

# New Zealand Autogyro Association





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Association



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## From the Office

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Hi all, hope this newsletter finds you fit and well. Life seems to be busier than ever with the year passing by faster than ever. I hope everyone has been getting a bit of flying in when the weather allows.

Up coming events, Kevin is getting the ball rolling and looking at holding a Gyro fly in at Matamata in October – watch this space.

**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.

*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:**

Trip report  
Murchison 2023  
Members profile  
For Sale

Cover photo: ZK RGT Bryce McGhie Magni M16 Xtreme

## Trip Report

Hi Folks Just a quick trip report for a flyin to Turangi on the 19th March.

On the 19th of March the Turangi Aeroclub were hosting a lunchtime BBQ fundraiser in the memory of the late Bill Bennett a founder member of the club and also a member of the Wanganui Aeroclub.

The Wanganui Aeroclub had planned to support this event so I was keen to join them as well. I did a bit of a ring around to see how many gyros I could get there as well.

Made a call to Elton to see if he had anyone up his way that would be interested in joining in .



The weekend was looking ok so I gave Paul Scherrer a call and suggested he fly to Wanganui on Saturday stay the night and head off on Sunday morning. Obviously, Paul being keen to fly as much as he can jumped at the opportunity and set off Saturday arvo to catch up with me. He gave me a text to say he was leaving and a ETA , so I thought I would give my airstrip a quick mow as the grass was a bit long. There I was minding my own business and for some reason I looked over my shoulder and there was Paul taxing behind me grinning from ear to ear, he ended up with a bit of a tail wind and arrived quite a bit earlier than planned.

I was hoping Garry Belton was going to be able to join us either in the magni or in the back seat with me but unfortunately, he had other commitments.

I like to take a passenger with me most of the time to share the experience with me but I couldn't seem to find anyone local that could fill the seat.

At short notice I called Paul Kuckenbecker to see if he could be bothered driving over from Masterton for the day to join us, after thinking about it for a second he decided he would join in

but needed to be back at a certain time as he had hunters booked for Sunday night at his east coast hunting block. Saturday night we cooked a roast on the BBQ and invited the next door neighbour's my boys and their family's to join in.

A good night was had and it was off to bed to get ready for the Sunday flight. The Aeroclub held a



briefing at 9.30 so I flew out to the airport for that and to pick up Paul K as my airstrip is not that user friendly for two up and a fill tank of gas.

Paul Scherrer got airborne from home about half-hour ahead of us as he was going to be a bit slower.

The club planes and Paul K and myself where in the air by 10.30 and set of for Turangi thinking we would catch up to Paul but he must have had his head down and was not going to settle for second place.

When we arrived Paul was chatting with a group of pilots that had already ready turned up. When we caught up with him he said he had to turn back for a bit as low cloud was hanging around the mountain not allowing him to get through, but it lifted quite quickly and it was clear for us to go directly to Turangi.

I had expected Elton to be there at around the same time so I gave him a call to see how he was making out only to be told they were still on the ground with low cloud at Matamata.

Elton said Noel Smith and passenger John Turner were planning on attending having left from Waiuku and not long after talking to Elton we heard that distinct sound of a gyro approaching the field.



After lunch and a quick trip to town for fuel Paul got airborne just ahead of us, and when we got airborne and about five miles from Turangi we heard a familiar voice, it was Glenn McIntosh on finals, he had flown over from Tolaga Bay.

So not a bad effort four gyros attending the flyin

Once again, we didn't catch up to Paul on the way home, if he had his old engine in we would have smelt the burnt oil ahead and we would

have known he wasn't far ahead.

We both landed at the farm around 3.00, we drove Paul K to the airport to get his car so he could get on the road and grabbed some more fuel for Paul Scherrer to get back to Wellington

Paul gassed up his trusty gyro and once again head down and ears pinned back headed off for home with a big wave on his way past

A big day for both of them but it was a great day out

Looking forward to the next event, hopefully catch up with a few more of you

Cheers John O

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## Murchison 2023

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### Murchison Fly-in 2023

As the time for our annual fly-in came nearer, we were excited to hear of a contingent coming down from the North Island to enjoy some true South Island mountain flying. A week or two away the long range forecast didn't look great but was looking like Saturday and Sunday would be okay for some excursions.

The weather forecast was for high cloud and a fine weekend so we were elated to believe we may have great flying ahead. At this stage, it was the beginning of the ferries disruptions and the Northern team determined that due to the unreliability of the ferries, they would not be over. We were very disappointed but as it turned out, it was an understandable decision under the circumstances. The trailer was loaded Thursday night with the usual necessities of marquee, BBQ, braziers and firewood along with baking galore! Jan towed all the supplies down on Friday afternoon as I prepared to fly. High cloud was predicted so all was looking okay.

A week ago I had ADSB installed into RAE and had carried out the necessary test flying to confirm the tower could see us. Awesome, Big Brother is with us and would be great if an emergency should occur.

At 3pm I phoned Murchison where Graeme Clarke and our flying community were gathering. The weather was high cloud about 4,000 ft, light breeze. Yes it's a go! I lifted off Nelson on 02 turning south tracking for Wakefield in controlled airspace. Conditions were calm with 30 km visibility and a high cloud ceiling. With a little ridge running I cleared the Mount Hope ridge at 3,500 ft with a descending track for Murchison. Next, I experienced some turbulence, not major but I reduced altitude towards the Owen River turning the corner around Mt Murchison to see showers towards Jan in the meantime, had arrived at Murchison to be greeted by the usual crowd, Liz & Bruce Naish, Lockie (Peter Locke), Wendy & Gary Whiting, Mark Humbke and Graeme Clarke. As she got out of the car, a random drop of rain fell. It had been clear but just coming into Murchison she saw threatening clouds gathering south of the airfield and galloping towards us. Within two minutes, the drops had turned to heavy rain with thunder and lightning following. Oh dear, Lloyd, we hope you can see this coming and can beat it back to Nelson or to shelter somewhere.

Not liking the look of the weather, I decided to circle





around the farms south of Owen River looking for a paddock or lane way to land and wait out the shower. After four circuits, the rain had arrived and I wasn't happy with any of the landing spots so returned 10 minutes north to Owen River and found a large hay paddock that looked good, circled and landed. At this time, I had missed calls from Jan so rang her to let her know I was safely on ground, much to their relief. Jan, Lockie and Bruce Naish arrived as a thunderstorm raged with lightning crackling away. We covered the machine and returned to Murchison where the weather had improved and blue sky was visible. Time to put the marquee up. We adjourned to the Hampden Hotel for a meal and refreshments. Saturday dawned a cracker day.

Graeme Clarke was keen to fly down to the Owen River and fly back with me, so with breakfast complete, preflight and paddock briefing, we set off. On arrival the gyro was still nestled in the corner of the hay paddock, however, on inspection, we found the blades and propellor had some damage to the surface from rain. Jan had some tape in the car so we improvised blade tape and flew to Murchison. The tape had held up well and performance was still acceptable.



During the morning we had visits from fixed wing microlight craft from Nelson and Takaka with cups of tea, cake, biscuits being happily devoured along with the usual yarning. Only two gyros attended this year and after lunch Graeme, myself and Bruce Naish set off on a flight to Byron Kelly's strip in the upper Mariri Valley where we caught up with Byron and enjoyed tea and cakes returning via the Maruia Gorge and Dough Boy creek to Murchison.



The weather Gods had blessed us with awesome conditions allowing the brazier to be fired up on our return keeping us warm whilst discussing the weekends events. Curiosity was around the ADSB where Jan was looking for RAE on her phone to no avail. We have found that once in the mountains, low level flying prohibits seeing a signal. So Big Brother is limited in some parts of the South Island especially at low level. Once heading home at altitude, flight tracking is

seen Sunday dawned fine with some low cloud which cleared by mid morning, typical weather for this time of year. Graeme and I set off on a flight up the Matakita River around



Mt Thompson over the Tutaki Saddle and return to Murchison around a one hour adventure. While we were off flying, Jan popped in to see Eileen Bradley. Eileen and Graham own the farm with the airstrip that we have used for the past 15 years and is extremely supportive of us. She lost her husband to cancer around 10 years ago and has recently had a scare with cancer herself but is in remission and is her usual indomitable self. We ask all people who attend our weekend for a donation (if they can) for the weekend for landing fees and hand these to Eileen who in turn, donates them to the Cancer Society. Thank you to everyone who contributed.

On return, we had lunch with everyone helping in the packing up the marquee, reloading the trailer and departing with fond farewells to see each other again until next year.

Lloyd Heslop

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Picture in from Glen McIntosh from the East Coast. Some pretty horrific weather over there as of late, good to see you have the brazier cranking.

Bit of x wind for the brazier





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## NZAA fly-ins and Event organizers

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### Dannevirke Fly-in.

David Stephenson 027 626 2237 [davidstevo@xtra.co.nz](mailto:davidstevo@xtra.co.nz)

### Wanganui Fly-in.

John Oleary 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)

# Wanganui Fly-In



**King's Birthday weekend 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> of June.**

**Whanganui Airport.**

**Flying trip to Belton's Farm (Marton),**

**Flying trip to Stratford aeroclub**

**To register your interest Contact John Oleary 0274937895**

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



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## Members Profile

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Here we were in our 1936 DX Vauxhall car at Napier Aerodrome in the 1950's seeing Dad off as a passenger in a Domine aircraft operated by National Airways Corporation (NAC). He was travelling to Bluff Freezing Works at Invercargill to bring back and share new technology at the Whakatu Freezing Works where he was employed as a departmental supervisor. It was a big step-up when he eventually travelled in the Dakota DC3. I would watch the DC3 line up sometimes on the Western end of the East/West runway at Napier and admire the beauty of this aircraft as the tail wheel lifted and it flew gracefully out over the bay with the amazing sound of the two radial engines. My interest in flying had begun. Also in the 1950's my older brother would take me over to the back of my grandfather's farm (where we lived situated in the Tuki Tuki Valley) and watch a Fletcher operating off the neighbours airstrip and sometimes watch Harvard's practicing overhead.

A joy ride sometime later at Bridge Pa (Hastings) helped seal my interest in flying. Someone gave us some books with stories on WW2 Spitfire pilots etc which became favourite reading for me. A favourite hobby for me at college was to construct and fly model aircraft operated by control line.

As a mechanic in the later 1960's and a musician doing 'gigs' in the evening I was able to raise funds for flight training and went solo at Bridge Pa in 1972 piloting a Piper Cherokee 140 (DEB). What an amazing feeling on that first solo flight, having total control over an aircraft for the first time. This followed by gaining my PPL with ratings also on Cessna 172, Piper Cub 90/150 and Piper Tomahawk. I spent time in the mid-1970's loader driving for a company at Waipukarau intending to pursue a career in topdressing but fatal accidents involving their aircraft caused me to review my direction and retreat to farming.



When my wife and I purchased a dairy farm at Eketahuna in 1979 funds for flying became difficult to find and when dairying went through a depression in the 1980's my active flying (as we headed into the 1990,s) based at Wairarapa Aero Club was put on hold.

It is a sad day when you are unsure if you will ever be able to pursue the dream you had of owning and flying your own aircraft, having already named a paddock the airstrip and aiming towards purchasing a Cessna 180.

Turn the clock drastically forward now to early 2022 and having lost my wife to illness in 2020, I am riding my newly purchased BMW-1200 RT into Dannevirke from Herbertville (where I live) and,



nearing Dannevirke a thought was forming in my head that had never been there before: (Gyro, Gyro, Gyro). On reaching Dannevirke I used my cell-phone to contact anyone I could think of about Gyro's. This resulted in me meeting with Pete Avery (the NZ agent for Magni Gyros) who taught me to fly a Magni M16- 914. After one flight I was "sold" on Gyros and eventually I ordered, through Pete, a new M16-915 (141hp) from Italy, with "bush-kit" tyres and front suspension etc fitted in NZ.

I would like to applaud Pete for his amazing enthusiasm for Gyro's and his skill and encouragement in helping me attain my Advanced National Certificate.

I really enjoy my new M16 especially in discovering so much coastal "back-country" from the air where I live and also, I enjoy meeting new friends through the Gyro Club and the Central HB Aero Club at Waipukurau.

Currently I operate a garage offering WOF/LPG certs and engineering repair work along with acting as "Controller" for our local Fire Brigade.

Happy flying to you all, Bryce McGhie.

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## For Sale

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Very well built French J ro Gyrocopter with tandem seating, and dual control, fully enclosed with lifting doors on either side that can very quickly be removed on those warm days. 70L fuel tank (500km range) Useful load capacity 271kg Very comfortable and smooth gyrocopter Averso 8.4m rotors 914 turbo 115hp Rotax Done 230 hrs and growing as still being flown Registered New in NZ in 2017 The best visibility of any enclosed gyrocopter Comes with two Bose A20 noise canceling & Bluetooth headsets worth \$4,400 Hangered in Hastings

Price: \$145,000

For more Info Contact **HAMISH JANSON**

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