

Magni M-24 Orion now in new Zealand

THE LATEST Magni Gyro to reach New Zealand is one of the company's new M-24 designs. Named Orion, in reference to Greek mythology as 'the most handsome of the earthborn', the M-24 is Magni's first to offer a fully enclosed cabin with side by side seating arrangement.

Proud owner of ZK-MWR is Mike Ross of Wellington. With a background in aviation since attaining his PPL Aeroplane in 1982 at Associated Aviation in Paraparaumu, Mike first became interested in gyros after he sold his amateur built Glasair I Taildragger and wanted something "more fun than a Cessna". The Magni representative in New Zealand at the time was the late Stephen Chubb, and Mike became thoroughly hooked after Stephen flew in to Flat Point to meet Mike and family. While there, Stephen took the entire neighbourhood for five minute rides (and Mike for a more serious 2 hour introductory flight). Mike says the M-24 was ordered quite quickly after that day.

Magni Gyros

Since the early 1980's Magni Gyro in Italy, led by founder Vittorio Magni, have produced in excess of 570 gyros. The M-24 is at the top of their current model range of five different aircraft. These include a single seat design, a compact tandem design without dual controls, a tandem trainer and a tandem tourer. Magni gyros fly in many countries around the world and are supported by a network of local dealerships. Our Magni Representative in New Zealand is Garry Belton at Marton who is also CFI of the NZ Autogyro Association.

Aircraft Specifications

According to Magni, the M-24 was

designed especially for those who want to have fun but not go without comfort. The aircraft has side doors which hinge at the top supported by gas struts, a ventilation system for cooling and (optionally) heating the cabin, and two baggage compartments.

The airframe is of tig welded 4130 chromalloy steel, the fuselage is carbon fibre, and the tail, landing gear and wheel spats are fibreglass.

The aircraft is fitted with dual controls, electric trim, and a pre-rotator capable of spinning the rotors well beyond 200rpm to shorten the ground roll for take-off.

The Italians know about comfort - a unique and very comfortable aspect of the side by side seating is that the passenger seat is set back 100mm or so from the pilot seat, resulting in a very comfortable ride given the two occupants thus do not have to rub shoulders.

Optional Extras

Mike plans to fly in a lot of airspace so wasn't shy about specifying several 'nice to have' extras on the aircraft. MWR has a superb MGL Avionics G2 Voyager EFIS/EMS and a matching MGL Avionics V10 Digital COM and Intercom. Visit www.mglavionics.co.za or www.sparxfly.co.nz for more information.

MWR also has an iPhone/iPod audio input, a Mode S Transponder, Zaon PCAS MRX Collision Avoidance System, and factory strobe and landing lights. The glass cockpit installation was a three week collaboration between Mike and the guys at Aviation Radio in Wellington. Visit www.aviationradio.co.nz for more information. Suffice to say it all looks stunning on a well designed carbon fibre instrument panel.

Setting Up

Mike's new gyro arrived in the country fully built up, having been previously test flown in Italy and requiring nothing more than a simple reattachment of the main wheels, mast and rotor system. This was completed by Mike, supervised by his best friend and Falco aircraft builder George



The Magni M-24 Orion is the latest model released by the Magni Gyro factory in Italy.



Left: The cabin offers spacious side by side seating for two and full dual controls. Right: Doors hinge at the top and are held by gas struts.



Left: A comprehensive instrument suite includes MGL Avionics EFIS/EMS, Zaon Collision Avoidance and a Mode S Transponder. Right: After the test flight at the Italian factory.



A Rotax 914UL turbo 115hp engine, 28 foot composite main rotors, and a 3 blade 170cm Arplast Hélice propeller provide for a cruise speed of 90mph (VNE is 105mph), a take-off roll of 70m, a landing roll of zero to 3m, and a climb out rate of 950 feet per minute. Usable fuel capacity is 79 litres giving an endurance of up to 4 hours with reserve and MAUW is 535kg with an empty weight of 293kg.



Richards (www.falco.co.nz) in late May.

Test flying is currently underway at Wellington Airport. Test Pilot Garry Belton says that the aircraft is a pleasure to fly and both he and Mike are very much looking forward to commencing Mike's formal training programme. Mike and Garry will be supported by an ex Italian Air Force factory Instructor who arrives in New Zealand in the next few days. Magni take safety very seriously and factory training, inspection and signoff for their owner pilots is a very important component of the overall Magni experience. KiwiFlyer readers can look forward to a flight test of the M-24 in a future issue.

Plans for MWR

Mike intends to base his new pride and joy at his family's holiday residence at Flat Point in the Wairarapa. A purposely modified 12m shipping container complete with 'top hat' and custom ventilation will securely hangar the new machine. Once his training is complete he is looking forward to flying to Masterton on a Friday night to bring home fish and chips and to helping John McGuinness, who owns all of the surrounding land, with farm perimeter inspections. With their slow and low flying abilities, gyros spot illegal deer poaching better than any other type of aircraft according to Mike and John.

More information

For more information on Magni Gyros in New Zealand contact local representative Garry Belton on 06 327 8778, email: gyrogarry@infogen.net.nz or visit www.magnigyro.it or www.magnigyro.co.nz

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Contact **Neil Hintz**

Ph./ Fax (07) 824 1978
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