

New Zealand Autogyro Association





New Zealand Autogyro
Association



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From the Office

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.

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

I would like to say a huge thank you to those who sent in content for this newsletter, it certainly makes my job a lot easier and not having to hound people.

We have a beautiful tribute write up on David Wright- Rest easy my friend.

This newsletter has a members profile by a 2nd generation gyro enthusiast, its great to see the next generation getting involved and also promoting our great sport.

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

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For Sale

Cover photo: Reg: ZK-MWR

Model: Magni M24

Owner: Mike Ross

Date: Dec 2014

Location: Execujet Wellington (NZWN)

Comment: Magni M24 parking - sitting under the tail of Peter Jackson's Gulfstream G650

Presidents Report

Greetings all

For starters, on behalf of the club I want to convey our deepest sympathies to Debbie on the passing of David Wright, after his battle with illness. Incredible effort Debbie with seeing out the position of secretary with all that must have been going on in your household. David was always ready to help out if he was able. Evident by the fact he was vice president till he was unable to continue, you're a bloody legend David. May all your flights be long and smooth. Rest in peace mate.

Was good to see a few other gyro members at the funeral service well done you guys.

On a lighter note, I hope some of you are getting a bit of flying time. The weather has been pretty average around the country. But the occasional flyable patch turn up now and then. While things are quiet keep an eye on your paperwork and maintenance and be ready for the flying season ahead. The postponed Masterton airshow is coming up in November. We plan to have some rotors at that fixed wing party. Always a few aero club dawn raids on. How ever you choose to share and advertise our sport, do it well and do it safe.

Till next time

Garry

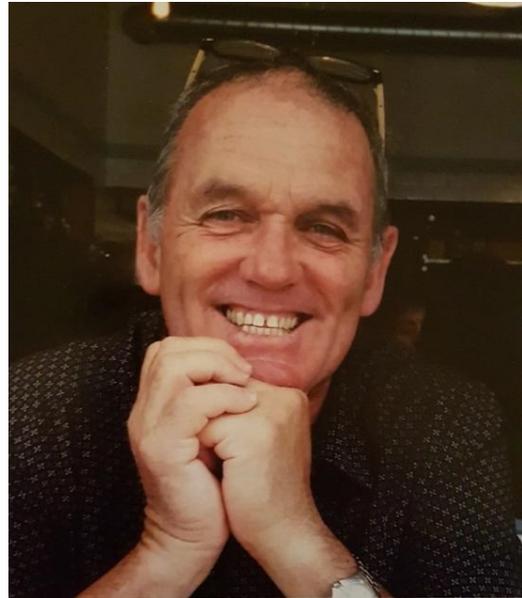




David Wright

Vale David Wright

I first met David Wright around 13 years ago at Ardmore Helicopters. I was helping with management systems there and our paths were crossing occasionally as David worked towards his PPL part time in between his extensive work commitments. I recall the story was that a friend of his had been strongly encouraging him to do something other than work and to get out and spend/enjoy some of his money for a change. And hey, there's few ways to spend money faster than by flying helicopters.



David's work which took up the rest of his time was as owner of the Karaka Learning Centre near Papakura in Auckland. David was a teacher by profession and founded Karaka Learning Centre in 1986 with a view to providing pre-school education rather than a daycare service. That's 37 years ago now. David was a pioneer of early childhood education in New Zealand. Karaka Learning Centre grew and grew and grew, developing a reputation that preceded itself. Local (and further afield) school teachers knew if any of their new arrivals had been in David's care because those were the ones who could already read and write and were settled in the classroom. David's kids learned the 'old school' way, singing songs and rhymes to learn times tables. He conveyed a sense of enthusiasm for learning which was infectious and the kids adored him for it. Karaka Learning Centre may well be the most successful early childhood centre in the country. Their roll is in the hundreds with another hundred regularly on the waiting list. That success I think comes down to a founder and owner who simply cared deeply about the children in his care and also cared deeply about the staff who he took on to help fulfil his vision.

But back to the flying story. Over the next few years we bumped into each other more often, and discovered we had a lot of common thoughts about many things, particularly to do with education, politics, and life in general. I had a R22 at the time and invited David to come for a fly and have a go in it. I wondered if he might want to buy a share of it but I think it was about that time that David said he was getting a gyro. Really!? "My favourite thing," I said (momentarily forgetting my wife and children). Turned out David had been looking for a way to fly more but spend less and had via Tony Unwin at Tauranga, discovered the fun that is gyro flying. He likely had potential aircraft owner written on his smile because Tony had him signed up to buy one in no time and David was waiting for it to arrive when he first spoke to me about it. I recall him saying how funny he thought it was when his Accountant professed horror at the cost – which at that time had only been the 50% deposit.



It must have been about then that I told David he'd better therefore come to Dannevirke and meet all my gyro friends. We decided to fly down in the 22. David didn't look that heavy, but when I said, "How much do you weigh?," I recall the number started with a one. "Oh, well pack approximately nothing then because we're not going to have much room left for fuel..." We planned a trip to stop at the Belton farm at Marton for the night on the way. Fully loaded with as much fuel as I dared to carry, we lifted off from Ardmore into a 20 kt headwind. Bugger. I'm reminded of a tale to share. First stop Te Kuiti for fuel, then to Stratford for more fuel. We climbed out of Te Kuiti knowing the next bit was easy – track straight to Mount Taranaki. "There it is we exclaimed," a peak of snow in the distance. But the GPS screen (remember they weren't so sophisticated then) kept telling us to turn right. Stupid thing. "You fly while I turn it off and on," I said. Which I did. Still wanted us to turn right. "It's bloody useless," said I. Five minutes later, that doesn't look so much like Mount Taranaki... and shouldn't we actually be tracking west? Oh, that would be just like the GPS is telling us. So we turned off the track to Mount Ruapehu and aimed west until we arrived at Stratford. More fuel there, then to Wanganui for another fuel stop. Then onto Garry's at Marton for the night.

That evening and the weekend proceeded in the usual manner; just a fantastic time among friends. David never forgot the trip. He said to me many times over the subsequent years how it was such a really great club and the people were so welcoming and friendly and how grateful he was to be part of it. I don't think it ever occurred to David that the reason he fitted in so well, was because he too had such a friendly, welcoming, and positive personality.

We also travelled together to the Wanganui fly-in, by car for similar good times.

And then there was the first time we went to Dannevirke in David's new gyro. David flew and I navigated. I forget the exact timing, but it was possibly then that David talked with much enthusiasm about a lovely lady he had met and was becoming very close to. David had previously separated from his wife. It wasn't too long before he and Debbie would marry. They were always exceptionally happy in each other's company.

On the trip to Dannevirke, there were some small rpm variations at about Turangi which we put down to atmospheric changes. But when we got to Dannevirke, we were doing the usual thing of standing around the gyro talking to people when I asked David, "Was there a nut on there before?" "Ahh, yes," was the answer. The central nut on the end of the propeller hub was missing. Thus explaining the rpm variations as one of the six prop blades had turned a few degrees and on closer inspection was slowly working its way out of the hub altogether. Oh dear. Tony flew back to Tauranga and brought David's original prop (the faulty one was a new 'best thing ever' (not) six-bladed carbon fibre design) back in his car. I was pretty happy to drive Tony's car home and Tony and David flew the gyro back to Tauranga after the weekend. There's a lesson there – if something seems a bit unusual, land and have a good look at things.

Another year passed. I wasn't so involved with Ardmore Helicopters by this time and had sold the R22 so we weren't in regular contact, but David phoned and asked if I wanted to



come down with him again. Sure, I said, assuming he had tossed the dodgy six-bladed carbon prop that nearly fell to bits the year before. But arriving at Mercer, there was another one on it. "You sure this thing is okay?," I said. "Tony says so," said David. Oh well I thought, lightning doesn't strike twice in the same place. Off we went. The funny thing was that passing Turangi, there was this little vibration that came and went away. "Ha ha ha," we both said, "lucky we aren't superstitious." Half way down Desert Road, there was a bigger vibration. "Whaaaattt is that...?," we said at the same time. "Aim at Waiouru," I said, "It's only over there." But the vibration got bigger. Throttle back, get lower we decided, lest it was the whirly bit on top causing problems. Not long after, bang, followed by very big vibrations indeed. Like very, very big vibrations. Shit. I must say we did an outstanding job of equally (as we were both on the controls by now) touching down gently on the side of a grassy hill without a scratch. Once we'd slowed the rotors and our heartrates, we established that an entire blade of the prop had flown off somewhere else without us. Emergency landings together certainly are a good way to create a next level sort of bond between pilot friends, eh Garry?

This brings to light part two of that story which pretty much describes exactly what our club and camaraderie is all about. It was a blazing hot afternoon and we walked about a mile back to Desert Road just to establish where we were. Phoned Garry. "We'll sort you," he said. The rescue team sprang into action and three hours later (it's a hell of a long drive via Napier), Brett arrives with trailer on behind and a crew on board to help.



What a bunch of friends to have. Meanwhile we had phoned the Army base to let them know we were marooned on their training ground in case anyone had seen us (never got around to a mayday in the 25 seconds it took from uh-oh to landing). Army guy said, "Nothing interesting ever happens here, I'll come and see you." He turned up with bottles of water out of their fridge and a couple of chocolate bars. David and I spent the following two hours trying to catch about three square feet of shade each under some thorny bush things growing on a track beside the road.

Once Brett and co arrived, we drove over to the gyro and man-handled it onto the trailer, ironically breaking a wheel spat in the process, considering we landed it without damaging anything... Then Brett drove us all back to Dannevirke. The beer was good that night. "You'll never believe what happened today," I said to my wife... Next year, the phone goes. "Do you want to fly to Dannevirke with me?" "Umm, I don't think I'm allowed..." I think that was possibly the year we drove down in David's new convertible, and we both returned looking like cooked lobsters despite hats and sunscreen. It was fun though. In the following years, David went with Debbie which kept me from getting into trouble with him again. Except



David and Debbie never got into trouble which does make me wonder if I was the hex the whole time.

It was another subsequent year that David announced he had bought a Dynali microlight helicopter. He'd seen an advert in KiwiFlyer, contacted the agent, visited the factory in Belgium, and signed up. He joked that if the Accountant thought the gyro was expensive, then he was in for a bigger shock this time. David built a trailer for the Dynali and brought it to Dannevirke. I was missing my 22 a bit by then, and having a fly of the Dynali was a highlight of the weekend for me.



The Dynali at Kaiaua

It must have been that year or soon after that we, as in the club, persuaded David to accept the Vice President position on our committee. And Debbie accepted the position of Secretary. I think this was in 2021 and carried on for the 2022 year. We were privileged.

David loved having the gyro and helicopter at his lifestyle block ('the lodge') in Karaka. Years before the helicopter arrived, he had built himself an airstrip and delighted in flying the gyro off it. It wasn't the easiest to manage, with power lines on the final approach and a big downhill take-off run, but it worked and he and Debbie could fly to Whitianga or Tauranga or wherever it suited, all from home. The Dynali was perfect for hopping across from home, to their other home at Kaiaua on the water's edge of the Firth of Thames where David caught snapper from his front lawn. Despite still enjoying all the time he spent at his Karaka



Learning Centre, he was managing to extract himself from day to day work and apply more time towards matters of recreation.

But in about July 2022, David was diagnosed with leukaemia. He kept it very quiet for several months and went through numerous rounds of chemotherapy. There were improvements but never enough. He was open to any drug or treatment that could be offered, but the best specialists available could only concede that for the type of leukaemia David had, there was nothing experimental available, and pretty much nothing more they could do.

David battled on as defiantly and valiantly as he could, cared for with great love by Debbie, but having to live largely in isolation at Karaka due to his non-functioning immune system. I wondered if I should offer to fly his helicopter with him, but decided I was way too uncurrent. I was so pleased to hear from Frank Parker (who taught David to fly it) only a week later that he had visited the lodge and flown the Dynali so David could watch it in the air for a last time.

David's funeral was held at a Papakura funeral centre on 24 th June 2023. David had helped to plan the event, telling Debbie he thought they should call the undertaker a week or so prior. True to David's humble view of himself, he anticipated 150 or so attendees. Well the 150 seats were taken, so was all of the standing place in the main room, and all the standing space in the large adjoining foyer, and I counted more than 100 outside as well. It was a lovely send-off, concluded with a video of David flying off his home strip in the gyro. He had only recently turned 70. Farewell my friend. I treasure the memories.

Mike Norton

Trip Report

Hello fellow flyers just a quick blurb about a recent flight I had in the middle of June this year.

I had been talking to Paul Scherrer and he said he had a couple of inspections to do up this way, one for Fitzy in Fielding and one in Stratford for Pat Lee.

We kept an eye on the weather and finally a weekend that had a favourable forecast turned up so a plan was hatched, Paul was going to fly to Lloyds on Saturday morning to Fielding and I would meet him there, the day was perfect for flyin so off I went and landed only a few minutes behind Paul.

Lloyd was at the airfield eagerly waiting for us so it was down the road to his place for a quick cuppa and out to the workshop to start the inspection, Paul was happy with the work Lloyd had done getting his machine back to airworthiness so he got the big ✓ and a smile on his face so it was back to the teapot for a quick cuppa before we headed back to Wanganui.

Sitting around the teapot can take more time than you think and it started getting late in the afternoon so Lloyd dropped us off at the airfield and we set of Wanganui which puts us on a flight path over Garry Belton's place so a couple of hot laps around his place and on to land at my strip at home.

The evening was rather crisp so we knew it was going to be a good day to fly to Stratford.

When we got up Sunday morning it was a cracker so we decided to head off in the calidus , there wasn't a cloud in the sky only a bit of fog in the valleys,

We landed at Stratford to be greeted by the locals and Paul started on Pat's inspection, all was good so into the club rooms for a quick drink before we headed home.



The airfield is a credit to them it is immaculate and I am keen to take you up there when we have another flyin. On the way up to Stratford we followed the transmission lines inland





so Paul and I decided to return following the coast line, the sea was glass calm and schools of fish where everywhere.

We landed at home and it was a quick lunch, and Paul saddled up and headed for home.

It was a great weekend for flying and after talking with Paul, we thought it might be a good idea for the next



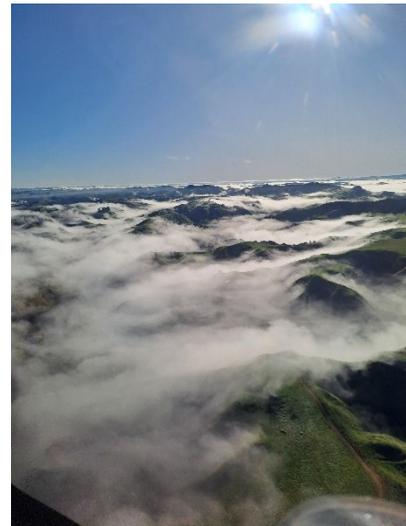
Wanganui flyin rather than holding it on Kings Birthday weekend we just run with a weekend close to the date

which has a favorable forecast so we know it is going to happen as I haven't had much luck the last couple of years.

Would be keen to get your feedback on that??

If you are wanting to head my way anytime you are more than welcome to fly in and stay as I am keen to do something to get in the air

Fly safe and hopefully the weather will come right soon so we can catch up .



Cheers John

NZAA fly-ins and Event organizers

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Members Profile

Hi, my name is Philip Middleton, I have been around gyros since I was born - quite literally since day one, pretty sure there is a picture floating around with me in nappies in the pilots seat of the old man's dominator, so I didn't really stand a chance of not following in his footsteps - much to my mother's disgust.

I currently work for Volvo and Mack trucks at a company called Motor truck Distributors NZ as technical support for NZ. I have been there for almost 2 years with a team of about 5, travelling around the country fixing some curly faults, which is quite common these days as the new trucks are just giant computers on wheels pretty much. I still like the old trucks as they can be equally as tricky and generally fixed with a hammer, and if that does not work use a bigger hammer.

Prior to that I was a Diesel mechanic at Emmett's Truck services in Palmerston North and started there straight out of high school, I was there for almost 11 years and that is where I found my interest in Volvos.



Hobbies are riding dirt bikes, fixing/making things, and gyros! I am currently building a 2 seat Dominator.

Progress on the gyro is pretty good, it's on its own 3 wheels now and the pod looks great also, I painted it the same colour as a Ute I got brand new (LDV T60) as I really liked the scheme, also had some parts painted black like the grill etc, so I am wanting to paint the gyro the same - a gunmetal grey and black will look smart I think. I have assembled the engine block which is going to be an EA-81 with the Autoflight



cylinder heads thanks to Neil. I would also like to thank Neil for his help and advice as all this would have been near impossible without his wisdom.

Not too much longer I hope, I think the hardest part to get will be the rotors, but don't need them for a little while.

Philip





Rusty reporting in



Saturday flight from Whangarei to Great Barrier Island, 63 miles. Had a feed at the fat puku, then back to Kaipara flats, 44 miles, another cuppa, then back to Whangarei 40 miles...

Was a long way over water. twice as far as the cook straight crossings.
Sweet Az!

Rusty

Pat Lee of Taranaki's Hand crafted Gyro. Took Pat 4.5 years to build from scratch right down to the pod and the Propeller. Pat is a boat builder by trade and has made a fantastic job on his machine.





Magni News



RPA the first Magni in NZ to be converted (five years ago) onto bush tyres & nosewheel suspension assembly. It has now been converted to hand controls for its new owner in Christchurch. Test flying this month & training to begin in October.

RXC an M22 Xtreme arrived last year. Here just had a 100 hr / annual with no issues & ready for more Hawkes Bay back country ops.



Napier based M24, 100 hr/annual with no issues & ready for more central North Island exploring.



RMG arrived last Xmas. It has flown 300 hrs since then, all in South Westland & Fiordland. Here pictured on Fiordland coast with 6 hrs fuel endurance.



RSH an M16 Xtreme, arrived last month & here pictured with the proud new owner Steve Healy. Steve flew Harvards in the air force in the late seventies then life got in the way of flying so he is back into it & making up for lost time. Here training in Hastings & with a good spell of weather flew 30 hrs in 8 days & is thoroughly enjoying it. This gyro will migrate to South Westland for his mountain flying training. This is the eighth Xtreme now operating in NZ.

<https://vimeo.com/592635980> A short video of suspension nose wheel assembly in action.

<https://vimeo.com/837105327> Islands Flying in Fiordland

Peter Avery



Andrews new toy

Hi every one, Finally had a nice day for some flying in Galatea a couple of weeks ago. We had Elton and his son come up for the day to get every one up to date with their BFR's and do one of our young guys in the quicksilver. Peter B came over for a sausage at lunch time in TCG and we had a couple of visitors as well.

Sybe and Pam turned up around the same time to deliver RCB as I had done the deal earlier in the week with Sybe. Thanks to them for doing that, much appreciated. I'm looking forward to the summer, hopefully we all get some good flying in this one.

Cheers Andrew





For Sale



Very well built French Jro 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 Useful load 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. Hangered in Hastings NZ

(Only on the beach once)
\$139,000 NZD

For more Info Contact **HAMISH JANSON**

hamish@melitahoney.com

Phone 027 3260998





BENSON GYRO.

This was one of the original Gyro built in the late 1970 's

90 HP McCullock Engine (Dismantled).
48 inch Wooden Propeller
22ft Rota Blades
Plastic Fuel Seat Tank

Have lot of used McCullock Engine parts that go with it.

Damaged 2 seat DOMINATOR

Built 2008
SUBARU EJ 20 Engine (Late Model)
230 Hours on clock
Auto Flight Gear Box
V.D.O Engine Gages
MGL Rotor Rev Counter
70 Litre Fuel Seat Tank
Miro Air Radio

Can help with Aluminium Tubing supply's
All enquires contact Lloyd Fitzsimons

Phone 0274947526

For sale

Cavalon 2012 approx 270hours. Dynon technology variable prop ADS -B - in & out.
SoloWings regular servicing. A1 condition 2 pair of headset, 914 Rotax with turbo. 115 HP
PLB included \$120k ono

David Church

Ph 0275430815





For Sale

AMAX reduction drive for EA 81 Subaru with starter motor.

Open to offers

Andrew 027 4821515