

# New Zealand Autogyro Association





## New Zealand Autogyro Association



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NZ  
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Association



## From the Office

Hello members.

Welcome to the last newsletter for the year. Wow December is upon us already, and only a month to go until Dannevirke fly in. With Kevins work schedule full up we were unable to get the Matamata Gyro fly in off the ground this time round, fingers crossed we can put together something for next year.

More information will be sent out early next year for the upcoming Annual Dannevirke Fly in and AGM held Auckland Anniversary weekend 27<sup>th</sup> 28<sup>th</sup> and 29<sup>th</sup> January 2024.

A reminder to anyone who still has not paid their subscriptions for the 2023 year to get those in and get a head start for the 2023 year as well. Our treasurer will love you for it. To be able to have your say and vote in the AGM you must be a financial member.

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. There is an option to pay for 2 years. NZ Autogyro Association bank: Westpac 03-1552-0218467-000

For online banking please reference your 'name' & 'sub' on 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.

*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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Cover photo: Reg: ZK-RAC, At Tauranga



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## *Presidents Report*

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Greetings fellow members,

But I guess the way time is flying by I may as well make it seasons greetings. The weather is taking its time to sort its self out. Plenty of rain, plenty of wind, but a few flyable days available though for those who can fly any day of the week.

Finally, the Masterton Airshow got to happen after being cancelled due to weather behaving badly. And guess what, more bad weather. Eventually it did clear on the Sunday and some flying got to happen. Thanks to Paul K, Paul S and John O for setting up a gyro site at the event and advertising our sport to the public.

Our next event will be Dannevirke fly in and AGM on Auckland anniversary weekend. So mark that on your calendar, the weather will be great?

Meanwhile, keep safe, keep up the maintenance and keep up the paperwork.

See you at Dannevirke

Regards Garry

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## *CFI reporting in*

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Hey everyone,

Looks like the weather is starting to settle with the few nice days we have had lately. If you are pulling the gyro out after a bit of a rest, be sure to check that the machine has a current annual and you are all legal to fly which includes:

- a current RAANZ membership,
- a Biennial Flight Review (BFR) done within the last 2 years, (1 year if you are only on an Intermediate Certificate), and
- a current medical.

If any one of those have expired, you cannot fly.

RAANZ usually provide that info when they send out their newsletters, but the responsibility lies with you.

Another thing to think about is the recency rule. If you haven't done 3 take-offs and landings within the last 90 days, then your passenger rating is not current. Do a few circuits before you chuck someone in the back. The CAA don't accept 3 hops along the runway. Also remember, when you take a passenger, they are not allowed to touch the controls unless you are an instructor.

Happy flying,

Elton

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## Trip Report

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Hi Folks

Just a short trip report I did back in October.

Local aeroclub long time member Darren Luff has a passion for flying his tiger moth flying all over the country with a group of other tiger enthusiasts on regular basis.

He recently had the opportunity to purchase another tiger which was in an abandoned state and needed lots of loving to bring her back to probably better condition than new. The aircraft was originally built in England and supplied to the New Zealand Air Force as a trainer. AIL being the registration.

Later in life AIL ended up in Hawera as a club plane then moved back down to Wanganui as a club plane there for many years.

During this time in the early sixty's local man Ian Wakeling trained for his commercial license in AIL and Darren's father also clocked up time in her.

Darren was very fortunate to engage local Hawera man Les Worsley to take on the rebuild which is an absolute credit to Les, his workmanship is incredible, he has had to rebuild the wings and stitch new fabric on and apply dope to complete the process.

The fuselage was completely stripped back to be refurbished as well.



Les is a private person and not too many people get the privilege to see his workmanship which is outstanding.

He recently married Neil Hintz's sister so small world.

But wait there is more, Les Worsley's father Neville, Ian Wakeling, Richmond Harding all entered the ag industry around the same time Neville spending 12 years on DC3s for Feildair and many other aircraft, Ian Wakeling started on fixed wing then helicopters moving to the states to become a salesman for Hiller helicopters.

Richmond Harding took over Wanganui Aerowork from his father Wally who founded the company, and has flown fixed wing and helicopters during his career.

Talking to Darren we thought it would be a great idea to get them together and check out the tiger rebuild as Richmond still flies one today and it has been several years since they have caught up with each other.

All off them in their mid-eighty's.

The stars aligned and we managed to get the three of them to Hawera for a catch up and check out the tiger. I was lucky enough to fly Richmond up in the gyro, Darren was hoping to take Ian in his air worthy tiger but thought it might be a bit challenging getting in, so they drove up, Neville who resides north of Hawera travelled down by road as well.



We all arrived around the same time and it was great to see the three of them sharing memories and checking out the tiger.

Neville had never been up in a gyro and was quick to take up the offer for a ride and was quite taken with the flight.

I find it quite a privilege to take these hi hour pilots for a ride and have them put their trust in me being new to flying.

It is incredible the talent that we have in New Zealand with the skills to restore aircraft to better than new condition and operating under the radar to most people.

Your workmanship is a credit to you Les well done, and to Darren for wanting to bring AIL back to her former glory

It was an enjoyable day out and enjoyed by all.



John O

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### *Safety issue*

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Just a quick blurb on an incident I had trying to fly to Masterton airshow.

I had planned to get up early Thursday morning and head off to Masterton to help out with a stand Paul kuckenbecker had arranged for the gyro association.

The first bit went as planned, woke up early then it turned to custard from there.

I live in a valley and the Fog was at ground level, I had to wait till 10.30 before I could see the top of the hills, I made a phone call to a local who lives at Fordell plus a call to Garry Belton who lives not far from Marton. They both said it was lifting and I should get to Fielding.

The point I'm getting to is there was only a small weather window to get there as the forecast was not good for the weekend.

I lined up on the home strip and did my pre flight checks, I fly a 2015 calidus 914 which relies on two electric fuel pumps to run, and I'm am adamant that the low voltage light was out, so off I went only to be greeted by low cloud around Marton .

When traveling to Fielding there is a set of transmission lines that take you close to the airfield, I was busy looking out for traffic heading my way trying to get to Wanganui.

Feilding came into view and it was quiet clear I was not going to be able to cross the saddle, so I landed and called Lloyd to come to the airfield and catch up.

On arriving Lloyd said a topdressing plane had just landed and we should go and get his opinion on what it was like.

He reckond I might have a chance so I got airborne to have a closer look, but getting near the saddle there was no way I could get through.

So back to Fielding for a coffee with Lloyd until it lifted, it was only half an hour and the cloud had lifted.

So back to the airfield to have another crack.

Hopped in belts on and no-go flat battery.



In all the drama I had obviously failed to see the charge light on, and in my defence they are not in a good place, very low down on the panel so when you are focusing outside they are out of view.

I see in the later models the lights are on the top of the dash in full view.

When the light comes on autogyro say you have about 15 minutes to find somewhere to land as they totally rely on the electric fuel pumps.

Someone was looking after me that day as if I had got airborne and not seen the light on things might not have ended well.

I was disappointed not getting the gyro there but but it just goes to show don't let the pressure of getting to your destination put pressure on you

I was lucky Lloyd had an empty hanger and was traveling to Wanganui that afternoon so I hitched a ride back and got up early to drive over on the Friday to support the two Paul's.

It was cold a charity Friday Saturday but the sun came out for Sunday allowing the airshow to go ahead.

Traveling back home on Monday I called into Feilding to try and sort out my charging problems, with a stroke of luck Stan Hide walked past and he is a rotax guru, it will be your voltage regulator he said and I happen to have one on the shelf how lucky was that.

Fitted the new part and the charge light went straight out.

A helpful hint from Stan was that if your warning light doesn't go out at low rpm your regulator is about to fail which mine had started to do, so if you fly a 914 keep an eye out for that

When I got my gyro back home I have Fitted a bright led light in full view when you are engrossed in looking out the front in poor weather conditions.

Hope this wasn't to much of a rant but it just goes to show how easy things could go pear shape.

Hope you all have a great Christmas

And hope to catch up with you all at Dannevirke

Fly safe and keep a good lookout in your cockpit.

Cheers John Oleary

*Hub heading out*

*and about*





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*A Flight down memory lane**Part 1*

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After weekend upon weekend of erratic weather I receive a txt message from Dad do you want to come for a flight to Hawera Tomorrow?

I think to myself (What a stupid question!) Of course I do!) So reply Yip sounds good. See you in the morning. Up bright and early with anticipation and excitement I hop on my bike and peddle down the drive to the hanger to find out the plan for the trip. You go get some fuel while I do a pre flight says Dad. & Then we will be good to Go.

With preflight done and filled up with as much fuel as we dare I wipe the dust off my helmet visor, evict the spiders, climb in the back of the Magni and we are ready to go.

A quick call to John to let him know we are about to leave so he can link up with us at Wanganui on the way past.

Clear Prop shudder, shudder vroom! The Rotax roars into life then settles into a purr. Warm up and run up checks complete. Line up and prerotate and we are off! Climbing out of the home strip at Marton, tracking West for Wanganui with slight tail wind. Clear blue skies, not just a great day for flying but also a hive of activity on the ground also. A lot of chatter on the radio, lots of traffic to dodge around Wanganui. The training school in full swing today and one of the local ag pilots slipping by in the Hughes500, bringing back memories of loading helicopters for Hill Country Helicopters seeming many moons ago. We hear Johns call on the radio, now airborne out of his home strip on the outskirts of Wanganui. I had forgotten how hard it was spotting aircraft from the air! Scanning, scanning..... there he is down on our left side,. We tuck in behind and follow along our track west in a zig zag fashion buzzing other fellow aironaughts and friends house's on our way.

Starting to enter the old flying turf now from over 20 years ago. Memories of flying alongside the cliffs of Kai iwi Beach in the back of the tandem Parsons Dad built along time ago. Passing overhead Waitotara beach now, a place we spent a lot of time as kids playing in the sand, swimming and exploring rock pools. Slipping past Waverley Beach now and then tracking around the new wind turbines at Waipipi. The Fonterra dairy factory in sight now, start turning inland for an overhead rejoin into Hawera. Touching down number 2 behind John, the M16 Magni back at its old home airfield after 13 years. I



I remember going to the New Plymouth port as a teenager with Dad and Stephen Chubb to pick up Stephen's newly imported M16 Magni. It was very exciting as we had never seen one before and had only heard how great they were from Stephen himself. We were skeptical that anything could be as reliable and as stable as a dominator! But we were about to find out as being the first magni in the country Butch and Eric (two instructors from South Africa) were coming to NZ to give Dad a type rating on it so he could train Stephen to fly it. I remember the port official cutting the bolt seal off



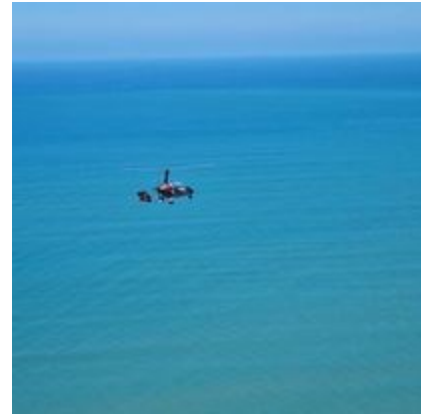
the counter door, and Stephen opening the door and this sleek shiny red and white machine sitting in the gloomy container. We quickly untied it and wheeled it out into the daylight where we could

admire it some more. After trailering it to the Hawera aerodrome we bolted the top of the mast on and assembled the blades ready for Butch and Eric. Stephen wasn't exaggerating! Butch and Eric flew the pants off that machine demonstrating what it could do and it wasn't just sleek and stable, it was fast too!

Dad got his type rating over the next two weeks and then Dad trained Stephen over the next few months. Stephen operated out of Hawera for many years, always taking rides and flying all around the country, including crossing Cook Strait and flying into Milford Sound. Stephen and his red sleek flying machine really boosted gyrocopter interest and was always getting around to promote the club. The days of having to build your own machine to fly were over. Miss you Stephen.

I'll conclude my story next time, a bit about the great hospitality at Hawera and more memories on the trip home.

Craig Belton.




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## [Dannevirke Fly In](#)

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Preparations are underway for the upcoming Annual Dannevirke Fly in and AGM held on Auckland Anniversary weekend 27<sup>th</sup> 28<sup>th</sup> and 29<sup>th</sup> January 2024. I urge any one who will be attending and will require accommodation to book in ASAP. Dannevirke on Auckland Anniversary is a busy place with a lot of other local events on, Dannevirke Car show, Woodville Motocross and a few others. I will send out an email early next year with more details and the AGM agenda. I look forward to seeing you all there.

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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 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)



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## *Gyro's appearance at Wings over Wairarapa*

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Hello fellow flyers

Several months ago, Paul Kuckenbecker made noise about attending the Masterton airshow to raise the profile of the club.

Paul approached the event organizers and a site was allocated to the gyro association.

He asked me and Paul Scherrer if we could make our gyros available for display as that would show a home-built gyro factory built kit and a factory built machine.

As the airshow weekend got closer the forecast for the weekend was terrible but the organizers decided to go ahead with the event to the surprise of all the aviators that were intending to participate.



The Thursday before the weekend was the only day that looked ok for me to fly down, so I intended to get up early and get going, only to wake up to a heavy fog in the valley.

It decided to hang around until 10.30 before I could get going and it was only just good enough to get to Fielding as the rangers had low cloud over them as well. I phoned Lloyd and he came to the airfield to catch up with me and suggested we go over to the Super Air hanger as he had seen them just fly in from the eastern side.

After talking to Bob the local pilot he thought I would have a chance if I flew up and had a closer look but when I got closer I made the decision it was not good enough to try so back to Fielding for a cuppa with Lloyd and wait for things to improve.

It was only a matter of half an hour and the cloud lifted so back to the airfield to have another shot only to find that the voltage regulator had failed so that was the end for me to get there, just as well cause the wind picked up in no time once the cloud had gone.



Lucky for me Lloyd was traveling through to New Plymouth that day so I got a ride back to Wanganui, not to let the team down I drove down the next day being Friday which was supposed to be practice day and open day for the surrounding schools. Garry Belton followed me over as well and we arrived at the airfield to be greeted by the two Paul's, the day was looking terrible, but luckily for us Paul Kuckenbecker had his camper set up for shelter. Nine o'clock was opening time and the school kids arrived full of enthusiasm and were checking out the gyros and asking lots of questions, then the heaven's opened up, bitterly cold and windy. Thank goodness Paul had his camper there for hot coffee and shelter.

The kids ran from tent to tent looking for shelter but most of them didn't care, better than being at school I guess.

When there was a break in the rain there were a few aircraft that the flew so it wasn't a total write off.

The next day was not looking any better so we went down and pushed the gyros out for display only to be told half an hour later that the day was cancelled.

So back to Paul's and spent the rest of the day killing time walking Paul's airstrip, watching the latest design in wood splitters and catching up with Mike Ross and having a look around his new hanger to house his jet ranger.

Very impressive

The wind and the rain did not let up and we were expecting a call to say the show would be cancelled

Getting up early Sunday morning things had improved considerably so back to the airport and set up.

The gates opened and the crowd poured in and the sun slowly appeared making it a great day for an airshow, lots of people stopping by and checking out the gyros.

Big thanks to Paul for taking the trouble to organize getting a site and definitely worth doing again for club exposure



Cheers John Oleary

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## Members Profile

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Hi, my name is Noel Smith. I am 70 years old. I have been married to Muriel for 47 years and have 2 adult sons and 3 grandsons. Proud of Muriel who has always encouraged me in my endeavors, so much so that she is now secretary of NZAA. I have lived in Otatau, Waiuku all my life and we were dairy farmers.

I have always wanted to fly so I went for a test flight in a fixed wing plane but thought that wasn't for me. So did some research and came across Tony Unwin in Tauranga with Gyros. Went for a test fly with him and was hooked! I was fortunate to be a student of Tony, Elton and occasionally Laurence. I had some wonderful flying trips away with Tony and sometimes Sue while learning the ropes and I was always grateful for that.

Started training with Gyrate (Tony) in 2013 before purchasing my own Cavalon from Germany in 2014. I took a long time as I knew nothing of aviation matters at all and a lot was to be learnt. Also, the long trip to Tauranga and with me at the time working every day of summer for a hay and silage contractor meant there was long intervals between my training so always a heap of catching up to do!

In 2016 I built a hanger and 600m air strip on our property, so I could finally get my gyro home. We currently store 3 other auto gyros here so that is cool as it keeps my strip busy and worthwhile. We are all often flying off somewhere together or on our own. We sometimes have fixed wing planes landing as well.

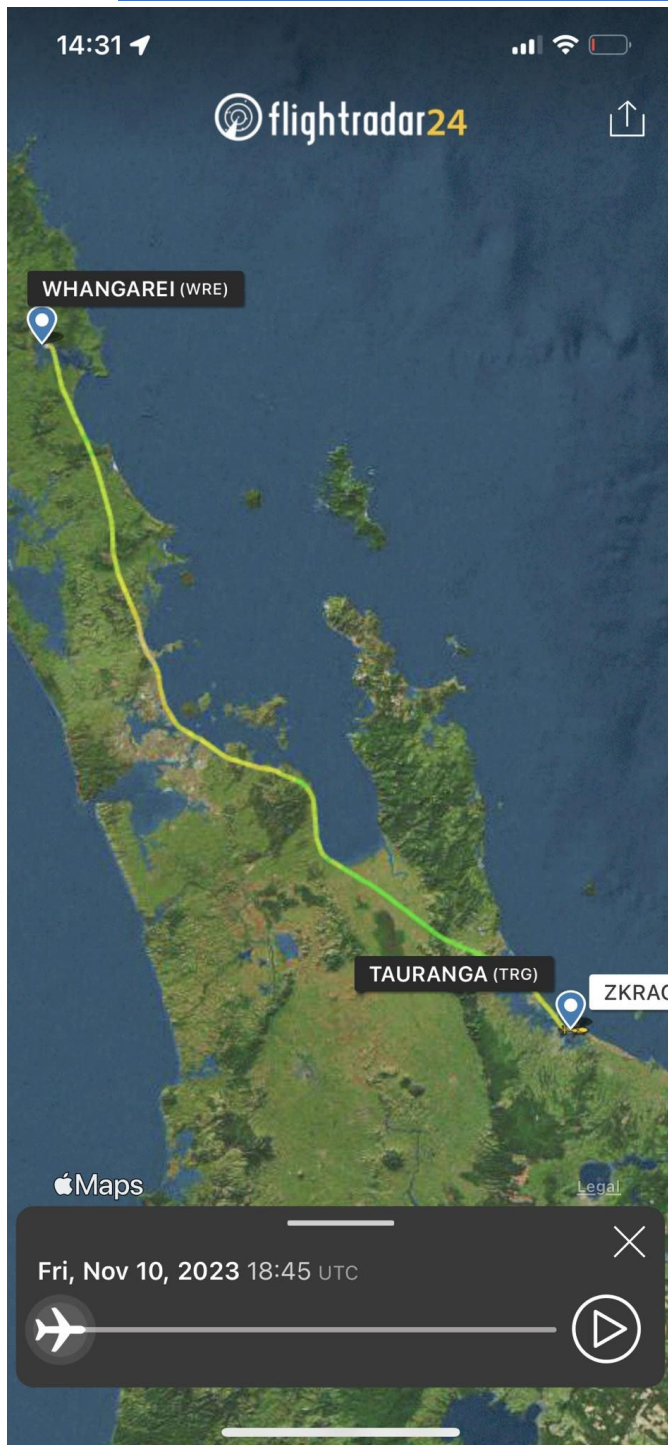
Microlight pilots are great people and I always enjoy their company. I consider them as friends who are always willing to help each other when required. Everybody is always welcome to our strip and Muriel has the kettle on and baking in the tins.

Noel Smith





## Rusty checking in



David Morely has been talking with us for some time now about gyro's. So he bought one , a beautiful one...got an ADS-B fitted in Tauranga, got it all good to go, just had to get her up here! As I was crook, good old Elton Haakma met David there and flew it up together! Perfect conditions to start your flying adventures.

Thanks Elton

Stephen Jeffry ( gyro instructor and all round good bugger)got type rated by Elton.... a few hrs solo then he can be Davids prime instructor!! So important to have new keen guys coming on, new energy revitalises and freshens!

Just what the doctor ordered!

Enjoy the journey guys!

Rusty

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## *ZK RAI will fly again*

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Hi all,

First up two things, I'm not a writer, my job is to turn big bits of steel into little bits, so have patience.

Next and more importantly, RAI had flown more than 320hrs with the previous owner Jim McEwen, to me that's proof of the sound workmanship that was put into building her.

I am fortunate to have a business and trade that gives me access to machines Jim could never dream about. Please don't think I'm ever critical of the work done before.

I actually started building a Dominator gyroplane back in the early 90's, Jim and I purchased our plans at the same time. Due to changes in jobs, and travel the gyroplane dream got packed away for a very long time.

Now forward to 2018, while dreaming on Trade me I spotted Jim's baby, a little later it was mine..

Elton test flew it for me shortly after and found the original Dominator brake set up, while light was very fragile. In the last 10 years MTB hydraulic brake systems have arrived. With some lathe work (Did I say I'm a machinist, and have CNC lathes, CNC mill, manual machines TIG welders, just waiting for a project) some riveting, welding, and learning how to bleed MTB brakes, success.

In the meantime while RAI was getting modified, I had started training with Elton in his Dad's ELA.

About this time TCG turned up on trade me, and I was feeling very nervous about soloing in my single seater so TCG was quite tempting. So a deal was made and TCG was mine. TCG had a reputation for being gutless. So with the attitude that's she just a collection of nuts and bolts, there must be a solution...First weekend, first thing, check carburettor needles for wear, bingo torn carburettor diaphragm. Replaced, balanced, Power! Add a new Bolly prop, just like that now equal to any other MTO3.

So a second aircraft meant more time to change RAI, to my personal preferences. New waterproof connectors, rotor tac, etc...

I see looking in my log book I had 95 hours in LMO, and TCG before I had my first flight in RAI, my first in any single seater, and it's interesting how we did it. Elton and I went down to Galatea airfield. Perfect place no traffic, one less layer of pressure.



*New radiator, and pre rotator under construction*



First up taxi to end of runway.

Point RAI back down the runway with Elton on the radio following in a ute as passenger, and Andrew Carter driving. Pre rotating, (which I found to be quite a handful using a mechanical system, and differential brakes, very different from a AutoGyro product) back down the runway with just enough power to balance on the mains,  in control, next task. Back down to the end.

This time fly down the strip no more than a metre off the ground, and once again,  in control, next task.

Ok let's do two hops up too 50 or so then land,  in control, next task.

Lastly let's do a circuit, HOLLY SHIT, THIS THING FUN TO FLY, more fun than the MTO3,  job done.

Looking back my original fear of going solo in a single seater was ungrounded, It could be done safely, and a good instructor knows better than you do your abilities. I was lucky to have that person.

The downside, pre rotator while very clever, is not up to the task of my 320m strip, and the motor is lacking power in the climb, low compression on two cylinders. Time for a rebuild.

Down the Rabbit hole.

Projects start so innocently, but can so quickly spiral out of control. What started as just bolting one of Neil's gearbox on went major quite quickly.

RAI had a Rotax C drive gearbox on it when built, good but better is available, and now more matched to higher hp. So I'll just bolt one of Neil's on I had brought.

No... tube in rear of frame is different, ok not a problem take the frame off cut, and weld new bent tube at the back sorted.

No... gearbox centreline different, prop now to close to keel, so to the milling machine, horizontal borer, new mounting brackets made sorted.

No... radiator now won't fit. Ahhhhh.. get a new (and very sexy) custom radiator made, and I move it up on the mast, sorted.

No... trim now doesn't fit, and so it goes on seemingly suck in ground hog day.

But more next time.

RAI WILL FLY AGAIN

Peter Blaymires



*New brake set up*



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## Magni News

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Peter had a Magni Fly in to Chris Crosse's (owner of the Orange RXC) strip at Pukititri back in August. All 3 gyros are Magni Xtremes with Rotax 915 engines. Between us 3 pilots we have over 55,000 flight hrs in helicopters but all enjoy the heck out of our gyros.  
Cheers  
Pete Avery



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## For Sale

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### BENSON GYRO.

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

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

Have lot of used McCulloch 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

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## For sale

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Cavalon 2012 approx 270hours. Dynon technology variable prop ADS -B - in & out.  
SoloWings regular servicing. A1 condition 2 pair of headsets, 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

## Gyro Hanger For Sale

This modified container makes a perfect hanger for a gyro or for high headroom waterproof storage.

This started out as a standard hi-cube 40ft shipping container, I cut out most of the roof and add a rolled corrugated iron roof. It has a clear perspex window at the far end for natural lighting (my photos don't do it justice but it's bright enough to comfortably do detailed engine maintenance at the far end). This container was a perfect hanger for my Calidus gyro (with its rotor sock in place) and still have 4m of workshop space at the far end. Comes with a timber lifting beam and pulley-block for doing teeter bolt bush replacements.

Inside dimensions: 2.35m wide x 3.85m high x 12.0m long  
The hanger is currently located a West Auckland Airport, Parakai but it's easily transportable by a flatbed container truck with a hi-ab.  
Perfect for a farm strip or if you want a private hanger away from the fixed wing weenies. Contact Rod for further details 021 855 172 or [rodwillis77@outlook.com](mailto:rodwillis77@outlook.com). Asking price \$7,000

