin to crack and lift from the aircraft.

Expose the Bonding Plate for Inspection

Once all of the areas of corrosion are identified, work begins on the bonding plates. They are removed from the aircraft and taken to our composite shop. Fine detail sanding is done to work out the corrosive damage.

Evaluate Damage

Once the corrosion is sanded out, the severity of the damage is evaluated. After consulting the manufacturer's manual, we prepare the panel to be repaired per the manufacturer's SRM or we go through a disposition with the manufacturers.

Remove the Bonding Plates

The composite fairing consists of carbon fiber laminate, followed by a layer of copper foil and a metallic aluminum bonding plate. The bonding plates are in strategic locations throughout the aircraft to aid in the dispersion of electricity in case of a lightning strike.

Replace the Bonding Plates

If the plate is able to be repaired, we remove the aluminum bonding plates and replace them with carbon fiber, per the manufacturer's recommendation. Carbon fiber is non-corrosive and a more permanent solution to bonding plate issues.

Prepare for Paint

Once the repair is finished, the panel is then prepared for paint. The original screw holes are drilled into the carbon fiber and counter sunk.

Reinstall Finished Panels

The panels are then reinstalled on the aircraft, inspected and sealed.

Inspection Criteria

The Embraer Legacy L8 and L16 zonal inspection tasks for Chapters 53, 55 and 57 require general visual inspections to be performed on all of the composite fairings installed on the aircraft for the following conditions:

Examine the fairings made out of composite for delamination, erosion, corrosion, scratches, cracks, chafing, crazing, deterioration, loose rivets, nicks, dents, skin deformation, fillet sealant condition, uncleanliness and deteriorated protective treatment.



Watch the process on our
YouTube channel

Gulfstream V INTERIOR

"Cosmos"

- a complex universe -



DESIGN:

This Gulfstream V interior was inspired by a cosmos theme. The customer wanted to refresh the look of the interior with a complex, but classic and orderly interior.

The forward seats are for business matters; the middle section of the cabin is used for relaxation and comes complete with a divan, single seat, and pop-up television that can lowered into a custom cabinet by the press of a button. The aft section has a four-place dining area with two kibitzer seats housed in a custom credenza.



After the material selections are made and the layout is chosen, **3D Computer Renderings** are made of the interior.

MATERIALS:

Almost all materials in this interior are custom: everything from the carpet design and colors by Scott Group Custom Carpet, to the black funnel plating on all of the hardware from Signature Plating. Townsend Leather is the bright white leather used on the seats. The window panel material is Tapis and design is from Kalogridis. Recon Ebony and Recon Black Ebony are the two different species of veneer used throughout the interior from Custom Plywood Inc. The lower sidewalls are a black ostrich leather from Edelman and clear etched bulkhead dividers were used so the design of the carpet reflects onto the bulkheads for a transparent/translucent effect.

PRODUCTION:

Constant Aviation finished the refurbishment of this Gulfstream V in February 2016. The project was completed in four months.

Every item was completed in house. The design team first met with the customer to get a clear understanding of their vision, expectations, work scope, and timeline. Then, our in-house team created a 3D rendering of the interior so the customer could view the material selections and layout in a real life model image and make adjustments where necessary. Our engineering and interior team worked closely to create the newly reconfigured cabin layout, and our avionics team completed all avionics upgrades and STC work.



Modifications were made to the galley and seat/divan design. The **TV cabinet** was built from scratch. If the passengers don't want the TV to be visible, it can be lowered into the cabinet.



Walk through the cosmos interior online
www.youtube.com/constantaviation

AVIONICS:

New IFEC, CMS and avionics equipment was installed in this Gulfstream V. The IFEC upgrades include a Honeywell AIS 2000 satellite TV system and Honeywell Ovation Select CMS. This CMS provides the passengers with state-of-the-art connectivity via their smartphone, tablet or any of the installed control units located throughout the cabin. The system creates the ultimate passenger experience with the integration of high-definition LCD monitors, Blu-Ray player, satellite television, external camera system or any other carry on portable electronic devices which can

be interfaced into the system through an auxiliary input panel. Additional features of the CMS include four HD monitors with an integrated 3D moving map, all-digital surround sound speaker system and built in system monitoring and maintenance functions. Other equipment installed was Gogo Biz with Wi-Fi, Talk n Text and onboard movie server, Automatic Dependent Surveillance-Broadcast (ADS-B) OUT, High Speed Inmarsat Worldwide Internet Solution with Satcom Direct Router Wi-Fi, TCAS 7.1 software and LED lighting upgrades throughout the aircraft.



The **credenza** is located across from the dining area and houses two kibitzer seats that can be used during flight. A world map was inlaid into the surface using two species of veneer, Recon Ebony and Recon Black Ebony.



This **hand made carpet** by Scott Group Custom Carpet was produced specifically for this aircraft. It was one of the first materials to be selected and inspired other colors and designs throughout the cabin.

THE INTERIOR DESIGN TEAM



VP, Interior Operations
Scott McCool



Director, Interior Operations
John Shirley



Interior Program Manager
Shannon Rupinski



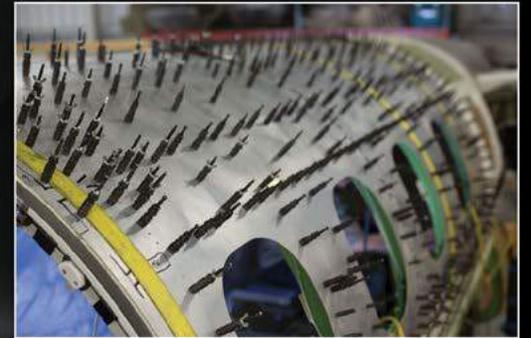
Interior Sales
Gus Markou



Interior Designer
Lauren Brocklehurst



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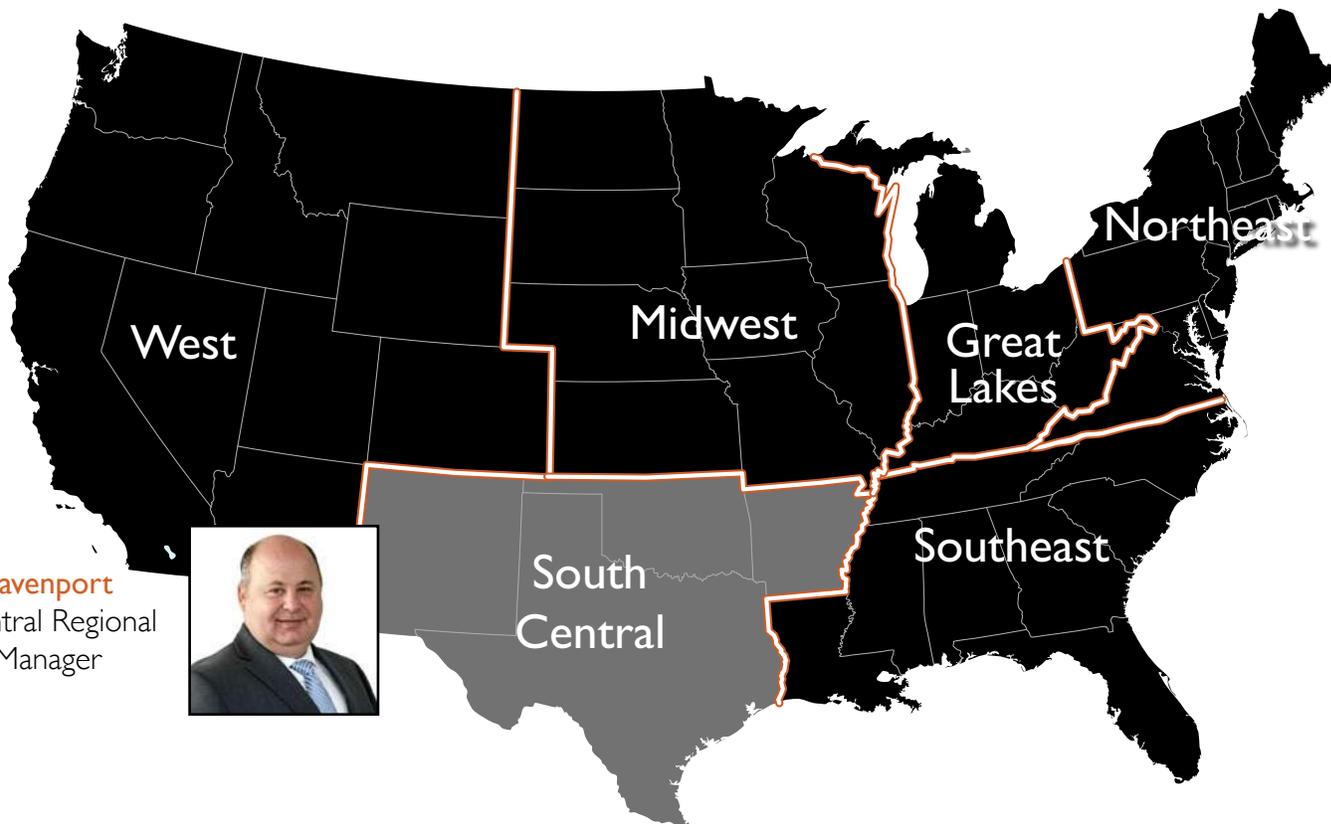
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Dan Davenport
South Central Regional
Sales Manager



MEET OUR NEW SALES MANAGER

Dan joins the Constant team with over 35 years in the aviation industry. Most recently, Dan worked for StandardAero serving as the Director of Airframe Programs and Regional Sales Manager. Throughout his career, Dan has been involved with all facets of the industry, including responsibilities as aircraft mechanic, chief inspector, director of maintenance, regional sales manager and director. Dan holds his A&P license, Inspector Authorization, a bachelor's degree in aviation sciences and served in the U.S. Army.

We are proud to welcome Dan Davenport to the Constant Aviation team. Dan comes to us with a wealth of experience, extensive knowledge of the industry and a proven record for delivering success. As our business evolves, it is important that we focus on hiring

top-talent to provide world-class service to better support our customers. Dan's focus on service and building relationships fits with our core principles and makes him a perfect addition to our sales team. He will have an immediate impact within our sales team and will play a key role in shaping the long term vision of Constant.

Dan will be responsible for selling the full line of Constant Aviation services including maintenance, avionics, interior modifications/refurbishments, composite and accessory services in Texas, New Mexico, Oklahoma and Arkansas. He will also work with the parts distribution division, Constant Aviation Rotable Exchange (CARE), to support customers' parts needs.

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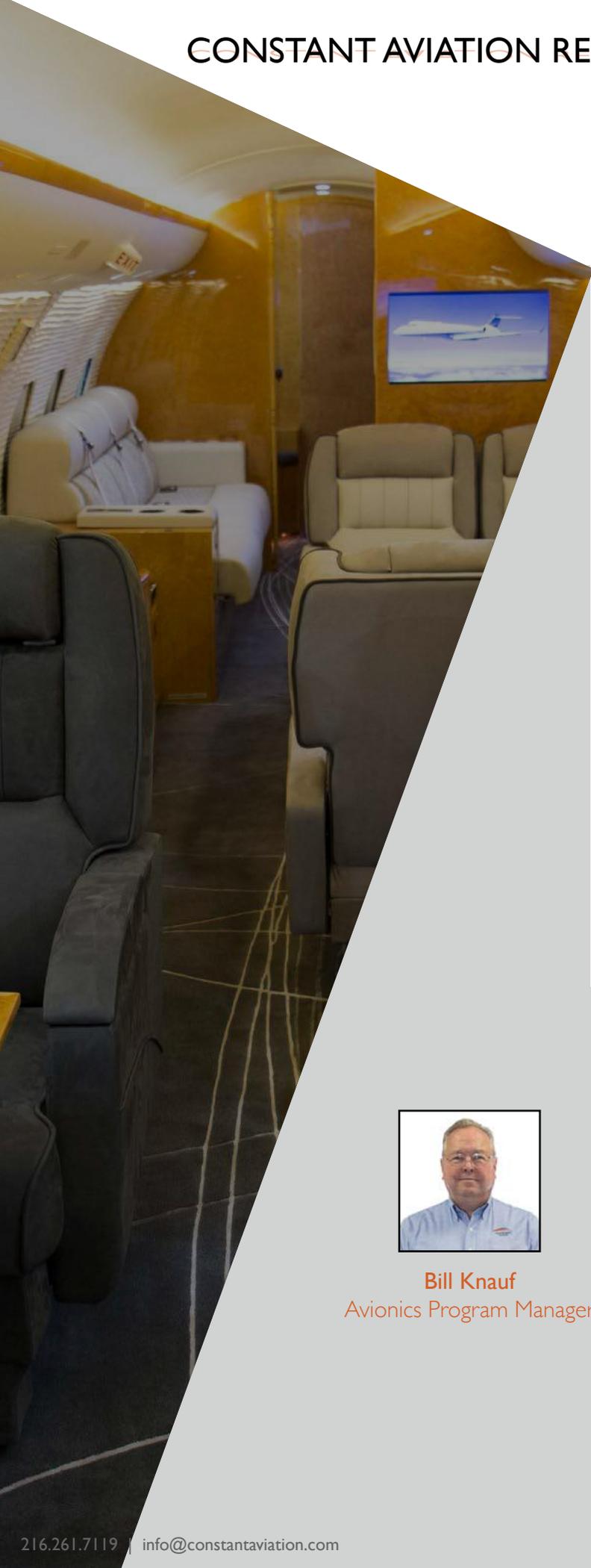
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CONSTANT AVIATION RECEIVES GLOBAL EXPRESS WI-FI STC



With close to 100 registered Global Express aircraft in the country, we sought to expand our product offerings and amenities for the Global Express market. Constant Aviation understands the demand for more reliable in-flight services with faster connectivity. We are excited to provide solutions to our customers' growing needs,

The approval of this STC allows the installation of a world-wide solution for in-flight Wi-Fi connections on the Global Express aircraft. This STC enhances the customers' experience and allows for greater communication when flying internationally. The STC project was unique because it was the first time multiple Wi-Fi onboard access points have been certified at once. The in-flight networks are seamlessly handed off between 3G, satellite-based internet and ground-based internet, delivering a combination of maximum connectivity and reliability. In addition, the cabin management system personalizes content storage of audio files and movies, and it also allows for wireless control of the cabin environment, audio and lighting. The Global Express STC is another accomplishment to help us better serve and support our customers and can be installed at any of our three nationwide locations.

Constant Aviation's Wi-Fi STC's include the Hawker 700A, 750, 800A/XP, 850XP, 900XP, 1000, 1000A, the Citation X, the Phenom 100 and 300, the Legacy 600 and 650, the EMB-135LR, the EMB-135ER, the Gulfstream IV, the Beechjet 400A/XP, the Lear 45, the Global Express and the Executive Configured Boeing 737.

AVIONICS PROGRAM MANAGER



Bill Knauf
Avionics Program Manager

Bill began his aviation career serving in the United States Air Force as an Airborne Navigations System Specialist, serving in Mississippi, Texas, Germany and Thailand. Bill continued his aviation career working for Bendix in Florida, before joining and retiring from Honeywell Aerospace after more than 30 years.

While at Honeywell, Bill held various customer support roles including Avionics Field Engineer, Technical Business Manager and Customer Support Manager.

Bill has been Constant Aviation's Avionics Technical Support Manager since 2010, providing world-class avionics service and support to our customers while in our facilities or flying across the country.

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Fleet Sales Manager
Paul Boucher
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