

# New Zealand Autogyro Association





New Zealand Autogyro  
Association



[nzautogyroassociation@gmail.com](mailto:nzautogyroassociation@gmail.com)

**President:**

**Garry Belton**

[beltoncontractingltd@gmail.com](mailto:beltoncontractingltd@gmail.com)

**Vice President:**

**Elton Haakma**

[iamelton@hotmail.com](mailto:iamelton@hotmail.com)

**Secretary:**

**Muriel Smith**

[otaua\\_hf@hotmail.com](mailto:otaua_hf@hotmail.com)

**CFI:**

**Elton Haakma**

[iamelton@hotmail.com](mailto:iamelton@hotmail.com)

**Safety Officer North Is:**

**Paul Scherrer**

[swisie@xtra.co.nz](mailto:swisie@xtra.co.nz)

**Safety Officer South Is:**

**Lloyd Heslop**

[lloydheslop54@gmail.com](mailto:lloydheslop54@gmail.com)

**Operations Manager:**

**Hamish Janson**

[hamish@melitahoney.com](mailto:hamish@melitahoney.com)

**Committee Member:**

**Kevin Maurice**

[k.maurice@atraxgroup.com](mailto:k.maurice@atraxgroup.com)

**Newsletter:**

**Daniel Belton**

[dbelts@hotmail.com](mailto:dbelts@hotmail.com)

**Find us on Face book**

NZ  
Autogyro  
Association



## From the Office

Welcome to 2023, I hope this newsletter finds you all fit and healthy. The weather has been really hit and miss and it being a real shame that it did not play ball with our Dannevirke fly in. With a hand full of gyros making the event and a few traveling in by car, it was great to catch up with those that could make it.

With the AGM done and dusted for 2023, I would like to congratulate our new Committee member Kevin Maurice, and Muriel Smith our new Secretary Treasurer and Garry Belton returning to the president seat, I look forward to working with you all.

A reminder to our members that the 2023 Subs are due, thank you to those that have already paid. The subscription runs from the 1st of Jan to the 31st of Dec. The cost is \$40/year for a flyer or \$20/year for a non-flyer.

NZ Autogyro Association bank: Westpac 03-1552-0218467-000  
For online banking please reference your 'name' & 'sub' payment.

**The club needs your help-**

We ask that all our members could please send in a recent picture of your Gyro so we can compile a photo bank to add to the website, please email them through to the Club email.

**Upcoming events** - We have the annual Murchison fly in, 17<sup>th</sup> 18<sup>th</sup> and 19<sup>th</sup> of March 2023. If you require any extra info about the event, please contact Lloyd on 0274 424 500 or email Graeme Clarke at [Graeme.clarke@xtra.co.nz](mailto:Graeme.clarke@xtra.co.nz) or Jan at [j.heslop@heslops.co.nz](mailto:j.heslop@heslops.co.nz)

*For upcoming newsletters if any one has any stories or photos to share, please send them through to keep the newsletters full and interesting. We also seek Members profiles, if you have not yet done one, please do and send it through.*

Until then take care and Fly safe,  
Kind Regards Daniel Belton

**Contents:**

Presidents Report  
Dannevirke trip report  
Members profile  
From the Archives  
For Sale / Wanted  
AGM Minute's 2023

*Cover photo: ZK RBE*



---

## President's Report

---

### Greetings fellow rotaheads

Hope this newsletter finds you all safe and well after the cyclone.

Well it's been a while since I have sat in this seat, I did a 6 year stint back in the 90's. A lot has changed since we started. The rules for one, the machines we fly to start with were workshop built then kit built and now mostly turn key factory built.

One thing has not changed are the great people who join this association. And on that note a big thanks to those who kept the wheels turning over the last year, thanks Elton for keeping the president's column full and informative, David and Debbie for vice president and secretary, your input has not gone unnoticed, to Daniel and Kirstin for churning out the newsletters that are the glue that keeps us all together, good work guys. Welcome to Muriel Smith who has taken on the role of secretary for our association - thanks Muriel for helping us out and to the committee, thanks for having a go. I will be in touch in due course. Was good to see Tony Unwin back this year, could not quite take the furthest flown trophy due to choosing the wrong wing type for the journey.

Coming up is Masterton airshow but whoops it's been postponed till November I think, Paul k has been able to secure us a site at the show. Murchison is coming up, I think a few might be crossing the ditch to attend that one. All the best for that meeting guys. Well, I sense a few might be nodding off after all that dribble so that's it for now.

Keep it safe and have fun.

Garry Belton



---

## Dannevirke Trip Report

---

2022.... what a sh!t fest.

Glenn McIntosh

March in Tolaga bay saw heavy wind rain and flooding resulting in damaged roads beaches and worst of all damaged rotor blades on Lil ruby.

So upon ordering a new set of blades from Germany, and in the meantime clearing flood damaged infrastructure, while transporting heavy equipment all over the coast, I patiently waited for a new set of blades. Waiting waiting waiting. After a few months ( 7 ) I got annoyed and after several colourful emails finally got confirmation that WE GOT A SET OF ROTOR BLADES IN NZ. WTF.

Any way finally got the blades fitted an annual inspection done and test flying sorted, was looking forward to the flying season, Dec 23rd 2022 I am looking forward to a well-deserved break.

But no holiday postponed, urgent work pops up (sigh), so off I go spending my scheduled holidays repairing a damaged logging truck, and two trips to Tauranga to get two 12 tonne rollers, goodbye Xmas and new year break.

Then comes cyclone hale.....are you serious.

Holidays postponed once again no flying no sun a lot of water mud and trees.

Back on the transporter moving equipment around the coast once again.

Finally my holiday break is approved however reduced to a week and a half fml,

On my way to Dannevirke, and once again custard weather. I watched the various weather prediction media, metflight, rain radars and the local witch doctor and made the call to fly. Nice tail wind 80 knot gs 80 knot as, nice made Dannevirke in just under 3 hrs, some diversion due to rain bands and cloud but all in all a good flight. Hit Dannevirke just before 5 pm and about 10 minutes before the rain hits and sets in for the night.

Will I ever get a break...honestly, wet first day nice steak dinner that evening did bugger all, talked bullshit half the night as you do and lights out in Paul's dodge camper very warm and comfy. Sorry Paul if I snored, woke up to another dodgy looking day, meeting held and completed weather not looking too bad so off to Athels farm for a scone and a cuppa tea.





That airstrip is not for a novice! 15 knot X wind up hill slope and a hill creating turbulence, any how nice company nice cuppa tea and good friends, back to Dannevirke, well....not a good take off roll or climb, heavy X wind and no lift, outward landing in a cow paddock fairly heavy but no injuries and no damaged...phew sorry Paul.

So taxied back to a fence no gate no way out of paddock but then...fire engines police and a rescue chopper appears fml again someone had called emergency services to a helicopter had crashed and was on fire, and then the phone call to CAA fml once again.



After some inspections and explaining I was permitted to move Lil ruby for further inspection away from the cow shit and long grass, thankyou to the Woodville volunteer firefighters and first responders, you guys are awesome.

A final inspection and Elton flew little ruby back to Dannevirke.

A few circuits in Dannevirke and I notice a lack of rpm, confused I had Paul's take a look, bit of a mystery, but seemed to have righted itself.

Another good night's sleep and was decided to head for home before weather turned again, so off I go me and Lil ruby chatting to traffic home, not a bad flight slight head wind from the ne, and again just over 3 hrs, parking up and putting my feet up and reflect on the year so far, I do not like 2023 so far.

Monday the 30th I perform a thorough inspection of little ruby and concluded the use of avgas has left a crusty build-up of lead on the plugs possibly resulting in the poor performance. Changing back to mo gas and she is happily singing again.

100 hr service now due so a good idea to check everything over.

All in all, to be honest I want to cancel 2023 and start again



## Dannevirke 2023

Daniel Belton

Whilst the Weather for parts of January was pretty good, it just wasn't meant to be the club's year to have a good fly in and catch up for Auckland anniversary. with Paul S and Paul K getting there on the Thursday and John O, Garry and Glenn managing to fly in just before the weather turned to custard on the Friday.



*Every one catching up on old gyro newsletters to fill in time*



With the AGM already booked there was no cancelling the event and would be a low key catch up for the die hards that drove in. Managing to get a total of 6 machines there it wasn't a bad turn out considering. Saturday was a total wash out with all joking the weather is bound to come right intime for the AGM on

Sunday. And guess what everyone was bang on. With the AGM now out of the way and the weather had improved Paul S and Glen headed off down to Athols strip down by Woodville with many also heading down by car for the annual catch up and a cup of tea. Was great to see and catch up with Tony Unwin who had made the long trip over and thank you for cheering the AGM. All in all it was a good weekend to catch up with those that could attend and I look forward to the next Fly in





---

## 2023 Dannevirke Fly in awards

---

Furthest flown:  
Glenn McIntosh



Promotions Trophy:  
John O'Leary



Man and Machine:  
Paul Sherrer



Best Annual Progress:  
Paul Kuchenbecker



---

## NZAA fly-ins and Event organizers

---

### Dannevirke Fly-in.

David Stephenson 027 626 2237

[davidstevo@xtra.co.nz](mailto:davidstevo@xtra.co.nz)

### Wanganui Fly-in.

John O'Leary 0274 937 895

[olearyjohnd@gmail.com](mailto:olearyjohnd@gmail.com)

### Murchison Fly-in.

Lloyd Heslop 0274 424 500

[lloydheslop54@gmail.com](mailto:lloydheslop54@gmail.com)

### Matamata Fly-in.

Kevin Maurice

[k.maurice@atraxgroup.com](mailto:k.maurice@atraxgroup.com)

### Galatea Fly-in.

Andrew Carter 0274 821 515

[Cartertornado@outlook.com](mailto:Cartertornado@outlook.com)

---

## Members Profile

---

Les. Vincent.

I trained for my PPL with the aero club at Ashburton in 1963 so by next May, I'll have been enjoying pilot privileges for 60 years and counting.

The typical club aircraft of the 1960s were Piper Cubs, Tri Pacers, Tiger Moths and Austers. Gaining my early Ratings in these types led me to go on and appreciate the early classics and it has been with older aircraft types ranging from early biplanes, classic twins and on through the modern all metal General Aviation stuff to the modern microlights that I've come. In 1976 my wife and I purchased Auster ZK-AZF aka *Alfie*, this faithful aircraft remains a treasured part of the family and is now being flown by three generations.

In 2003 a syndicate of local PPL holders of mature age purchased a new Alpi Pioneer 200 microlight as a means of providing cost effective private flying for themselves and to provide Part 149 training to newcomers, at one stage there were 14 trainees when a Jabiru J160 was added! The group invited me to join as their instructor and I have enjoyed 20 years of flight training with the group and in a broad spread of other local microlight types.



The beginning of 2014 saw us purchase our 2010 Calidus ZK-OTM and with the assistance of previous owner Jim Service plus MTO 3 owner Rex Telfer and Instructor Alan Wright I got started with what I believed would be my final flutter! I'm closing on 650 hours gyro time now which has included one right through private owner student in his ELA, Type Ratings in the Calidus for my two sons and an Instructor Rating for another private owner in his late model Calidus. I'm currently part way through a Calidus Type Rating with my grand-daughter - a helicopter pilot with the RNZAF. I'll be 82 when 2023 arrives and while still involved in some training, I am quietly winding down my flying activities - I've had a great run!

The photos show my three most current means of flight, Alfie, Pioneer 200 PAA and OTM.

Sincere regards to all,

Les. Vincent







# MURCHISON FLY-IN

## 17, 18 & 19 MARCH 2023



Thousand acre plateau, Matiri Valley

ITS ON AGAIN!!!

The ANNUAL fly-in at Murchison airfield is due to be held a bit later in March from 17, 18 & 19, Friday, Saturday & Sunday (we would love to see any craft there – fixed wing, microlight, GA and gyro planes). Let's see if the weather gods will permit us to fly this year. If not, as usual, we will have a great social time.

Camping is available on the strip or book yourself a motel. We will book a dinner at one of the local Murchison restaurants and have a leisurely breakfast on Sunday morning.

The fly-in is a regular event at Murchison with arrivals expected from Thursday and planned flying activities during Saturday and Sunday, weather permitting.

- Safety meeting daily
- Circuit etiquette on the whiteboard
- Please ensure aircraft have current annual permits and pilot licences are current.

Tell everyone you can think of in case we haven't sent them an invitation.

Be safe, have fun and C U there.

For further information phone Lloyd on 0274 424 500 or email Graeme Clarke at [Graeme.clarke@xtra.co.nz](mailto:Graeme.clarke@xtra.co.nz) or Jan at [j.heslop@heslops.co.nz](mailto:j.heslop@heslops.co.nz)



---

## From the Archives

---

*April newsletter 2008 By Jim McEwen*

### **Making RAI Again**

In the last issue I told you the sad tale of trashing my dominator although I tipped the trailer over in March, it wasn't till late September I really got back to RAI again. It was then I decided to go all the way and give it the refurbishing I'd been talking about for a couple of years. It was over ten years old after all.

With that decision out of the way I soon had it in a million bits. It was amazing how that big device I couldn't reach the top of without standing on the seat was reduced to an engine, a rudder and a small pile of bits that fitted under my new workbench in the garage. I started cleaning, checking, measuring and deciding which bits to throw away and which could be repaired. As it's always been a design as I go project there were no drawings or even sketches of most of the bits I'd made. The first thing to do was measure them, model them on the computer and work out how I could improve them.

At last count RAIs components had included two different engines, two reduction drives, two props of different sizes that rotated in opposite directions, three radiators mounted in three different places at least three sets of main landing gear, two pre-rotators, three exhaust systems and numerous other bits and pieces. It even had four different rotors at various times and another one I tried at Dannevirke one year. Needless to say there were plenty of extraneous brackets that used to hold obsolete bits and pieces on at some stage. There were also lots of jubilee clips holding onto current bits that had become permanent after I stuck them on to try out there were certainly plenty of opportunities to tidy things up.

Soon I had a list of bits to replace - both main landing legs, prop blades, teeter towers (sorry Neil - I know you'd only just made them) pre-rotator, disk, various cheek plates etc. When I inspected the rotor head cheek plates I found an indentation that suggested the mast may have had a good whack, so that went on the list too. I also added new plush rods, rod ends, rotor head bearings, landing lights, every nut and bolt and new wiring.

I spent a lot of weekend time cutting, machining and welding in the workshop at work and a lot more at home sanding and polishing. I even spent five hours over a couple of nights straightening the fins on the radiator while I listened to TV. I agonized over a new colour scheme and finally had all the bits to the powder coaters and zinc platers just in time to get them back before Christmas.

One of my only trips to the airport during this time was to catch up with Brett Oswald who was well on the way with his two-seat Dominator project. We found a fiberglass pod in the corner of the hangar and carried it next door to hold it up against another Dominator. It looked as though it would fit, so I enquired around to find the owner and eventually bought it from Colin Alexander. It had come with an Aquilla trike kit but had never been fitted. I'd decided if I got a pod it would have to be removable because I enjoyed flying out in the open. It would be useful for longer flights and really cold weather. The beauty of this pod was that the "floor" consisted of neoprene wetsuit fabric velcroed to the fiberglass. This meant it was easy to make brackets that would enable it to be fitted or removed in minutes. The original screen would have been useless, so I stuck on a big piece of corrugated cardboard and shaped it to make a pattern. This was delivered to a local company to duplicate in polycarbonate.

By now, Dannevirke was looming and I really started putting in the hours. All the major bits went together pretty quickly until the old 90% rule reared its ugly head — when you're 90% done on a project like this you've still got 90% to go. Wiring, for example! I reckon I spent a whole week on that by the time I'd sorted out where to route the wires, drilled new access holes, fed them all through the frame tubes, sheathed them and cable tied them together. I re-did some sections several times before I was happy. I also added the master switch and fuse holder I'd been thinking I should have for years.



| got it near enough to finished and Colin Alexander inspected it for me a couple of days before I left for Dannevirke. There were a few minor issues and some of the new bolts and nuts still hadn't arrived, so Colin helped me tidy those up the next day. Thanks Colin. I still didn't have the pod fitted and the screen arrived only just in time. I worked on it till it was time to load onto the trailer and pack the Ute. Test flying would have to wait till I got to Dannevirke.

I was exhausted by this time — months of full days at work followed by several hours more work at home and full weekends were taking their toll. Obviously I'm not getting any younger! Anne and | travelled down on Thursday and | had time for a flight late afternoon. I did so without the pod as I knew that would change the flying characteristics - I didn't need that on top often months without flying. It was great to be in the air again and a couple of minor tweaks to the trim were all that was required. I went to bed happy that night and slept like a log despite being in a strange bed.

Next day I flew again before fitting the pod. I really wanted to keep people guessing and have RAI on the flight line before they arrived. Looking pristine with its new red and white color scheme and pod I hoped no-one would recognize it. However, my plans were disrupted a bit when the engine conked out while taxiing to the far end of the runway for take-off. I got it going, only for it to happen again later. It turned out a carburetor gasket hadn't appreciated being dry for 10 months. By pure chance I had a piece of gasket material in my toolbox that was just big enough, but the time it took to repair meant my opportunity to spring a surprise was largely lost. Everyone could see me working on it across the field outside Don Franklin's hangar and the word had spread.

Flying with the pod was a new experience. While there was still plenty of rudder authority and it flew straight with the power off it was slower to respond to inputs. I also had trouble landing with the pod filling the view forwards. I could see crosswind landings were going to require some practice too. I quickly found I didn't need a drift string as the blast to one side of the head or the other was a pretty good indication of how straight I was flying! On the plus side, it was warmer and more sheltered (as long as | flew straight!), glided further and flew faster on the same power setting.

Because I was still very tired and not entirely comfortable flying with the pod on I accompanied the others on the cross-country flight but didn't land at the strip near Woodville. The flight was great anyway, even if our idea of a "formation" was pretty hopeless - again — at least no-one got lost this year! One evening I followed Sybe Haakma on a flight around the local area. I stuck to him like glue because | knew I'd never find him again if I lost sight of him in the fading light. His lighter Rotax-powered machine climbed better than mine but otherwise I had no trouble keeping up with him. I got a double buzz from flying with Sybe and because his machine was another Dominator. The following evening I confused people who thought Michael Norton was in the air because I'd copied his landing light idea with one on the front of the keel and another at the top of the mast. It's a setup I'd recommend.

I've not done much flying till recently since Dannevirke because Anne hasn't been too well. However, I got back into it a couple of weeks ago. Saturday morning at Tauranga is always busy, but this day the radio was the busiest I've ever heard. And | had a problem. People at Dannevirke told me my radio transmission wasn't good and | had checked a couple of things. This day I flew half a dozen circuits then headed off to see a visiting cruise ship at the port. In some areas I couldn't understand the tower. Flying along the Mount beach with other aircraft all around when you can't hear properly requires a lot of concentration and | didn't particularly enjoy my outing. I checked more things and tried again one evening when it was quiet. No better. I was beginning to wonder if the mounting brackets for the pod were upsetting the aerial, so another night! took it off- that didn't work either, but I really enjoyed flying without it! Then I found the broken aerial plug, so yesterday's flight was great!





Almost a year since its enforced start I guess the project's finished at last. I'm now a lot more comfortable flying with the pod and delighted that RAI looks more finished than it ever has. I'm not sure how long this situation will last as I've already added a bracket to the joystick to hold a GPS | acquired. Is this the first of another generation of changes???

Of course, there's one part of the project to go. The trailers narrow track was the cause of all this work and I'd run out of time to deal with it before Dannevirke. Now its become the winter project and I'm doing my best to summon up the energy to tackle it. Meanwhile, I find I'm driving round corners a lot less vigorously than I used to...

Jim McEwen  
March 2008,



---

## For Sale

---

Gyroplane Calidus Aircraft  
Registration J.T.W.  
Rotax 914 UL engine  
Excalibur – 6 blade propeller  
8.8M Rotor  
Low hours  
Ph Jim (027)28 636 14

[jaservice@xtra.co.nz](mailto:jaservice@xtra.co.nz)





---

## NZAA AGM MINUTES 2023

---

Meeting opened at 9:28am

- 12 Paid up members present at the AGM
- Tony Unwin taking the meeting for Elton as Elton asked and checked with the committee members this was ok before the meeting commenced.
- Apologies put in for Andrew Carter, Hub Hall, Mike Fearn, Kevin and Jeff Morris, John Turner, Mike Norton David and Debbie Wright, John Saunders, Brett Oswald, Sybe Haakma
- The previous years minutes were circulating the room before the meeting commenced. These were declared true and accurate by Muriel Smith and 2<sup>nd</sup> by Elton Haakma.
- Financials were also distributed out around the room before the meeting commenced. Tony asked if there were any questions regarding the financials. We had an income of about \$2200 for the year and there are 81 paid up members for the year of 2022. The current balance as at Dec 2022 is \$9460, this was proposed correct by Muriel Smith and 2<sup>nd</sup> by Garry Belton.
- Tony proposed donating \$200 to the club rooms and \$150 to the rescue helicopter Llyod Fitzsimmons 2<sup>nd</sup> this, passed. To be carried annually as a club expense.
- Tony said that as a club we need to find ways to encourage people to join the club. He wants everyone to have a think what is something the club could offer when signing up to become a member.  
He also mentioned the safety of people/members flying, could we do maintenance weekends? Can we encourage more people to become instructors to see more benefit in being a member of the club.
- Events coming up... Murchison Fly in happening end of March it was proposed that the \$500 event contribution from the club be sent to them by John O'Leary, Daniel and Kirstin informed everyone we had tried to get them to take the money before however it was declined. After discussion it was decided we would tell Llyod and Jan it's a donation towards the event and to please accept it. Galatea is hoping to have a fly in again this year with a date yet to be confirmed. Wanganui will have it's usual fly in on queens birthday weekend. Tony said Matamata would be another perfect location for a fly in as it has a very accessible and usable airfield. Elton may be able to organise an event here, Gordonton would most likely join in on the event also. Other potential locations mentioned were Omaka and Whitianga.  
Garry Belton suggested sending a letter to the council in Matamata if they wanted to do an event there as years ago they had an event there and they were told afterwards they would not be welcome back, however this was years ago and may not be the case anymore. Tony suggested Kevin and Geoff Maurice may be the ones to be able to organise an event there and communicate with the council if we can get a date booked in. Paul Scherrer suggested April. Llyod Fitzsimmons wants to see an event before Christmas maybe in November to spread events out.  
Paul Kuchenbecker questioned about wings over Waiarapa, Tony said in the past they have been keen to have a gyro there and that it would be appropriate to go and discuss with



them. Paul K is happy to make some new approaches there and try get some contacts. The event is on the 22<sup>nd</sup> of February.

- Daniel Belton proposed someone be delegated and event organiser at each event as to not step on anyone's toes. Everyone thanks David Stevenson for his hard work and efforts to get the Dannevirke fly over the line, he went above and beyond with the local council, even doing up a health and safety plan for them. Thanks David!
- Paul Scherrer said he wants the instructors meetings to go ahead again as he found it very interesting. Elton says the gyro syllabus is complete and has been dished out to the instructors to have a read over and offer any feedback. All has been positive feedback so far. Talk of putting this on the website potentially.
- Elton read out the presidents report, this year marks years since the gyro. Memberships remain steady currently with 81 paid up members. Thanks to David and Daniel on the efforts to get this event over the line. There was 2 great events last year in Wanganui and at the Beltons.

David and Debbie Wright have resigned from their positions due to health reasons, we wish them all the best and thank them for all their hard work over the last few years.

- CFI report read out by Kirstin Belton
- Notes from Debbie, ideas for the future?? Think its best if we self audit the financials from now on as it's not too complicated to do so and it saves an unnecessary accountants fee like we've had in the past. Reward of some sort for those who attend the AGM, maybe financial paid up members getting a club funded dinner on the weekend of the AGM.
- Again we thank Debbie for all she has done for the club over the last few years.
- John O'Leary hasn't been reimbursed for the last Wanganui Fly in, he didn't want any money back but the members didn't want him to be out of pocket, he said he will get the receipts to Elton for just those expenses then, however everyone wanted him to get the \$500 for the event, this wasn't voted on just everyone agreed.
- Nominations for the committee: President nominations John O'Leary nominated Garry Belton (At this time Garry resigned from his CFI position) Paul Scherrer 2<sup>nd</sup> passed. Congratulations Garry
- Muriel Smith volunteered as Secretary/treasurer there was no objections, passed Thanks Muriel for helping out in this role it is very much appreciated by all.
- Vice President Daniel Belton nominated Elton Haakma 2<sup>nd</sup> by John O'Leary, passed
- CFI Paul Scherrer nominated Elton Haakma 2<sup>nd</sup> by everyone in the room, Elton happy to do both rolls.
- Hamish Janson happy to stay on in his position.
- Committee safety officer Paul Scherrer happy to stay in this role but would like some sort of training or course to go on, Daniel Belton proposed the club pay for him to go on a course or get some training 2<sup>nd</sup> by Llyod Fitzsimmons
- Llyod Heslop to remain a committee member, Tony Unwin also nominated Kevin Morris as a committee member Paul Scherrer 2<sup>nd</sup> passed
- Newsletter and committee member will carry on by Daniel Belton
- More talk about the website, about upgrading it and getting more relevant information on it that's up to date, which in turn should help attract more members. Potential to have a members list on the website with current paid up members and a contact phone number was discussed and seemed favourable. Therefore a way for people to easily see if they are



paid up. (No one at the meeting had an issue with their information being on the website, if anyone outside of the meeting does however have an issue please let us know on the NZAA email)

- Daniel put together a health and safety manual for events and wants someone to run their eyes over it and make sure it has what it needs and maybe remove information not relevant.
- A letter needs to be written and sent to the Tararua District Council to thank them for the use of the club rooms and using the facilities for this event.
- Letter to also be sent to Debbie to thank her for all her efforts in her role.

The meeting closed at 10:41am

We had forgotten about trophies so these were handed out before leaving for Athels.

Man and machine went to Paul Scherrer

Furthest Flown went to Glen McIntosh

Promotions went to John O'leary

Best annual Progress went to Paul Kuchenbecker

---

## *Autogyros make mini visit to Dannevirke*

---

### **Bush Telegraph**

By Dave Murdoch

### **HAWKES BAY TODAY**

2 Feb, 2023

While the weather has grabbed the headlines in both Auckland and to a lesser extent Tararua there was a link over the weekend as members of the NZ Autogyro Association (mostly northerners) paid a visit to Dannevirke Aerodrome for their Annual General Meeting.

The NZ Autogyro Association has been coming to Dannevirke for its AGM for 25 years. Flyers also get the opportunity to renew their licences with flying instructor Elton Haakma who came down from Tauranga by car.

The visits started when a member of the association, Garry Belton, met local man Donald Franklin who persuaded him that Dannevirke Aerodrome was the perfect venue for members to visit. All around New Zealand as cities expand into surrounding airfields originally built out in the country, the autogyro members encounter opposition from locals because of the noise they create.

Not so in Dannevirke. When asked 25 years ago, the Tararua District Council, as the owner, was only too pleased to have the airfield used and the Dannevirke Flying Club was delighted to share its facilities.

Members really enjoy the trip to Dannevirke, mostly from the north of the North Island, but this year thanks to the wild weather no-one flew from north of Taupo although one intrepid flier Glen



McIntosh on Friday, when the weather was fair, “wove between cloud banks following the highways” from Tolaga Bay in his MTA Classic called Lil’Ruby after his mum and taking just three hours instead of twice the alternative by road.

Five other planes made it in including Garry Belton from Marton who said his trip over the range on Friday was fine with great views of the new highway. The rest travelled by car.

One member flew in part commercially leaving England a week ago and travelling from Auckland by car. He was Tony Unwin who ran a gyro-school called Gyrate in Tauranga from 2005-2018 before making the mistake of travelling to England for a retirement holiday and being unable to return until now due to Covid regulations. He had attended every AGM since 2005 except for Covid and was not going to miss this one.

Another local flier Bryce McGee – fire chief at Akitio – came in by car because rotor blades for his new Magna-16 Extreme had not arrived in time for him to fly. He was able to show himself with his new plane in the *Kiwi Flier Magazine* as an example of the latest in gyro technology. It is a later version of the plane president Garry Belton flies (second in the picture).

At the AGM on Sunday, Garry was elected president of the Autogyro Association after a break from the helm for nearly 20 years. He wanted to emphasise that his association is extremely grateful for the use of the airfield and flying club facilities.

Saturday was just a day for the 20 members to catch up with each other. The weather was too unsuitable to fly and the visitors were sorry the Wheels With Attitude and Woodville Motocross were cancelled but they enjoyed local hospitality in particular that provided by Athol Sowry who puts on a morning tea for the members every year out at his airstrip on Valley Road after the AGM.

On Sunday afternoon several planes took to the air in better conditions and on Monday they winged their way home.



Three gyrocopters of different styles are about to fly from the Dannevirke airfield on Sunday afternoon. In the foreground is a traditional Dominator, then a Magni, and a Calidus.