



# Summer Gyro Fly-ins

Contributed by Lloyd Heslop



Grant Simpson's AutoFlight Dominator.



Hub Hall in his MTO3 Eagle at Dannevirke.



Paul Scherrer in his KB3 at Dannevirke.



Gyro enthusiasts at the Murchison Fly-in enjoyed some great flying in warm and settled weather.



The new Brako gyro attracted a lot of interest.



Checking out the Magni M24 at Dannevirke.



Sybe Haakma's new ELA at Dannevirke.

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### Murchison in March

For the past four years, a group of aviating enthusiasts, the main body being autogyro pilots, have met in Murchison during March. We all camp on the airfield or in Murchison township which is walking distance away. Just be aware of short cuts through the local settling ponds! Our preparation for the annual Murchison Fly-in usually starts early with a request for permission to use the private airstrip from the Bradley family. However this year, it slipped our mind. Thank goodness for Noel Wilson driving past a week prior and noticing that not only did it look rough but was also closed. Hurried efforts saw the field harrowed and reopened two days prior to the fly-in – an excellent job, thank you.

The locals came to the party by lending us a caravan and BBQ to act as field headquarters. We were a little short on trophies for flying events – ah, eureka! One obsolete RAF2000 rotor blade, diced, hole-bored & labelled – excellent trophies!

Friday 11th March dawned to be a cracker day and looked promising for a 5.30pm escape from home. We lifted off from Nelson in high cloud and light winds tracking south over Wakefield clearing the zone. On passing the Motueka River, drizzle was coming from St. Arnaud to the south east. We skirted around the edges arriving at the Hope Saddle and winds of up to 30 knots. We battled our way to Kawatiri and on to Murchison, joining with the rest of the team around two roaring braziers. Sausages and more cooked by Team Naish – thanks Liz & Bruce, and a cool beverage finished off a nice evening with great company.

On Saturday we woke to fog but that didn't stop the early birds waking the camp. By 10am the horizons cleared to a very hot and windless day allowing considerable flying. The afternoon saw the competitions held with bomb dropping and spot landing contests. I'm not sure if 100 feet above field means anything from 40 to 150 feet but the judge's decision is final.

That evening we descended on the Beechwoods restaurant for a very nice bistro meal, returning to the airfield in horse truck transport piloted by John and Jo-Joy. Peter Collins navigating skills of a deck chair in a moving horse truck had us in fits of laughter. On our return, the braziers were stoked up and prize giving commenced with certificates, trophies and videos on aviators provided by Paul Davies of Video Wings.

The day had been attended by over 20 aircraft including 9 gyros, 8 of those flying.

Earlier in the day, Marc & Tyler walked the field and painted the end markers plus tyres along the side. I sprayed a much deteriorated wind sock with dazzle paint to improve its visibility. At the meal function, we asked for donations to purchase 2 new windsocks. From this we raised over \$200, enough to effect repairs. We have used the field and camped here for 4 years now at no cost and I am sure some maintenance will ensure our welcome for time to come. Thank you to the donors and to the Bradleys for their generosity.

On Sunday we had a group photo with man & machines and then had all the gyros in the air at once for a filming run with Paul recording the occasion. The sight and sound in the valley was breath taking and the visual will make a great DVD. Murchison offers

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a number of circuits around valleys plus mountain flying around Lake Matiri and 1,000 acres of tiger country. It's all beautiful and close at hand for open type machines in the right conditions.

By midday the wind had increased so most of us packed up by 3pm and headed home from a great weekend with no incidents, heaps of flying and lots of fun.

A professional DVD of the weekend events is available from Paul Davies of Video Wings, videowings@xtra.co.nz or phone Paul directly on 03 547 9170 or 021 0234 7755 [www.videowings.co.nz](http://www.videowings.co.nz)

**NZAA Dannevirke Fly-in and AGM**

More than 20 aircraft attended the annual NZ Autogyro Association fly-in and AGM at Dannevirke at the end of January. This year's event created a record for the

number of gyros arriving by air, it being no more than ten years ago that 95% would arrive on the back of a trailer to be 'patch flown' for the weekend. It also created a record for the furthest distance flown to a gyro fly-in, being Jim Service in his Calidus gyro who flew all the way from Dunedin. It was a close competition though, as Christel Demer and Michel Babou arrived on Sunday in their Brako, having left Kerikeri that morning. Their trip wasn't short of excitement, with tail winds pushing them to a ground speed of some 200km/hr at times and a "washing machine" ride over the ranges west of Dannevirke. Christel and Michel (who is now Instructor rated) have declared they will leave from Cape Reinga next year in order to claim the prize for themselves – unless of course Jim decides to leave from Invercargill.

Frequent 30kt winds didn't deter a number of pilots from enjoying some airborne time, and offered plenty of 'hovering' and performance manoeuvre opportunities for spectator demonstrations.

All who attended are already looking forward to next year's Dannevirke fly-in.



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# Warbird Aero Modelling - Events in March

**WARBIRDS MAKE** very popular aero models, with many keen builders and flyers participating in this category. The variety of models is extensive, ranging from the dawn of flight era with WW1 wood and canvas bi-planes to the ultra modern carbon fibre replica jet aircraft, complete with jet turbine engines.

**Warbirds Over Awatoto**

During the weekend of 5th March, Warbirds Over Awatoto was hosted by the Hawkes Bay Radio Flyers. This is a very well attended event, probably the biggest for Warbird models in New Zealand. Flyers from as far away as the Springhill Club in Warkworth and the wild west, (Brett Cudby, from New Plymouth) made the journey to Awatoto, near Napier, for the weekend of flying.

Unfortunately, the weather forecast for the event this year was not good and the threat of strong wind and heavy rain obviously was a deterrent to many potential participants. However the conditions on Saturday morning were not as bad as expected and quite a lot of flying activity was achieved.

Around 30 participants registered and took their models to the sky, with many more models on static display. Those spectators who braved the weather found plenty to see and enjoy.

The workmanship and attention to detail resulting from hundreds of hours of work is evident on many of the models. A fine example is Trevor White's Fairey Swordfish which he built from scratch based on plans of the full sized aircraft. Not an easy feat as it required a lot of research and scouring through a large amount of documents and photographs before the actual building began. With a wingspan of more than 45ft, the full sized Swordfish is a very large biplane. Trevor's example has an 85"

wingspan which makes it a scale of 1:6.4.

The Awatoto Warbirds event winners were: WW I: Alan Rowson, Fokker; WW II: Trevor White, Fairey Swordfish; Between the Wars: Jeff Clarkson, PBY Catalina; Modern Military: Harvey Stiver, F15; NZ Military: Peter Brown, Vampire.

**Contributed by Janice Angus**

unrecoverable write-off.

One of the more unusual models flown was Frazer Briggs' P-82 Twin Mustang. Spectators watching this plane in the air for the first time could be mistaken for

thinking they are seeing double. This is a 70.5" World Models kit based on the last American piston-engine fighter ordered into production by the United States Air Force. The Twin Mustang was essentially two P-51 Mustangs joined together which resulted in a versatile long range fighter, escort, reconnaissance, attack bomber or interceptor aircraft. Although the real planes did not see active service during WWII, they were successfully deployed in the Korean War and were flown by the US Air Force until 1953.

The day also included a fine display of a classic dogfight between a Zero and Spitfire which was

flown by Ming Lim and Chris Verral. An example of a large electric war bird was Stuart Irvine's Me 262 Messerschmitt. This model is powered by ducted fans and has a wingspan of over 2 metres. This very fast and slick model looked lovely in the air. Representing our neighbours over the ditch, Gwen Avenell flew his Pilatus PC-9 and provided a lively aerobatic display. This is the plane flown by the Royal Australian Air Force's elite Roulettes aerobatic team.

If you have a passion for warbirds make sure you look out for these events next year. The variety and number of aircraft always makes for a good day of flying and spectating, also providing a great opportunity for grown-ups to indulge in childhood fantasies of re-living epic air battles that legends have been made of.



Clockwise from top left: 1: Gwenn Avenell's Pilatus PC-9 in the colours of the RAAF Roulettes. 2: Spitfire at Awatoto. 3: A pair of threatening looking MD500's. 4: Menacing Messerschmitt Me 262. 5: Frazer Brigg's P-82 Twin Mustang had some thinking they were seeing double. 6: On the flight line at Awatoto. Images 2,3,4 & 6 by Sean Dick - [www.evokestudio.co.nz](http://www.evokestudio.co.nz) Other images by Terry Dillon.

**Warbirds Over Manukau**

The following weekend on March 12 and 13, the Papakura, Manukau Aeromodellers' Club held their annual Warbirds Over Manukau Rally. Sunday had lovely flying conditions which resulted in a flurry of flying enjoyment.

Bryan Borland flew his aptly named Bullfrog jet and had a very close encounter with the poplars at the edge of the strip. Fortunately he successfully landed his plane, complete with some additional camouflage greenery stuck in the wing! Less fortunate was David Chang who literally experienced a meltdown with his electric, EPO (a robust type of polystyrene) Mustang. His speed controller appears to have short circuited which caused a fire and resulted in the model crashing and even though a fire extinguisher was quickly on the scene, the aircraft was unfortunately an