

New Zealand Autogyro Association





New Zealand Autogyro
Association



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From the Office

Hello members.

Seasons Greetings and Welcome to the Forth and final newsletter for 2024. With the warmer weather and finer days it seems a bit more flying action is taking place around the country. There has been a fair bit of interest on the gyro email of late with people wanting more information on gyros and how to get into the sport which is awesome to see.

David and I have begun the process with the Tararua District Council to gain permission to hold our annual flyin and AGM at Dannevirke, (Auckland Anniversary). Hope to see you all there.

Due to work commitments this will be my last gyro newsletter I will be putting together. I have done the newsletter for the last 5 years and its been a blast, but time I step back with work commitments requiring more of my time. If this sounds like something you can help the club out with please get in touch with me, It would be great to have someone lined up to take over ahead out the AGM.

Upcoming events- Dannevirke Fly in and AGM 25th, 26th and 27th January. AGM will be on Sunday the 26th at 9:30am sharp.

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 anyone 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:	ZK RKK and ZK RSL



Presidents Report

Greetings all,

Now that the business of the RAANZ constitution is out of the way we can turn our attention to our own constitution.

The majority of the changers are compulsory if we want to remain incorporated and are mostly there for the protection of the club. We will have a copy of the new constitution out to you in due course for you to look over. Ideal reading if you are having trouble getting off to sleep. A vote on this will be required at our AGM in January to get it passed by the members before it can be accepted by the Incorporated Societies.

Anyway, I hope you are all getting some trying in.

Keep safe

Regards Garry

**New Zealand Autogyro Association
Annual Dannevirke Fly in**



**Dannevirke Aerodrome
25th, 26th and 27th January 2025
(Auckland Anniversary)**



Changes from 10/10/11 Right hand circuit if available.

Unfinished Business

For the past three years, in my spare time I've been building an extra bay onto my barn, to house my gyro. Previous to this, the gyro has sat in an open barn for 15 odd years, where the birds and elements have had free reign over it.

This new enclosed bay has been built big enough to house a few gyros, in case I have visitors or ever decide to get another gyro.

Barely had I put the last screws into the build, and moved my gyro into it, I received a call from a fellow gyro flyer, Gary from Nelson. He was looking to sell his gyro and was wondering if I was interested. Unbeknown to him, that type of gyro was what I had always hoped to own one day.

After a discussion with the accountant (i.e. myself) the deal was done and I was on my way to pick it up from Nelson. Due to the gyro requiring recertification, it could not be flown, so it was a quick trip across on the ferry and over to Nelson to pick it up with the trailer. Fortunately the weather was perfect making for a memorable trip.

Once home, the MTO3 Eagle was unloaded and tucked away into its new home with Kermit.

Then came the task of getting the machine recertified, requiring the engine to go on condition and air worthy to fly again. The Eagle, although 16 years old, was in pretty good condition but needed a bit of TLC. Being



Rotax also requires 5 year rubber replacement and 100 hour service. Brett from Whakatane came and spent the day to help with the leak downs and 100 hour service. Once done the piles of paperwork were filled out and the application for engine on condition was complete. The application along with log books were forwarded to RAANZ and duly the engine was entered into the on-condition programme. YAY!



Now I just have to complete some final touches and it will be ready for sign off. With a bit of luck the weather will have come right by then too!!

Roll on Summer!

Fly Safe

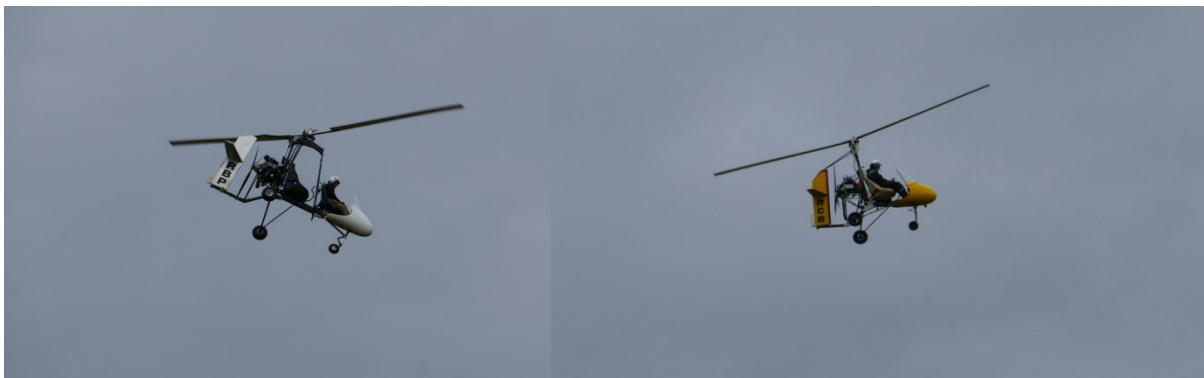
Regards Paul Scherrer



Galatea 2024

Galatea Fly-in Fri 29 Nov to Sun 1 Dec 2024.

Four gyros flew, three local and one visitor. RBP Jay, REG Neil, RCB Andrew, RJW Phil. Elton flew RJW from Matamata. Weather prevented others arriving by air but several others arrived by four wheels. We had a good weekend flying both days. Another great social occasion enjoyed by all. A big thank you to our hosts "the crew" and the copious catering.







From the Archives.

1000 miles by Gyro

Issue 13. February 2005. Mike Norton

What a great fly-in we had. I'd been looking forward to it for months with fingers crossed that if the weather co-operated, I might actually fly in. Which is just what happened.

The adventure started a couple of weeks prior when in anticipation I connected up the front seat tank to the fuel system. Until then only the back seat tank had ever been used. The new system lets me switch between front and back tanks using a valve beneath the front seat for a total fuel capacity of 128 litres. At about 19 litres an hour depending on load and airspeed, I now have a safe endurance of 6 hours which at a comfortable cruise of 65mph allows for something like 400 miles between re-fueling. The next improvement was to add a new radio and gps mount so I could operate both without difficulty while flying. Previously the radio lived in my jacket pocket and the gps was attached to a cord around my neck. This new setup worked a treat and is something I should have done long ago. There's nothing like a fly-in to focus your gyro improvement initiatives.

Just to add pressure to the preparation process, I obtained some new engine instruments and in a moment of relative madness, took out the instrument panel and wiring on the Sunday before the fly-in. This was done in such a way that I couldn't put the old one back in, so thus became somewhat committed to getting the job done. The extra (analogue) instruments were for carb temp (always wondered about carb icing, especially after the Egmont trip), oil pressure and water temperature, both of these being to replace the previous electronic versions which weren't easy to read. I received some good advice from Lyndon at



Hauraki Plains on the way to Matamata

Aeroware to purchase a quality (add more \$) oil pressure gauge and sender after another customer made an unnecessary and expensive emergency landing following an oil pressure sender failure. But as luck would have it, the good Westach gauges are made to order (I wanted oil temp and pressure combined) and I would have to wait a month. Lyndon kindly loaned me a cheaper gauge in the interim.

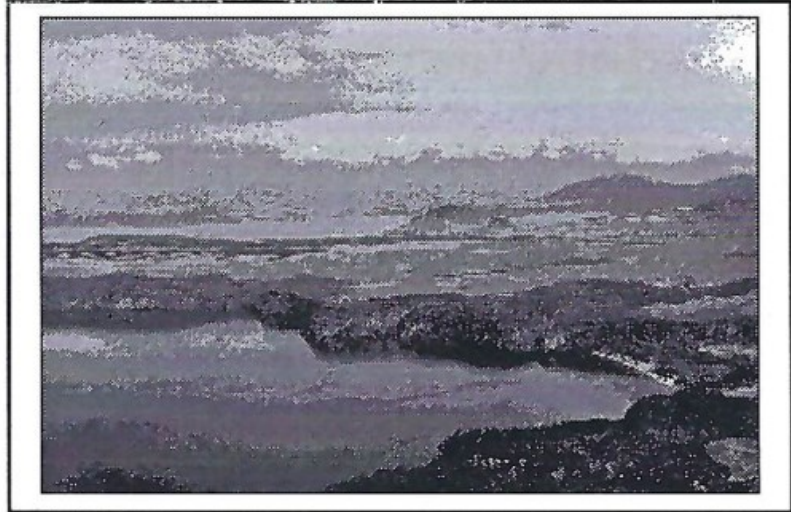
Neil had already milled out the new panel for me which I picked up Sunday afternoon. That left painting, assembling, and wiring, including fitting new engine senders. Late nights every night ensued, and fortunately I had Thursday and Friday off work. I had wanted to fly down on Friday morning, dodging the afternoon thermals, but in the end, the last screw to fit the new panel got put in just after 2pm on Friday afternoon. Fortunately it all worked and I took off from the Clevedon airstrip at 2.30pm, destination Dannevirke.

Even with a 260rpm pre-rotate, the take-off roll was a long one. There was after all, about 100 litres more fuel than usual and something approaching 20kg of luggage. RAQ was a bit nose heavy, though still manageable with full back trim. The route plan was to fly direct to Matamata, then Tirau, Mangakino, down the West side of Lake Taupo, Turangi, Desert Road, Waiouru, Taihape, Ashhurst and across the hill to Dannevirke. The intention was non-stop, though I was carrying a separate 10 litres of fuel in a container in case I'd underestimated the fuel burn or encountered



worse headwinds than expected. I figured if I got to Turangi within 3 hours, then I would carry on.

The first leg to Matamata in the heat of the afternoon was a bit thermally. Several times the nose would dip gently to let me know something was about to happen. The best one gave me 800 fpm on the climb gauge before I adjusted throttle and trim to compensate. Tirau came past quickly, then over the forests around Kinleith and down the side of Lake Taupo. Flight time now at two and a half hours so I started checking front tank fuel (have to hang out the side and view the sight tube) which as expected showed about 15 litres remaining. I decided to switch to the back tank in 20 more minutes which was just as Turangi went by underneath.



Lake Taupo

With State Highway One back in sight I started a steady climb to 4000 feet as the Desert Road approached. Got an occasional glimpse of Mount Ngauruhoe but not much of Ruapehu. It was rather cold, and I spent some time regretting not bothering to wrap my knees up warmer (denim only works so far). The Desert Road contains a transit lane along the edge of military airspace and is a mandatory broadcast zone. About half way through, I heard a helicopter call tracking South and before long another call "have the gyrocopter in sight and passing on your right". The Hughes 300 flew alongside for a while at about 100 feet separation — it was quite nice to have the company. Goodness knows what they thought of seeing me there. We waved to each other, then they were off.

Mount Ngauruhoe (cold)



About then, the oil pressure gauge which had been pegged on 550psi the whole time, started to fluctuate around the zero to 25 mark. This somewhat increased my heart rate, and I put a lot of thought into possible landing places if the engine quit. Water temperature was steady just above 70 degrees and the engine seemed to be running the same as always. I hoped it was just a sender problem and decided I would rather seize the engine

and then land, than panic and risk aircraft damage by landing straight away someplace less than ideal. The road would always do in an emergency. Before long, an enormous sealed runway appeared to my tight (Waiouru) and I decided now would be a good time to stop and check the oil level.



The tower was unattended and I'd barely unbuckled myself when a 4wd ute drove over a hill and down to the runway. I'd made a joining downwind and finals radio call but immediately wondered if I was in some sort of trouble (military aerodrome and all that). It turned out that the ute people had been cutting hay and saw me entering the circuit so abandoned their work and rushed over to have a look. I checked the oil several times (still plenty there) and had a good look over everything, deciding that I should just ignore the oil pressure gauge from now on. Said goodbye to the onlookers, wound the blades up and started a take-off roll. The nose wheel popped up, I increased to full throttle — and we accelerated down the tarmac. Faster and faster. Normally RAQ gets light on its feet at about 45mph and will fly at 50 if I want it to. Climb out is about 55. Now I was travelling at nearly 60mph and still not flying. For a moment I thought something must be wrong, until an instrument scan reminded me the elevation was 2700 feet. Another new experience for the collection.

Just after 5.30pm and not too far to go. Taihape passed underneath, then a more or less straight track to Ashhurst. The Ruahines were all in cloud but the gap was visible so up and over the hill, then Dannevirke appeared before me and feeling somewhat elated, I tracked straight for the airfield. Heard Richard make a couple of radio calls as he arrived with RAF and I cruised in to join overhead. I knew Stephen was flying in from Hawera and didn't expect anyone else to be there on Friday. What a delight it was to see eight gyros already on the field and so many friends.

The fly-in itself was hugely enjoyable and made even more special by the appearance of Bill Black with Ian and Sonya Crook from Invercargill. After watching some of their flying videos, I'm definitely planning to visit. One of the videos of Bill flying had Queen's 'It's a Kind of Magic' dubbed over it. I had that song stuck in my head the whole way home. Thanks very much for coming — we all enjoyed your company.



Garry's playground — the coast North of Wanganui

Monday came around too fast and it was time to depart. The weather forecast looked reasonable for the next few days so it was off to Wanganui to spend some time with the Belton's. Stephen and I left together (if he tries hard, he can fly slow enough) and touched down in Wanganui just over an hour later. Garry and Gary had also arrived there with Gary's RCV Dominator so we unloaded, put everything away and headed back to Marton for a good sleep.

I had arranged to have the whole week off work and reviewed the weather each day, stretching the holiday as far as I could while still intending to fly back to Auckland. Tuesday, Wednesday and Thursday saw lots of flying from Wanganui (great radio practice for me, with 3 Eagle Air commercial flights to avoid each day, plus quite a bit of other traffic) and lots of trips up the beach. Speaking of commercial flights, we were standing at the hanger one day watching a English pilot get (we assume) some helicopter training with one of the Aerowork machines. An Eagle flight was on (straight in) short finals to 29 when Mr English Helicopter Pilot called finals onto 26 while side slipping at about 500 feet. The Eagle pilot questioned whether he meant to use the runway or land prior and he confirmed the runway. The Eagle flight was approaching 400 feet and performed a 'go around' as a result. Wonder what the passengers thought.



The days passed all too quickly (have to figure out a way to live my whole life like this instead of just one or two weeks a year). Gary continued with his training, as did Dudley who arrived on Wednesday, and Donald who arrived on Friday. Dudley completed his first solo circuit on Thursday — Congratulations Dudley. I took some of the hanger occupants for a ride up the beach, and impressed one of them enough that his wife turned up to go for the same ride the next day. This was the 'advanced' ride option involving low level down to 15 feet above the surf (in a designated LFZ of course, and with plenty of extra speed on and beach available), a vertical descent and a few turns up to 75 degrees of bank. She absolutely loved it - my happiest passenger yet. The comment from John (husband) was that "I've had her up in the Cessna 20 times and she's never come back with a grin on her face like. that".

Friday morning saw RAQ get a thorough check over and after taxiing up to the pumps just like a real aircraft (another new experience — usually use containers), we took on 115 litres of fuel then staggered back to the hanger. Lunchtime arrived and it was off into town to re-fuel ourselves. After lunch and some more socialising it was time to head home. RAQ struggled off the ground just before 3pm followed by a radio call "Romeo Alpha Quebec airborne from 26 vacating Auckland".

At 1500 feet I picked up 13mph worth of tailwind and the occasional glimpse of Mt. Egmont through a very murky sky. The cloud base at Stratford wasn't much more than 500 feet above ground but it was obviously clearer toward the north so on we went. Skirting around



New Plymouth airspace I headed toward the coast, very conscious of an enormous black storm about 8 miles across on my right which was converging toward the coast with me. It looked like I could just about outrun it. Failing that, I would have to turn back and go inland and around it. So, power on, nose down and see who gets there first. Just made it, with some light rain and turbulence as we got closer together, then I left it behind and headed for Mokau.

Racing the rain to the coast north of New Plymouth — just made it

It was about Mokau that I started to seriously regret the large Coke I consumed at lunchtime, however, onwards to the next landmark of Kawhia. The coastline was very rugged and beautiful with cliffs over 1000 feet high dropping straight down to the ocean.



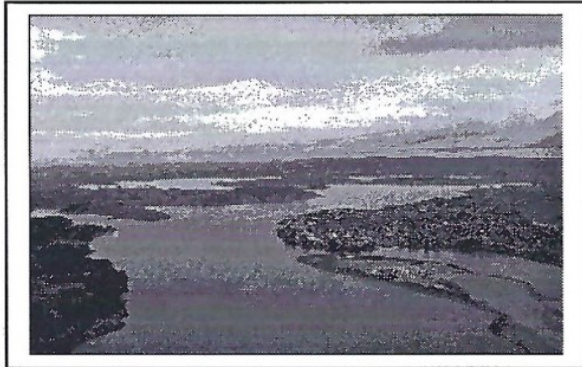
It was soon time to change to the rear fuel tank which involves reaching under the seat at maximum arm stretch and tuning a valve through the off position to rear tank. I found the valve by feel and turned it, except that this time I got the end of one of my glove fingers caught between the lever and frame — and stuck the thing in the off position.

1000 foot high cliffs and tiger country on the way to Kawhia



Some furious jiggling followed where I got it back on the forward tank, unstuck the glove, then took extra care to turn it to the rear tank without repeating the same problem.

More rain caused me to head inland around Kawhia Harbour by an extra 6 miles or so. Then with the Coke problem getting worse by the minute I tracked straight in to Raglan, flying over bush, gullies, and all sorts of tiger country about as fast as RAQ would get me there. The local topdressing pilot landed at Raglan just ahead of me, then RAQ touched down. I stopped the blades, jumped out and made haste to the nearest tree.



Raglan Harbour

Feeling better, there was time for a chat with the pilot who had been in Hamilton and advised there was a lot of rain to the East but reasonably clear to the North. The wind was tending North Easterly so aside from a headwind now, things looked good for the rest of the trip.



The Waikato River mouth — nearly home

In the air again, watched by an audience that had gathered from the camping ground I did a steep spiral climb from the airfield to gain height for crossing the Raglan harbour entrance, then up the coast to Port Waikato. Much lighter and more agile now, there was time for a brief airshow for some people waving enthusiastically from the beach, then straight to Drury, then over home to let the neighbours know I was back in town, then on to Clevedon. Flight time from Wanganui to Clevedon 4 hours 20 minutes.

The GPS trip odometer read 1019 statute miles since leaving Clevedon a week ago. What a marvellous holiday. I'm already looking forward to Hawera at Queen's Birthday weekend. See you there.

Mike - Michael Norton.



NZAA AGM 2025

Dannevirke Aero Club 26-1-2025 9:30am Sharp



- President of NZAA: Garry Belton
- Treasurer/Secretary: Muriel Smith
- Vice President: Elton Haakma

AGENDA

- Apologies
- Minutes of last year's meeting to be received and confirmed
- 2024 Financial report to be presented by Treasurer then received and confirmed
- Annual association predicted expenses for 2025 to be discussed and approved

- Presidents Report

- NZAA Constitution Vote

- General Business:
Please advise asap the President or Secretary of any matters you would like to be discussed at the AGM.

- CFI Report

- Election of President & Vice President
- Election of Secretary / Treasurer
- Election of committee members

Current Committee Members:

- President -Garry Belton
- Vice President - Elton Haakma
- Secretary/treasurer -Muriel Smith
- Committee member – Elton Haakma (CFI)
- Committee member- Lloyd Heslop (Safety Officer)
- Committee member – Paul Scherrer (Safety Officer)
- Committee member – Daniel Belton (Newsletter)

- Close meeting



For Sale

ZK RIT \$45 000

Auto Flight Dominator for sale

39 hrs, 28" Rotor flight, 72" Warp drive

Contact Donald, 0272240533

donaldfranklin101@hotmail.com



Wanted

On the hunt for a 2-1/4 panel mount compass similar to the attached.

Contact Philip Middleton on pasmiddleton@hotmail.com



Enhancing safety through improved reporting



As well as being a legal requirement, reporting accidents and incidents to the CAA improves aviation safety and helps keep people safe.

Information from reports is used to help us and the aviation sector reduce aviation risks.

Because this data is so important, we've updated our forms and processes to make reporting easier for you.

Reporting an occurrence – new look, same purpose

Reporting a CA005 is now known as 'Report an Occurrence'. The new web forms for Part 12 occurrences and aviation-related concerns have been redesigned with a consistent layout and appearance to match the CAA website. The content and reporting requirements remain largely the same, though we've removed some fields and added some new ones to streamline the process.

Please access the new [Occurrence Reporting Form](#), and remember to remove any previously saved links to outdated forms.



You'll continue to receive automatic email notifications from us, including:

- A **Resume draft** button when you start a report, in case you are interrupted
- **Confirmation** emails when a report is completed and submitted
- **Acknowledgement** that the CAA has received and accepted your report

Take a look at the changes below to ensure you have the information available when submitting an occurrence report.

Key changes and new fields

The form includes new fields for detailed incident reporting, such as *weather conditions*, *light conditions*, *aircraft operation type*, and *various airspace details*. Here are some notable additions:

- **Is this a report required by Rule Part 12?**
- **Occurrence title**
- **Weather and wind conditions** (e.g., precipitation, wind direction, wind velocity)
- **Geographic coordinates** (latitude, longitude)
- **Airspace details** (e.g., airspace name, type, and class)
- **Dangerous goods information** (e.g., detection location, origin of goods)

Several fields have been removed, like *Reporter's position*, *Reporter's investigation status*, and various pilot-related fields. These changes aim to reduce redundancy and improve focus on the most critical information.

Comparison between the old CA005 PDF and the new web forms

Feature	Old CA005 PDF	New CAA Web Form
Reporting Name	CA005	Report an Occurrence
Data Entry	Manual PDF entry	Interactive web fields
New Data Fields	Not present	Detailed fields for weather, location, and ATM
Removed Fields	Included in PDF	Streamlined, some fields removed
Occurrence Type	Multi-select	Dropdown with 5 main options
Dangerous Goods Descriptors	Basic list with few options	Expanded, linked to UN/ID taxonomy
Aircraft Damage	Single entry	Dropdown for highest damage to aircraft



