

Western Rotorcraft

March 2012



March 10 Webinar Covers Insurance



The 2012 URA Winter Webinar Series will conclude March 10 with a presentation by Rick Lindsey (left), CEO of [Prime Insurance](#). Rick is a helicopter pilot. Prime Insurance is an excess and surplus lines insurance company serving the US, Canada, and the US Virgin Islands. Rick will explain the unique insurance issues presented by experimentals, including liability and hull coverage, and accident and professional liability insurance for instructors. Following his formal presentation, Rick will take questions from attendees via text.

This important webinar will begin about 10:20am MST on the [URA](#) Webinar Channel, immediately following the monthly online meeting of PRA [Chapter 2](#). Attendance is free, and open to the first 200 log-ins. To participate,

you'll need an up-to-date browser and the current version of Java. To test your computer in advance for compatibility, [click here](#). At the time of the event, log in using the "Webmeeting Channel" link at www.utahrotorcraft.org.

Top of Page - Kevin Richey flies his Sport Copter at [Chapter 73](#)'s February 11 meeting.

In This Issue - Bensen Days, Mentone, PRA Survey, 2; Two Chapter Meetings in One Day, 4; RWF Build Threads, 3; Chapter Meeting and Contact Info, 2; Chapter Reports, 6-8; PSF Now on Newsstands, 2; Classifieds, 8.

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Monthly News for PRA Chapters 1, 2, 15, 31, 38 & 73 and the Utah Rotorcraft Association, Inc.



Regional Organizations Meetings & Contacts

(AZ) Arizona Rotorcraft Club (PRA 15)

Third Saturday, 11am MST, Various Locations
03/17/2012: Coolidge Airport Campsite
04/21/2012: Annual Dinner at Coolidge Airport
05/19/2012: Fly/Drive-In, San Manuel Airport
Carl Matter: keenuk@aol.com
Website: www.pra15.org

(CA) Ken Brock Rotorcraft Assoc. (PRA 1)

Second Saturday, 11am PT, El Mirage, CA
03/10/2012: Election of Officers
Terry Smith: terry.smith@earthlink.net
Website: www.pra-1.org

(CA) San Diego Cty Rotorcraft Club (PRA 31)

Third Thursday, Various Times/Locations
Dave Bacon: davesconcretepumping@msn.com
Website: www.pra31.org

(CO) Colorado Rotorcraft Assoc. (PRA 38)

See website for times & locations
Mark Shook: Mark@CopterPilots.org
Website: www.pra38.org

(OR) Great NW Sport Rotorcraft Assoc (PRA 73)

Second Saturday, Noon PT, Scappoose Airport
03/10/2012: Sport Copter Hangar
04/10/2012: Annual BBQ at Sport Copter
Jon Dailey: jon@sportcopter.com
Website: www.pra73.net

(UT) PRA Chapter 2

Second Saturday, 10am MT
03/10/2012: Online Meeting
04/14/2012: Airgyro Aviation, Spanish Fork
05/12/2012: Pittman Hangar, Brigham City
Doug Barker: president@utahrotorcraft.org
Website: www.pra2.org

Utah Rotorcraft Association

Annual Members Meeting at ROTR 2012
info@utahrotorcraft.org
Website: www.utahrotorcraft.org

Regional Report

Paul Plack, NW/Mtn Rep

Bensen Days ([info](#)) is just days away, March 21-25. The PRA board will meet to discuss a number of important issues. Watch next month's WR for a full report.



Mentone 2012 - Regarding the upcoming 50th annual convention, the airport is making plans to clear more of the land normally used for growing crops to make room. Many experimental helicopter owners who've been going to the now-discontinued Homer Bell "Bean Patch Fly-In" the week before Oshkosh have been invited to come to Mentone instead. This year will be a very large event!

PRA Online Survey - PRA is conducting an [online survey](#) to get member ideas on priorities for the convention, here. The organization is also looking for members to contribute "How-To" videos in exchange for \$40 of merchandise from the PRA online store. Fly Safe!



Paul

Powered Sport Flying Now on Newsstands

Roy Beisswenger's Powered Sport Flying [magazine](#), which has a section devoted to rotorcraft content, will now be available on newsstands. [Barnes & Noble](#) and some independent retailers will be carrying it, some on a trial basis. Continued availability will depend on demand.



Roy explains, "From here it becomes a matter of marketing the magazine to bookstores and other vendors so that more and more of them carry it in their stores."

"Next time you are out and about, pay a visit to your local bookstore. Check and see if Powered Sport Flying is on the magazine rack. If you don't see the magazine, request it. Generating that demand is a big part of what it is all about."



RWF: Build Updates

Gabor Kovacs, Behemoth, Port Orange, FL

Here are updates on some progressing build threads from the Rotary Wing Forum. Gabor Kovacs is nearly ready for inspection and first test flights for a one-of-a-kind gyroplane he calls "Behemoth." Gabor works in the graphics industry, so it may be no surprise to see the high level of finish and the slick decal set. This will be a fairly heavy single-place, and will initially be powered by a Rotax 582.

On his [build thread](#) on February 25, Gabor commented, "I really do appreciate the patience and the interest. I know this has been a long one but I did my best to pull this baby together.

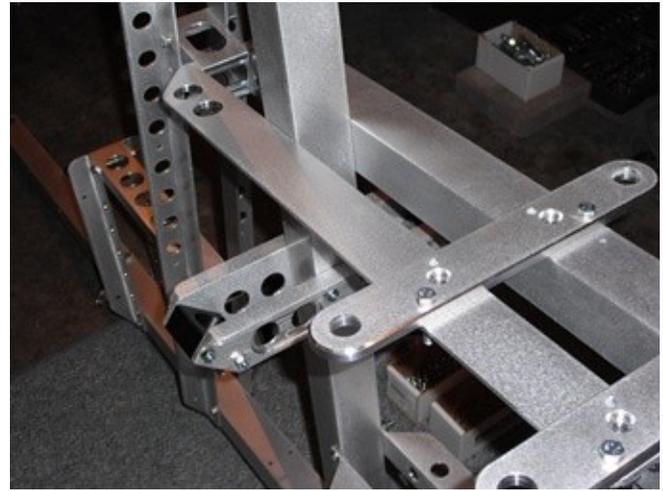


"I am progressing wonderfully thanks to the enormous amount of help from Larry and Mike Hughes...We have mounted the blades to the hub bar today and working out the few kinks while adjusting everything to our likings.

"This is pretty much the heart of the whole thing so we are taking our time to get it right. I can put up a

Western Rotorcraft

few pics so you can see her with the blades on. Some prettying up went down too just to increase the visual pleasure of her. Thanks again for sticking around for this long. I will try my best to finish her for Bensen days! It is going to be a must!"



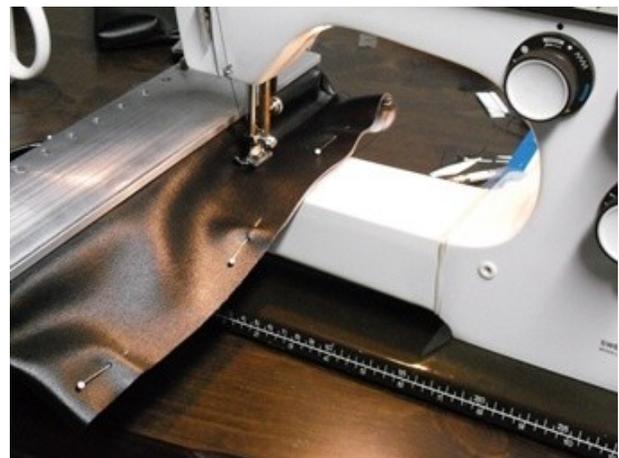
Denis Schoemaker, Mankato, MN, Hornet

Denis says he's not too good with a camera, but you'll [see enough here](#) to appreciate the level of craftsmanship going into his Hornet single-place build. He's done some beautiful machine work, and has chosen to finish some aluminum parts with a product called Shark Hide.

While it's not as resistant to fuel spills as powder coating, it's lighter, can be applied with a rag, and it seems safe predict that anyone this careful with a build will use a funnel! He also built this seat, and designed, cut and sewed his own upholstery. Wow!



This one will be worth looking for at the fly-ins when it's done.





Brock Steiner, "SHredo," Vancouver, WA

Since we last looked in on [this build thread](#) Brock (a CFI near Sport Copter) has chosen some more unusual details for his SparrowHawk re-do, a name he shortens to "SHredo" for convenience. Brock is clearly a fan of the aircraft design philosophy which goes something like, "if you watch the ounces, the pounds will take care of themselves."

The oil filler neck on Subaru engines are needed when the engine is installed in the car, but superfluous for this application, in which the engine is exposed and at eye level. Brock says he was "thinking of making a billet replacement like I saw from I'mFlyn. But it occurred to me that all it needed was to be reconfigured."

"I cut the base just flush, ground out the top of the hole so it was larger than the rest. Covered it with tape, flipped it over and filled with JB weld. Once dry I sanded and painted it."

"Since the base seals with an O-ring that fits inside, it does not need to be wrenched tight. I'll be getting some sort of thumb screws and make a way to easily safety them."



Brock has also modified the battery mount to use a lighter Odyssey battery, and is building a four-into-1 header system with optimized tube lengths to help the Subaru breathe better. He's also designed and had fabricated a new redrive bearing block for improved access to bolts, and has mocked up an airbag suspension system (both pictured at bottom of left column) similar to the one used by Dennis Dubois on his "Viewmaster" gyroplane.



The Rotary Wing Forum is increasingly becoming a showcase for builds from all over the world. Some builders are even archiving their posts for use as their official build logs for airworthiness inspections.



Two Chapter Meetings in One Day Kevin Richey

Saturday, Feb. 11th, I "attended" [Chapter 2's](#) meeting at 9 AM west coast time at home through the miracle of the internet, and after the business portion of Chapter Two was concluded, got to hear about [Claudius Klimt](#) (above) and his son's tale of flying across the US this past fall in a plane powered by two Rotax 912S engines. Most interesting.

After that, I got ready and then drove over the Columbia river from Oregon into Washington, out to Battle Ground. Grass airstrip called "Buzzard Flats". Not on the sectional. PPCs, trikes, gyros fly out of that nest of hangars.

About 14 miles WNW back over the Columbia River (but many miles further downstream) to Oregon's Scappoose airport, where [Chapter 73](#) was holding their meeting. The gyro feels like it's sweet spot is flying along in the range of 45-52 mph. In that



range, the air doesn't feel so annoying in this open frame machine and is actually quite pleasant. The blast from the wind gets progressively stronger the faster I go above 52 mph.

Lots of flooded lowland areas along the Columbia. Geese way below are circling around. When their wings begin to beat faster and faster, and the light all around their wings seems to start flickering, I can tell they are landing, followed by the large splashes in the water as they fold their wings up to their bodies.

The opposite is when they are taking off. First, the water seems to erupt as they rise up, beating their wings in a steady pattern. Their webbed feet seem to be running across the water as they begin to climb out, the splashes getting smaller and further apart until there is no more tapping ripples behind them.

The rain and winds from Friday had subsided, and the clouds were trying to let part of some blue sky and sun's rays through. I was amazed by the view from above. Farm fields, country estates (where their garages are much bigger than our home) with long driveways, and also regular subdivisions.

Some children were racing around a small field on four-wheelers. A couple of adults waved their arms at me like crazy, and then pointed down with their arms, indicating they wanted me to land there. I also pointed down to where they were pointed. They bobbed their heads in agreement.

I circled around, lowering the throttle, and descended down a couple hundred feet. I'm sure they thought I was doing what they wanted...

I then throttled up, turned sharply away, gaining altitude as I waved goodbye to them, continuing on my way.

Approaching Scappoose airport, there were many airplanes out enjoying the nicer weather. I had to be scanning even more carefully than usual due to the

increased activity. Scan a small area, scan the next quadrant over, and then back to the first, doubly checking for low-flying, fast moving airplanes.

There was only one R-22 also in the pattern, a break from the norm. The Hillsboro helicopter school often includes Scappoose in their students' work area, sometimes having as many as four at a time there, but usually weekdays only. Fortunately, they use the east taxiway and grass area for their operations, while the airplanes utilize the runway, leaving the west taxiway for the gyros, gliders (rarely there), and other ultralight-type airplanes, or trikes or PPCs.



It always is a disappointment to land, as the sensations of flight stop. The one good thing is that the memories of the flying stay fresh in my mind for hours later, even overnight into the next day, like a dream still in motion!

We had several new members at the meeting, including three fellows from the Puyallup/Seattle area that are partners in completing a tandem SnoBird gyro. Dennis Debois mentioned to them that he once owned and flew a single-place SnoBird gyro. They agreed to put their heads together with Dennis to facilitate their project.

The flight back to the nest saw a shorter-than-usual freight train heading south along their tracks (which Amtrak also uses), while one of the large automobile freighters headed downriver toward the ocean. I was thankful that I wasn't working Saturdays anymore, like those poor souls were below me in that train and on board that ship...

All too shortly, generally east-west Buzzard Flats strip came into view. Staying to the north, I slipped into a downward curving arc at engine-idle, the grass swooping "UP" to greet me as the machine settles down nicely.

I am past ready to share more gyro flight with others. Maybe this summer, another couple of local guys will have their gyros ready, besides Dennis taking his Viewmaster out of winter storage to fly in the warmer weather.



Welcome to...

Ken Brock PRA Chapter 1
of Southern California

February 11 Meeting Report

[Chapter 1](#) held its first meeting of the year on the 11th of February, beginning at 11am PST. It is election time, and nominations for each position were as follows: President, Terry Smith; Vice President, Teddy Udala; and Secretary/Treasurer, Karen Keene. Ballots were sent out to all members with the option for write-in votes. Barring additions nominations the above individuals will be the 2012 Chapter Officers.



Chapter 1 also welcomed two new members to its rolls – Jim Franklin (below) and Grace Stone (above, with husband George)). Jim purchased Britta Penca's Air Command in Arizona and is currently getting gyro training. We're very happy to welcome both of them aboard! Jim is in the process of re-doing the panel on his gyro, and has offered to sell the instrument and donate proceeds for the Chapter; a very gracious offer! A list of the items he will be looking to sell will be posted in a later newsletter, so be on the lookout!



Now that the 2012 season is upon us, we are going to get the gyro glider into use. No specific dates have been set yet, but that will be discussed at the next meeting. Proper guidelines and safety will be drafted up by those with glider experience, to minimize problems and maximize fun! It will be great to get some air time in the glider for our members.

We've already received some donations from Aircraft Spruce - (2) \$25 gift cards! So, we are off to a good start for the Fly-In. We are also looking into additional tents for shade and raffle display items.

The meeting adjourned at 12:15, followed by a wonderful BBQ with Nathan's Hot Dogs. Next month's BBQ will have hamburgers as the main event. (Terry Smith, President.)

PRA Chapter 2 February 11 Meeting Report

The meeting was called to order at 10:01am MST by Secretary Paul Plack online using the URA Webmeeting Channel. In attendance were Paul, VP Mike Burton, Claudius Klimt, Steve Pearson, Glenn Kerr and Kevin Richey, all [Chapter 2](#) members.

Following a welcome to all present, a motion to approve the minutes of the January meeting as published in Western Rotorcraft was approved. A membership report showed 28 current members. Paul reported that Rotors Over The Rockies (ROTR) is on-track for June 7-9, and we have approval from the airport, but the event still needs an event chair and banquet chair, and volunteers for several duties. No itinerant CFIs have committed to bring a gyro trainer to the event to augment Mike Burton, but it is likely individual arrangements can be made for attendees needing a second CFI's sign-off to get the Sport Pilot/Gyroplane add-on to an existing certificate.

Paul encouraged attendees to try to make plans to visit major upcoming rotorcraft events including PRA's Bensen Days in Florida in March, ROTR in June, EAA AirVenture/Oshkosh in Wisconsin the last week in July, PRA's 50th Anniversary Convention in Mentone, Indiana the following week, and the Ken Brock Freedom Fly-In at El Mirage, California September 28-30. Chapter 2 members will likely carpool to Mentone and El Mirage, and Paul invited attendees interested to stage in the Salt Lake City area and join a carpool if interested.

A motion to adjourn was passed at 10:11am. The meeting was followed by the second installment of the URA Winter Webinar Series, in which [Claudius Klimt](#) showed photos of his recent coast-to-coast flight in a Lockwood Aircam. A [recording](#) will soon be available on the Library page of the URA website. (Paul Plack, Secretary.)

AZ Rotorcraft Club (PRA 15) February 18 Meeting Report

Meeting convened by Vice President Marvin Wessel at 11:05am MST in his hangar at Stellar Airpark, Chandler, AZ. Members present: Marvin Wessel, Britta Penca, Mike Willet, Al Bright, George Bass, Greg Egolf and Teressa, Cal Bowen, Walt and Diane George, Mark Rhoads. New members present: John Massaro. Visitors: Jeff Barton, Ray Harstick and Mari, Brian Leathers, John Billia

The minutes from the January 21, 2012 meeting were read by Vice President Marv W. Several minor changes were suggested. There was unanimous approval of the recording of the minutes to document the proceedings of the January meeting.

Treasurer's report: a current savings balance of \$963.66 in the [Chapter 15](#) treasury at Vantage West Credit Union.

The annual antique/classic Cactus Fly-In will be held at the Casa Grande airport on March 2 and 3 if anyone is interested in attending.

March 17 – PRA Chapter 15 club meeting to be held at 11 am at the Coolidge airport campsite. Everyone is welcome to fly-in/drive in and camp for the weekend. Campers will begin to assemble on Wednesday or Thursday of that week.

March 31 – Several Chapter 15 members are planning to attend an informal gathering at El Mirage Dry Lake bed to honor Marion Springer on her birthday. It is rumored that Marion will be supplying the birthday cake! We will plan to caravan, leaving on Thursday with gyros in tow. Anyone interested in going is encouraged to call and join us on this fun gyro adventure.

The annual dinner will be held on April 21, at the Coolidge Airport at the PRA Chapter 15 Campsite. The dinner will be held at 4pm. We will purchase steak and chicken, potato salad, chips, salsa and drinks. The Coolidge group will be in charge of gathering mesquite and will supply the grill. Britta P agreed to bring baked beans. The Chapter 15 April club meeting will be held on that day at 11 am.

May 19 – "PRA Chapter 15 Gyro Buddy Fly-In/Drive In" at the San Manuel airport. There are plenty of campsites - no hookups, but water and restrooms are available on the field. This year's fly-in is a scaled down event. The fly-in will not be advertised to the general public, there will be no food vendors, no plaques will be given out. Anyone currently flying a gyro or with an interest in gyro's is invited to attend. All are welcome to join us on fly-outs to neighboring airports.

2012 dues (\$15) are being collected. Several members paid dues. We are delighted to have new members John and Andy Massaro.

Meeting adjourned at 12:10pm.

Following the meeting, Marv and Sarah Wessel hosted PRA Chapter 15 and guests for a barbeque at their beautiful home in Stellar Airpark. It was a beautiful day, and fun to spend it with like minded gyro enthusiasts. It was fascinating to go from group to group and hear the interesting gyro stories and learn what everyone else has been up to. Everyone seemed to have a fantastic time! (Mark Rhoads)



San Diego Cty Rotorcraft Club Attends Borrego Valley Fly-In

Instead of our normal meeting, many of [PRA 31's](#) members attended a cross-marketing fly-in at Borrego Valley airport with the "Ultralight Squadron of America" of Perris California.

Doug Humn and John Rountree flew over from (KSEE) San Diego in "Patches" (above). John used Patches to give many members rides to the Salton Sea for site seeing tours.



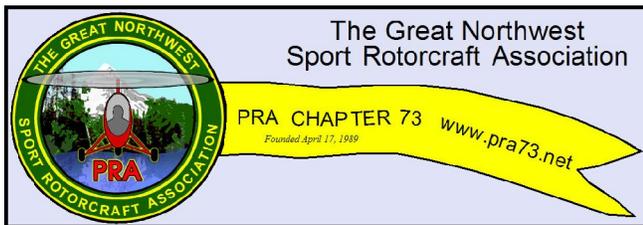
The gyroplane community was well represented by Dave Bacon, who brought his mac powered KB2 (above) and Ben Suissa who towed his 503 powered

Sport Copter from Yuma Arizona (below). Both Dave and Ben were great ambassadors for our sport and we all answered many questions.



Dave and Ben got to fly much of the time including flying with a swarm of Ultralight fix wingers.

We didn't get much PRA 31 business done but we all had a great time. Ultralight Squadron of America was a class act, and we plan on joining them at other fly-ins they have during the year. (John Rountree)



February 11 Meeting Report

Meeting called to order by Jon Dailey, President, at the [NWAAC](#) clubhouse. Fifteen present including three new [Chapter 73](#) members and 1 guest. Minutes for November and January meetings accepted as published in the Western Rotorcraft newsletter. Treasurer's Report given by Bob Johnson, Secretary and Treasurer. Report accepted.

Brock Steiner, our resident Gyro Instructor, is working on Sparrowhawk gyro (see his website). Brock was not in attendance today. Three new members welcomed. Daniel Creech, Marc Perry and Paul Nielson (Top of right column), have a Snow Bird project in the Puyallup, WA area. Gillan Bradley is building a SportCopter Vortex. Jim Shawcross has a 3 cylinder rebuilt motor for small gyro he might sell.

Dennis Dubois ask to take his name off the newsletter mail list. Going internet.

Western Rotorcraft



President Jon has an idea about a raffle (rotorblade assembly) to raise money for the club. He is also checking on the nonprofit status of owning a club hanger. There was also a discussion about the \$1 million hanger insurance requirement at Scappoose which has recently started to be enforced. This has resulted in a lot of hanger vacancies. Jon also reported that [Sport Copter](#) has just about finished the work on their side-by-side gyro.

Jon asked Jim Miller to start finding out who will be coming to the next meeting, and what they would bring to the potluck (not a requirement to attend. We just need to know if we need to send out for pizza other food if we will need too). Discussion on club logo to be continued next month. March 10th meeting will be back at the Sport Copter hanger. Clint sold his Pitbull. 1:55pm Meeting Adjourned. (Jim Miller, Vice President)

Gyroplanes for Sale

RAF 2000 GTX-SE-FI - 160 hours TT. Completed in 2009 with GBA CLT conversion and tall tail. Subaru 2.2L, Becker radio & transponder, recent annual, logs in order. \$49,300 includes 20 hours dual instruction. Curt, (435) 730-0828. (UT, 12/11)

Parts for Sale

Rotor blades, 30' RAF, SN0049, \$2000. Sport Copter hub bar, \$100. Subaru engines for parts or rebuild: EJ 22, \$350; EJ 22 block complete, \$200; EA82 block complete, \$200; Geo Metro 3-cylinder car engine with prop and gear reduction, \$1500. Local pickup only. Contact Lynda Schallmann, Buckeye AZ. (623) 386-7043, las2280@qwest.net. (2/2012)

Wanted to Buy

Mini 500 helicopter tail rotor blades. Please contact Hong, alphawheels@yahoo.com.