

URA



Utah Rotorcraft Association

October 2009

Brigham City Airport a "Go" for ROTR 2010

ROTR Heads North - Brigham City, UT has accepted a proposal from the URA to hold Rotors Over The Rockies 2010 at the Brigham City Airport, (KBMC,) next to I-15 off UT exit 365. This new venue will offer many additional amenities, but also more work on details than our past two events at UT99. There are numerous motels and restaurants nearby, and the airport is planning to make the Saturday of our event (June 12) its annual open house, possibly including a fly-in breakfast to attract pilots from throughout the area. (See "Brigham," page 2.)



El Mirage Expedition – Doug Barker, Curt Pittman and Paul Plack (above, L-R) braved the desert heat to make a low-budget trip to visit the Ken Brock Freedom Fly-In in California. Next year, similar trips will return to El Mirage, and visit a new event hosted by Chapter 15 in Arizona. Yes...the sausage and hash browns did get eaten. (See pages 2-5.)

Join URA Online! Our new website is up and running at: www.utahrotorcraft.org. The "Join URA" link is now operational, so if you have a friend who should be getting this newsletter and joining our activities, put him in touch! It's still a work in progress, but over the next few weeks, we'll add resources for students, builders and pilots, and newsletter archives.

Annual BBQ - Those of us who gathered September 12 at Spanish Fork saw about all we could have hoped for - sunny skies, temps in the low-80s, great food and people, and a flock of member-owned gyroplanes and locally-based helicopters flying!

Machines flying were (above, L-R) Mike Brownlee's Butterfly Aurora, Brian Bird's SparrowHawk, Curt Pittman's GBA-converted RAF 2000 and Airgyro's SparrowHawk trainer. On static display were a Benson, which new owner Chuck McKinley says hasn't flown in decades, and a 1995-vintage RAF 2000 owned by visitor Terry Sanderson of Holladay, UT. A blue Robinson R44 was flying in and out. Utah Helicopter was busy training students in an orange R44 (below.) Rotorcraft filled the skies!



Brigham (from page 1)

While north of the Salt Lake City metro area, Brigham City is immediately off an interstate exit. As a result, it saves as much as 1.5 hours travel for visitors from the north, while adding less than an hour from the south. From points east, it's a little farther, but actually faster due to the elimination of all non-freeway driving. Examples of travel distances (in miles) and times (hrs:mins) from some potential origination points, compared to West Desert Airpark (UT99) are below. All distances and times are estimates from Yahoo! Maps which, unlike MapQuest, actually knows where UT99 is...

From...	...to UT99	...to KBMC	Miles/Time
Portland	812/12:08	713/10:34	-99/-1:34
Denver	518/8:07	552/7:43	+34/-0:24
Boise	383/5:33	284/3:59	-99/-1:34
Las Vegas	413/5:56	478/6:50	+65/+0:54
Nipomo, CA	823/12:22	889/13:15	+66/+0:53

Watch for more information on the Brigham City airport, nearby amenities, and arriving there by rotorcraft, in our next few issues.

Classified Ads... for aviation-related goods and services are available free to URA members, or \$20 for three consecutive months to non-members. They're carried here, in our electronic newsletter, and on our website. More details and photos on items listed here can often be found in the Classifieds section at www.utahrotorcraft.org. URA does not verify the accuracy of ad information submitted. To place an ad, e-mail webmaster@utahrotorcraft.org.

For Sale

SparrowHawk Gyro, 140 hours TT, new 180 HP Subaru 2.5L; main gear upgraded to SH II. Radio, transponder, lights, doors, tow bar. Spanish Fork, UT. Asking \$49K. Call Airgyro at (801) 794-3555, or e-mail nate@airgyro.com.

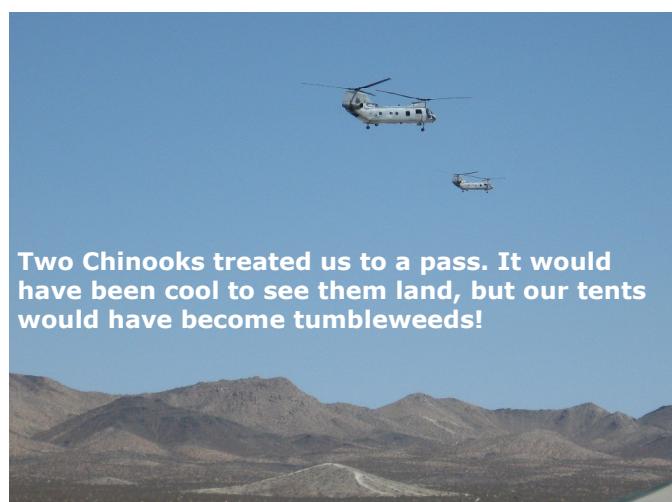


Butterfly Aurora
Gyroplane, single place, 50 hours TT, like new, Rotax 912. Powerful, reliable. Asking \$48K. Custom enclosed trailer available for additional \$3K. Contact Doug at Butterfly of Utah, (801)

El Mirage Expedition Report!



How dry is the Mohave Desert? Apparently, you can arrive on the El Mirage Dry Lake in the middle of the night, throw a tarp on the lakebed, and wake up without being covered in dew. Doug was the quickest to his feet with a camera, catching this flattering shot of Paul and Curt (L-R above.)



Two Chinooks treated us to a pass. It would have been cool to see them land, but our tents would have become tumbleweeds!



Bob Aspergren has been flying this (left) semi-enclosed, single-place machine for about six years. In 2003, he flew the machine about 400 miles from his home airport. This year he brought it on a trailer.

The engine is a Continental O-200 and the fuselage is molded fiberglass. The tail is fabric over steel tube. Bob says this machine would cruise at 100 MPH, but had trouble climbing over the mountains. His new "climb" prop limits cruise to about 80 MPH.

(Continued on page 3, right column)

New Helicopter Forum

Experimental Heli Magazine has launched a new online forum specifically for helicopter enthusiasts. There are topic areas for general discussion, the magazine, coming events, technical issues, and builders of Aerocopter, Helicycle, Hummingbird, Mini 500, Mosquito, Rotorway and Safari kit helicopters.

As of 10/2/09, the forum had 53 registered users, and 55 individual messages, but growth appears to be ramping up. The forum is open to any enthusiast, EH subscriber or not. Visit www.experimentalhelo.com, and click "EH Forum" at the top of the page.

Sikorsky Plans Record Attempt

The Sikorsky Aircraft Corp says its X2 Technology Demonstrator is a compound helo which "...combines an integrated suite of technologies intended to advance the state-of-the-art, counter-rotating coaxial rotor helicopter. It is designed to demonstrate a helicopter can cruise comfortably at 250 knots while retaining such desirable attributes as excellent low speed handling, efficient hovering, and a seamless and simple transition to high speed."



The company performed initial testing at Sikorsky Global Helicopters in Horseheads, New York. Last year, the X2 (*left*) made its first flight, using only its coaxial main rotors, with the craft's pusher prop idle. In July, the prototype was moved to a company facility at West Palm Beach, FL, where an assault on the rotorcraft speed record is anticipated, possibly before the end of this year.

Jim Kagdis, Program Manager, Sikorsky Advanced Programs, said earlier this year, "Now we will fully test the integrated system...with pusher propeller, and we'll look to validate the key performance parameters of high speed, low noise, low vibration and low pilot workload. We have a lot of work ahead of us, and the Florida facility will provide ample room and a climate that will serve this program well as it moves toward the 250-knot milestone."

Sikorsky Aircraft Corp., based in Stratford, CT, is a division of United Technologies Corp.

Congrats to new members Chuck McKinley (*right*) of Ogden, Bruce Bissell of Enterprise, and Allen Speer of West Haven, all in UT. Welcome!

El Mirage... (from page 2)



PRA Chapter 1 had this nice tent (*left*) at event center, and served a steak dinner here on Friday night, for a \$15 donation. The shade was also welcomed by many for conversation over the weekend.

Highs topped 100°F through the weekend, more than 10° above normal. "But it's a dry heat..."



Dave Bacon, Chapter 1 member and PRA Chapter Coordinator, brought two gyros, a KB2 and a KB3 (*above*.) Dave's either ecstatic to have his prop back on, drying his armpits, or thought he saw a badge.



Dennis Dubois of Battleground, WA, brought this single-place (*above*) built of welded 4130 steel tube.

(Continued on page 4)

El Mirage... (from page 3)

Dennis named his creation "Viewmaster," (which is the official model name in the FAA records,) and included lots of unusual touches (*below*.) The suspension uses inflatable rubber "donuts" sold for industrial use as cushions or pneumatic actuators. Empty weight is 561, max gross 950, relatively heavy for a single-place machine, but the 100 HP Rotax 912 (with the logo ground off the valve covers) provides plenty of power. Dennis chose 27' Sport Rotors, and got the factory to provide them painted in attention-getting red-and-white stripes.



The radiator is mounted horizontally, at keel level, directly behind the pilot. Dennis says the airflow past the pilot's body creates a low-pressure area above the radiator, promoting airflow, and he's never seen abnormal temps except when idling on the ground. The prerotor drive is the standard Sport Copter belt system created for the Vortex 912, but connected to the head through a shaft-drive using a 90° coupler behind the mast. The frame is boxed around the prop to avoid the need for a low rear keel, and uses tail skids instead of wheels.

Regarding the unusual finish on the machine, Dennis explained, "I'm Mr. Anti-Shiny. It's got last year's dust on it this year, and it'll have this year's dust on it next year." To achieve the effect he wanted, Dennis used Rust-Oleum, with clear satin finish on parts of the tubing to make them look unpainted, fading to a green reminiscent of zinc chromate primer on other parts. Dennis says he plans to add a horizontal stabilizer this winter and experiment.

The Pilot & Machine award at El Mirage is awarded by pilots, and the culture surrounding El Mirage embraces alternative ideals of beauty. Voters thought enough of Dennis's approach and execution to choose his machine for this year's P&M award. Not being "the banquet type," Dennis got the word of his award, and the plaque itself, (*at top, right*) on the lake Sunday morning. Dennis plans to be at more events 2010.



A long-time El Mirage gyroplane enthusiast died September 26 at the event, but not in an aircraft. Mike Schallmann (*below*) was a 65-year-old retired Arizona prison warden who brought one of the more interesting one-off machines each year. Originally created in cardboard, then traced and cut onto sheet aluminum and riveted to a frame, Mike's single-seat gyro featured a pod with a hinged door, and was powered by a Subaru EA-81.



At about 6:45am each morning, Mike would make a low pass at full throttle near the row of campers to make sure none of us slept late and missed the beautiful morning conditions. After an uneventful week, Mike was all packed up and ready for the trip back home to Buckeye, AZ. With his rig parked and his dog waiting for him to return, Mike went for one last blast across the dry lake on a borrowed motorcycle, and hit a berm doing 90 MPH or more. He never regained consciousness.

At a subdued Saturday night banquet, those who knew Mike shared recollections of a guy who, underneath the outward grouchiness, was a good friend. Some said his sudden end in a huge cloud of dust would have been exactly what he'd have wanted.

(Photos of Mike: Edna Arlt, Rotary Wing Forum)



Doug's Thoughts – El Mirage

Doug Barker, President, Utah Rotorcraft Assoc.

What an exciting time to be involved in Rotorcraft. The weekend of September 25-27, several of us did a road trip and ended up at the Ken Brock Freedom Fly In. It was windy and dusty as usual but with a few extra degrees of temperature thrown in for good measure.



By my count there were about 20 aircraft, including helicopters, gyroplanes, fixed-wings, ultralights, powered parachutes & trikes (*left.*) Everyone was welcome and everyone was flying and having lots of fun.

As is typical here, there were original designs and one of a kind machines. I was surprised at how many gyroplanes are being built with the Rotax four-stroke.



Other designs there included the Star Bee Gyro, Sport Copter Vortex, (*above, right*) a beautiful Carlinator (*above left,*) and SparrowHawks (*below.*)



The thing I remember best is all the new friendships I developed there with people who are part of rotorcraft history, like Marion Springer, (*right*), who was there and flew her gyro, "Born Free". I also got to meet Marie Brock (Ken Brock's wife). We sat down and talked in her house and I got to know a very gracious and lovely lady. I only wish I had got to know her husband while he was alive. I got to sit in his hangar and see his gyroplane and other projects he had been working on. I felt like I had a chance to step back in time and be a part of history.



Another name from Gyro History that showed up was Dennis Fetters, with his restored classic Air Command. What a beautiful machine that was, and he really knew how to show it off. I was very excited to learn of his plans to get back into the world of gyroplanes. He will have some new rotor blades available on the market in the next few months and has even bigger plans for certifying a gyroplane in the primary class and making it available as a certified trainer. (WOW!)



Like I said, it is an exciting time to be involved in rotorcraft!

A Look Ahead to 2010...

The Arizona Rotorcraft Club, PRA Chapter 15, which for years was headed by the late Mike Schallmann, is now under the direction of helo pilot and President Brita Penca, and Carlinator gyroplane builder/pilot, Secretary/Treasurer Mark Rhoads.

They're planning a new fly-in for the first week in March, starting in 2010, at the Coolidge, AZ Airport. We had exciting discussions with Chapters 1 and 15 at El Mirage about mutual support for events. Watch for road trips next year from our area to both Coolidge in March and El Mirage in September, and prepare to welcome friends from AZ and CA in June at ROTR!



URA Contact Information

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NEXT MEETING:

Saturday, Oct. 10, 10am
Airgyro, Hangar 75
Spanish Fork Airport
Photos & Videos from El Mirage

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September's New Members



Above, a beautifully restored Air Command Commander, in its original 80s-vintage low-profile configuration with Skywheels and an inverted Rotax 582 Blue Head, sits on the flightline at the El Mirage Dry Lake OHV Recreation Area during the 2009 Ken Brock Freedom Fly-In. See page 5 inside for details on how Dennis Fetter, Air Command founder and owner of the machine above, plans to re-enter the gyroplane market, when, and what his first new products will be. Coverage of the URA El Mirage Expedition starts on page 1.