

# Western Rotorcraft

August 2011



## Rotorcraft Raise Profile at Oshkosh

Gyros and helicopters were more abundant at EAA [AirVenture](#) 2011 than in other recent years. Personal rotorcraft included Rotorway, AutoGyro USA (shown above), Sport Copter (below), AeroWorks International (HoneyBee G2), and Butterfly. Enstrom displayed multiple helicopters at both its own display and outside the big new tent of Helicopter Association International. A New Zealand developer showed a new composite helicopter. More on pages 2-5.



Earlybirds at the 49th PRA Convention at Mentone included gyros from AutoGyro USA, AeroWorks International, and Rotor Flight Dynamics. Volunteers have installed air conditioning in the hangar room used for forums and pilot briefings. New this year is a large tent near the runway, which will shelter spectators and serve as the location for the Saturday night awards banquet. (Stan Foster arrives at Mentone in his Helicycle, above.)

## Regional Report

Paul Plack, NW/Mtn Rep



I'll start with some clarification on what's happening to PRA's e-zine, *Rotorcraft*, since there are some rumors afoot. I informed PRA President Scott Lewis last month that, due to an anticipated reduction in my discretionary time, I would like to be relieved of the editor's job by the end of 2011. Things have moved quickly.

Rick Gilley, who edited the paper edition of *Rotorcraft* before it was discontinued at the end of 2009, will be returning as editor, with my full support. If all goes as expected, he will take the handoff in time for the September issue. The assumption at this point is that the current format of the e-zine will be continued, although that will ultimately be a matter between Rick and the PRA board.

None of this has anything to do with *Western Rotorcraft*. In terms of helping preserve and grow the sport we love, I think the hours I spend on this newsletter are probably the most productive thing I do. As long as you value and support *WR*, we'll keep it coming. *WR* will become even more important as the newly focused mission of the Utah Rotorcraft Association moves forward, and our effort to build a non-profit regional training program comes to fruition.

**EAA AirVenture Oshkosh** saw much-improved weather this year. EAA estimates attendance at 1.5% above 2010. *Rotorcraft* really got noticed. Helicopter Association International built a big welcome center tent (below) with a second-floor balcony providing members and guests a first-class view of the runway and airshow. Sikorsky Innovations displayed both the Firefly electric-powered proof-of-concept helicopter and the X2 Technology Demonstrator (but neither flew).



Western Rotorcraft

On the gyroplane side, the space abandoned by Diamond Aircraft in a short-notice cancellation was booked by Sport Copter, which displayed the new law enforcement configuration of the SCII. Right across the aisle at the Rotax exhibit, Autogyro USA, the US distributor for Autogyro GmbH of Germany, displayed the MTOsport, Calidus, and side-by-side Cavalon models, drawing significant traffic.

Both AutoGyro USA and Sport Copter held press conferences to discuss their offerings, and both companies made the extremely smart move of bringing their machines right up to the media center, rather than expecting media reps to find their exhibits after their conferences.

Sadly, displaying an aircraft in the main exhibit area rules out flying a demo with it, or even leaving the battery connected to allow demonstrating the instrument panel. Operational rotorcraft are restricted to the Ultralight Village, over a mile from the center of the show, and are allowed to fly only during a brief window at lunchtime each day. Larry Neal was there with two Butterfly models, both painted and labeled in law-enforcement schemes, and Jim Fields brought three models of the HoneyBee G2, with his tandem trainer with its new GM Ecotec four-cylinder engine.

The HoneyBee G2 and AutoGyro models went on to Mentone after AirVenture ended. PRA reportedly had over 100 powered parachute owners pre-register for Mentone, in part because Powrachute chose the venue for its annual "Extravaganza" event. PRA secured donations to cover the costs of air conditioning the briefing room in its hangar at the Mentone Airport, which will eventually allow insulating it to provide a quiet place for briefings and forums. Another big change this year is relocation of the banquet from the church basement where it has traditionally been held to a large tent right on the field.

Look for more Mentone coverage in the August edition of PRA's *Rotorcraft E-Zine*.

Paul



August, 2011

# Rotorcraft at Oshkosh

Lots of interesting rotorcraft displays appeared at Oshkosh this year. Here are a few photos and notes from EAA AirVenture 2011.



**AutoGyro USA**, the US importer for the MTOsport, Calidus and Cavalon, got Rotax to allow a display of all the models at its exhibit (above). There was lots of traffic all week long.



**Sport Copter** brought the SCII (above), and displayed it directly opposite the German gyros in the main exhibit area. F-B, Aero News Editor Tom Patton and Reporter David Juwel are smiling because they're both big guys, and could sit in the machine without rubbing shoulders on either the doors or each other.

The law enforcement version of this machine is now quoted at \$194K, and the kit version without the FLIR and other police gear is \$153K. These prices are substantially more than the LSA-class gyros on the market, but the SCII is clearly aimed at customers needing more size, power and capability.

**Western Rotorcraft**



**Helicopter Association International** had this big tent with a second-floor observation deck for members to watch the airshow. EAA and AOPA officials who visited HAI all reported favorable comments from helo enthusiasts happy to see the increased rotorcraft profile at Oshkosh.



**Sikorsky Innovations** brought the X2 Technology Demonstrator, which last year broke the speed record for helicopters with a flight at more than 250 knots. Sikorsky announced shortly before AirVenture that the machine has made its last flight, and brought it to Oshkosh as a static display.

The X2 team was awarded the winner of the 2010 Robert J. Collier Trophy, given annually to recognize the greatest achievements in aeronautics or astronautics in America.

As a follow-on to the X2, Sikorsky is launching the [S-97 RAIDER](#) program, using the same technologies. Sikorsky and select suppliers will design, build, and fly two prototype light tactical helicopters to demonstrate its speed, agility, and low noise signature to potential military buyers.



**Sikorsky** first displayed (above) its Firefly electric helicopter demonstrator at Oshkosh last year. The modified S-300C has a custom-built, 190-HP electric motor. The machine has not yet flown.



**Larry Neal** brought two Butterfly models (above), both in law enforcement livery. The Golden had two large cargo pods. The Aurora was flown daily.



**Western Rotorcraft**

**Jim Fields** of AeroWorks Int'l brought three models of his HoneyBee G2 line (bottom of left column) to Oshkosh. The hot pink single-place is now powered by the 90-HP Suzuki four-cylinder engine, and was flown at the show. The yellow tandem now uses a General Motors Ecotec engine capable of almost 200 HP, and Jim says that will be the standard engine for the tandem. The first fully-enclosed HoneyBee is expected to be in rough form by the end of the year.



**Carl Schneider** brought his "Carlinator," (above,) a modified RFD Dominator powered by the HKS 700T turbocharged, two-cylinder engine, rated at 80 HP.



**Canadian Home Rotors** was well-represented by owners of its classic Safari (aka "Baby Belle") helos. The rotorcraft parking area featured several, while the official company display (above) featured the new Safari 400. The company reports numerous technical changes, including a more robust rotorhead with longer bearing life, titanium tail rotor, powder-coated frame and leather seats, a rotor speed governor, electric cyclic trim, and increased useful load. But the classic look has been preserved. New Safari 400s come standard with an O-360 engine, instruments, and 20 hours of dual training.

## Arizona Rotorcraft Club (PRA 15) July Report

ARC does not meet during the hot-weather months. ARC President Carl Matter writes, "I don't have anything to report but hot weather and monsoons. I am already looking forward to El Mirage this September. I hope to have my single place Air Command there this year. Here are some photos from last year to get the rest of you warmed up."

(1) Vance Breese taking Karen Keene for her first ride. (2) Mark Rhodes cleaning blades on the Air Command tandem. (3) Walter George's RAF painted like the Arizona flag.



**Enstrom**, which is headquartered nearby in Michigan, had two displays, one at its exhibit area, and another outside the HAI Heli-Center. The company was showing its 280 and 480 models.



**Composite Helicopter** brought this shell/mockup of a machine it says will eventually be FAA certified under Part 27, but will be first introduced in the US as a kit. The 5/6-seat KC-518 "Adventourer" concept projects a 160-knot top speed at its 3,200-lb. gross weight equipped with the Rolls-Royce RR500 turbine, but much work apparently remains before flight testing begins. This display lacked any mechanicals.

Claimed specs raised a few eyebrows. Comparisons to proven, certified helicopters were bold, but range will be extremely limited at stated payloads. The specified 1,450-lb. "Useful Payload" for the version powered by the RR250 C20 turbine would require empty fuel tanks to avoid exceeding max gross.

Estimated cost is \$395K with RR250 T63-700 turbine, and an additional \$44,500 if you want the quick-build option. It's not clear when the prototype will fly.





Welcome to...

## Ken Brock PRA Chapter 1 of Southern California

### July Meeting Report

Chapter 1 opened its July 9th meeting with 10 members present and 2 guests attending. Attending the meeting was Terry, Teddy, Chuck, Karen, Dee, Jeff, Darryl, Dejan, Ralph and Rick, with George and Grace Stone as guests. With the annual Fly-In approaching, several topics were discussed covering the upcoming event. Terry brought some more items to the meeting for the raffle during the Fly-In. He also visited Chapter 1 member Glen Porter – Glen has been working on a Benson Gyrocopter weather vane that he is donating for the raffle. This will be done as a private raffle much like the raffle for the little gyros from last year. The gyro is coming along beautifully, and will certainly be an eye-catcher when it is done!

There was also a discussion on the gyro glider that Chapter 1 has. The gyro currently doesn't have its own blades, and we have been fortunate for Peter Prentiss to allow the use of his blades when the gyro has been in use. Some members of the Chapter are discussing purchasing some blades so a training program can be put together for the blade owners. This will allow them to start practicing and get some airtime. Darryl said that in San Diego (a long time ago) each member that was being taught to fly had to use his own blades. It was decided that it would be best for interested members get the blades rather than the Club, when only a few members would be using them for the time being. More on that later!

Dee provided the Chapter with a few new design ideas for the KBFFI T-Shirt, and a new design was voted on. A new DVD will be in this year's goody bag, which has a video tribute to Ken Brock. The DVD was given to Chapter 1 by Tim Chick, and includes videos created by Dan Donnelly. The tribute will be shown during the Fly-In. Dr. Bruce Charnov has kindly offered to do a presentation, and "The Rise, Fall and Re-Birth of The Autogiro/Gyroplane as Seen in The Popular Media 1925-2011" was voted on to be shown.

Jeff brought in some wonderfully made plaques for the award ceremony. Teddy mentioned that we are going to need members to help out with the Fly-In, and Karen would help make up a list of tasks that need to be done during the Fly-In. This way, members can volunteer from the list.



The Chapter is still looking for some more raffle items to be donated - items like sunglasses, a basket with goody's in it, etc. So, if you have something you'd like to donate, bring it to the next meeting!

The meeting was adjourned shortly after noon, and George Stone joined to become our newest member! Welcome George! (Terry Smith, Pres.)



Mark Shook, President of the CRA (PRA 38), wrote on July 23, "A meeting of the PRA 38 executive committee was held today at Front Range Airport. The recently postponed mid summer fly in was discussed, as well as our first fly in May 21, 2011.

"It was noted that the Density Altitude at KFLY was 9600 at 8:45am, and over 10 thousand by noon today. Not conditions inviting to gyro's and pilots not familiar with high altitude gyro flying.

"It was unanimously decided that PRA38 hold one fly in event per year on the third Saturday in May. (Next Fly in event, May 19, 2012.)

"Quarterly chapter meetings may involve some limited local flying, as well as flying support by the club for other Colorado Airport events."



## Utah Rotorcraft Association

(Note: These are abbreviated minutes of the July 9 meeting. For the full report, see the Members Only section at [www.utahrotorcraft.org](http://www.utahrotorcraft.org).) The meeting was called to order by President Doug Barker at 10:08am MDT at Airgyro Aviation and online. Seven members participated: The minutes of the May 14 meeting were approved as published. Treasurer Nate Oldham was not present, so Doug relayed a report indicating a total of \$1,312.63 on hand in bank and PayPal accounts. Outstanding bills and expenses from Rotors Over The Rockies include \$150 for banquet, \$107 for awards, and \$100 due Brigham City for use of the hangar, which will leave \$955.63 on hand after payment. The report was approved as read.

A motion by Paul to approve the pending membership applications of Marc Adams (Shelby, MT), Jon Hight (Morgan, UT), Steven Pearson (Draper, UT) and John Williams (Myrtle Beach, SC) was approved, and Paul reported members in good standing number 25.

Doug and Paul explained some of the changes needed as URA's new corporate entity launches in October. The current, informal association will lose the "Utah Rotorcraft Association" name and be branded simply as "PRA Chapter 2," or "PRA 2" for short. PRA 2 will remain formally affiliated with the Popular Rotorcraft Association, and conform to PRA's requirements for chapter affiliation, something the new corporation may not be able to do.

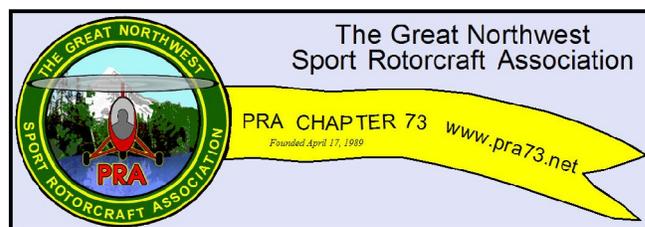
In the remaining time before the October organizational meeting for the new corporation, nominations will be sought for the board of directors.

Specific goals identified so far for the new corporation include subsidizing the expenses of a gyroplane flight instructor willing to come to Utah to train prospective pilots around the time of Rotors Over The Rockies; acquisition of signage and other materials needed for educational presentations; acquisition of chairs, tables, food service and other items needed for ROTR; and the eventual funding of a two-place gyroplane for training use in our region. Members have been asked for additional suggestions.

Nominations were opened for interim officers to serve the informal URA until October 8, 2011. The only nominations received were Doug Barker for President (by Paul, seconded by Mike), Mike Burton for Vice President (by Paul, seconded by Stayton), and Paul

Plack for Secretary/Treasurer (by Stayton, seconded by Mike). Nominations were closed, and the nominated candidates were elected unanimously. These interim officers will form a committee to recommend adjustments to the generic bylaws of the new corporation for approval by members at the October 8 membership meeting.

A discussion of meeting places for PRA 2 brought general agreement that consideration should be given to locations which would increase the exposure of the general public to personal rotorcraft. Meetings have been scheduled for August 13 at Hexadyne Aviation in Salt Lake City, September 10 (including the traditional annual BBQ) at Leading Edge Aviation at South Valley Regional Airport, and October 8 at Airgyro Aviation in Spanish Fork. A motion to adjourn was accepted at 11:31am. (Paul Plack, Secretary)



## PRA 73 July 9, 2011 Minutes

1:20pm: Meeting called to order by President Bob Johnson. Jim Miller has returned to active status as Vice President, after missing last months due to health problems.

Minutes were approved as printed in last newsletter. Treasurer's report was approved as given by Bob Johnson, President and Treasurer. 200 PRA 73 patches have been ordered at \$1.26 each. Expect delivery in about six weeks.

Jim Vanek, owner of Sport Copter, gave a report on his recent trip to meet with government officials to discuss use of Sport Copter II for law enforcement. (Sport Copter blew away the competition.) Engine cooling problems have been solved by a new fan arrangement. Changes have been made to make it better, faster and with improved landing gear. Production is expected to start soon. Jim showed a couple of new videos (available on YouTube) showing off the capabilities of Sport Copter II Gyroplane.





Bob Miller gave a report on the Arlington Fly In. One helicopter, but no gyros, were there. Lots of good forums but no flights or airshow due to poor visibility.

Jim Shawcross started a discussion about the possibility of electric gyros. The rotors could drive a generator to power an electric drive motor to help propel a gyro. Jim also mentioned NASA was offering large prizes for qualifying electric aircraft designs.

The Northwest Antique Airplane Club (NWAAC) announced "Wings and Wheels 2011" on Sunday, August 14th from 11am to 4pm at the Scappoose, OR Airport. The event is sponsored by NWAAC, South Columbia County Chamber of Commerce, Port of St. Helens, and Columbia Aviation Center. The event will feature antique aircraft and cars, entertaining displays, demonstrations and open houses for the whole family. Admission will be \$5 per person; children under 7 free with a \$20 family cap on admission (rules apply). Proceeds from "Wheels and Wings" benefit South Columbia County Chamber of Commerce. NWAAC will also host a pancake breakfast from 8-11am with proceeds to benefit NWAAC. Volunteers are needed. [www.nwaac.com](http://www.nwaac.com)

No Old Business. New Business: Paul Plack may be doing a live Webinar, at 10am, the same Saturday as our August meeting and another one in September. To allow you to attend those Webinars, there will be no potluck lunch, so bring a sack lunch if you want to eat. Our next meeting will be at 1pm, Aug. 13, 2011.

2:30pm: Meeting adjourned.



During lunch we had a helicopter (bottom of left column) take off from the hanger area to the north of us. We failed to get his name or leave a message. Darn! After the meeting Jim Vanek offered us gyroplane training flights for \$10. They were not very long, but we did get more flying time in. Three of us, Dan and Kathy Lemon and I, did some flying before Jim's kids got to go. (Bob Johnson, Pres. Photos by Bob Miller, Bob Johnson.)

**For info on Ken Brock Freedom Fly-In, Sept. 23-25, visit:**  
[www.kbffi.com](http://www.kbffi.com)

## Upcoming Chapter Meetings

**KBRA (PRA 1)** Saturday, August 13, 11am PDT.  
 Teddy Udala's hangar, El Mirage, CA.  
 Info: (562) 493-3960

**URA (PRA 2)** Saturday, August 13, 10am MST.  
 Hexadyne Aviation, Redwood Rd., Salt Lake City, UT.  
 Details: [www.utahrotorcraft.org](http://www.utahrotorcraft.org).

**ARC (PRA 15)** September 22-25 at KBFFI.  
 El Mirage Dry Lake Off-Road Recreation Area, CA.  
 Contact Britta Penca at (520) 840-0951.

**SDCRC (PRA 31)** Meets third Thursday. Locations vary (CA). [Request](#) e-mail notice from John Rountree.

**CRA (PRA 38)** Next quarterly meeting TBA, Meadow Lake Airport ([KFLY](#)), Peyton, CO. Updates, flying and driving directions at [www.copterpilots.org](http://www.copterpilots.org).

**GNWSRA (PRA 73)** Saturday, August 13, 1pm PDT, [Sport Copter](#), Scappoose Ind. Airport, OR ([KSPB](#)). Potluck at 12n, mtg at 1pm. Details: [www.pra73.net](http://www.pra73.net).

## Gyroplane for Sale

**AIR COMMAND** - 214 hours TT. Single-place w/ pod, extended keel stability mod. Rotax 503, dual carbs, CDI ignition. New Sport Copter 23'-x-7" rotor blades, redundant mast, PowerFin prop. Airspeed indicator, altimeter, engine & rotor tachs, EGT, CHT, Hobbs, compass. N6149H, registered E-LSA, logs and paperwork in order. Flies like a champ! \$9,000 firm. Contact Britta 520-840-0951. (AZ, 7/11)

Classified ads are free to members of participating PRA chapters. Contact your chapter for details.

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