

Western Rotorcraft

April 2012





Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club (PRA 15)

Third Saturday, 11am MST, Various Locations
 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

Ken Brock Rotorcraft Assoc. (PRA 1)

Second Saturday, 11am PT, El Mirage, CA
 Terry Smith: terry.smith@earthlink.net
 Website: www.pra-1.org

San Diego Cty Rotorcraft Club (PRA 31)

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

Colorado Rotorcraft Assoc. (PRA 38)

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

Great NW Sport Rotorcraft Assoc (PRA 73)

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

PRA Chapter 2 (Utah)

Second Saturday, 10am MT
 04/14/2012: Whirlybird Helicopters, Ogden
 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



2012 Event Calendar

Sat-Sun, April 14-15, 9am-Dusk, Utah Whirlybird Helicopters/Airport Open House

PRA Chapter 2 Meeting 10am Saturday
 Helicopter Intro Flights & Tours
[Ogden-Hinckley Airport](#)

Saturday, May 19, Colorado

[Rocky Mt Freedom Fly-In](#)

Sat-Sun, May 19-20, Arizona

[Gyro Buddy Campout](#)

Thu-Sat, June 7-9, Utah

[Rotors Over The Rockies](#)

Mon-Sun, Jul 23-29, Wisconsin

[EAA AirVenture Oshkosh](#)

Tue-Sat, Jul 31 - Aug 4, Indiana

[PRA Convention](#)

Fri-Sun, Aug 10-12, Oregon

[NWAAC Wings & Wheels](#)

Fri-Sun, Sep 28-30, California

[Ken Brock Freedom Fly-In](#)

This Month in WR - From the Editor, 3; PRA Goals, Elections, 4; Chapter Reports, 5-7, 9; Bensen Days, 7; ROTR, 8; RW Forum, 8; Helmet Comparison, Joint Gyro Ownership, 10; The ArrowCopter, 11; URA Webinars, Classifieds, 12. On the cover: Glenn Kerr flies his Butterfly Monarch at Spanish Fork, UT.

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From the Editor

Bensen Days is in the books for another year, and part of the event was an in-person meeting of the PRA board. Among the issues discussed was putting the Regional Representative program on hiatus. Only half the regional positions were ever filled. I confess to a role in starting discussion of discontinuing the program, observing that there is not enough communication happening (or needed) between PRA and its chapters to justify another layer of administration between chapters and directors.



The program is being discontinued for now, but may return later. In the meantime, there's nothing wrong with members or chapter representatives contacting the directors of PRA directly. Chapter 2 and URA President Doug Barker is a PRA director based here in the west. Let him know your thoughts. I'll continue this monthly column, but it will no longer be called "Regional Report."

Changes in WR

You may have noticed this month's WR has a couple extra pages. One reason is to allow a dedicated cover with full-page art, similar to a traditional magazine. They say "you can't judge a book by its cover," but that is often what people do, and we're hoping to make opening WR more enticing to those who receive it through the PRA's E-Alert.



We'll have more room to display photos, include a regular section with meeting and contact info, and promote upcoming events for participating chapters. We're also about to introduce limited advertising in WR, which can help participating chapters raise a bit of additional revenue to fund informational outreach, events, improved meeting programs, and whatever other steps they wish to take to grow the sport.

With these changes comes the need for interesting, quality photos for the cover. If you have at least a 5-megapixel camera, which even most new phones have, you have everything you need to be a cover photographer for WR.



Mark Carmouche, 1951-2012

One of the most helpful, likeable guys in the personal rotorcraft sport [passed away](#) March 17. Mark Carmouche (above) of Woodworth, Louisiana was alone working in his shop, fabricating an adapter plate for a friend who wanted to mount a reduction drive to a Weber snowmobile engine, when he apparently suffered a fatal heart attack. Mark was only 60. (Photo by Mike Gaspard.)

Members of the Rotary Wing Forum were quick to [express their shock](#), and unanimously remembered Mark as someone who was quick to offer help to a fellow aircraft builder. Mark's screen name on the forum was "Friendly," and it certainly was appropriate. I have two strong recollections about Mark, even though we never met or spoke. One was his kindness to Marion Springer, for whom he fabricated a kit to adapt an automotive starter to the Mac engine on her gyroplane, Born Free. (Read the full article in the December, 2009 issue of Rotorcraft E-Zine, available at www.pra.org.)

The other thing I remember about Mark was a [comment](#) he made on the forum last June, in a thread about Rotors Over The Rockies. Looking at the photos posted by others, Mark commented, "Going out west and flying with you guys is on my bucket list." Reading that comment again now leaves me with chills.

We never know how long we have to make it through our "bucket list." For some of us, flying our own gyroplane is still on that list. Doug Barker has commented often in columns here in WR about finding a way to achieve your life's goals, making the associated sacrifices, and not letting our lives slip by.

(Continued on page 4)

But I'm also struck by the need to pay closer attention to our personal health as we age. There is a debate underway, started by AOPA and EAA, which have petitioned the FAA to eliminate the third class medical requirement for pilots with Recreational certificates. (In the gyroplane world, this would provide a path for Private pilots with expired medicals to carry passengers in gyros such as SparrowHawks which don't make LSA weight.)

Ever since the Sport Pilot proposal went forth a decade ago, the debate over the FAA third class medical seems to have focused mainly on how we can lower the bar to allow pilots with known risk factors for diabetes, stroke or heart attack continue to fly. There's no evidence the medical requirement has any impact on accident rates due to medical incapacitation, so it makes sense.



But does it make sense for us, individually? I've always taken my health for granted, but a year ago my blood pressure, rising as I aged, finally reached a point at which my general practitioner put me on medication for it. I also was trending toward levels of blood sugar which were troubling.

I have American Indian ancestry, and these issues come with the gene set. I also knew, from the experiences of older folks in my family, that if I could control my weight, I could probably make these problems completely go away. I changed my diet and exercise habits, quit an extremely stressful work situation, and committed to getting proper sleep. I'm down from almost 200 pounds into the 170s, have been taken off my meds, and have replaced thoughts of the Sport Pilot compromise with a focus on remaining healthy enough for a third class medical.

Not all health problems for baby boomers are weight-related, but the two big ones, heart/arterial disease and Type II Diabetes, usually are. I've decided that for me, what makes the most sense is to quit worrying about how I'll fly with declining health, and instead look at my FAA medical as an incentive to live a healthier life and keep hitting my numbers.

It's always sad when we lose a member of the community, especially when some hopes and dreams obviously had not yet been achieved. Resolve to start addressing your bucket list, but also resolve to give yourself as many years as possible to complete it.

Fly Safe... *Paul*

Setting Goals for Greatness

Doug Barker, PRA Director



What is the single most common ingredient in any list of great accomplishments? The answer is, there was first a goal to reach that accomplishment. Every successful organization needs to have goals to direct their efforts towards, in order to stay on track and achieve their highest priorities. The PRA organization is made up of a very diverse group of people with many different opinions on what our highest priorities should be. While not everyone can be directly involved in the debate that forms the priorities and directions of our organization, every single member can play a part in helping to decide those priorities.

One way we can do that is to make sure we participate in the election process and that we cast our vote for people we feel will best represent our own personal thoughts and ideas on the PRA Board of Directors. Coming up soon will be our 50th Annual Convention and the election of three directors. It is not hard to qualify to run for a position on the board and we encourage everyone to consider whether you could devote some of your discretionary time to serving. If anyone has questions about what is involved or whether you would qualify, contact Stan Foster, Election Committee Chairman. Stay tuned for more information on that topic soon.

Another way you can get involved and let your voice be heard is to call me or all of the current board members and express your ideas on what the highest priorities should be. We are currently discussing and setting goals for coming years. Every member of the board would welcome your thoughts and ideas. The more people who communicate their thoughts and ideas with us the better we can represent the membership.

I believe PRA has been making some great changes and I hope to see us continue in much the same direction, however I know there are things we could still be doing better. Here is your chance to be a part of that process. Contact [me](#) or any member of the board and let us know what you think. We will listen and be influenced by the comments we hear from our members.

Contact information for all officers and directors is published in Rotorcraft E-Zine, so let us hear from you. You never know - the organization you affect could be your own.





Welcome to...

Ken Brock PRA Chapter 1 of Southern California

March 10 Meeting Report

Chapter 1 held its March meeting on the 10th at 11am. We welcomed some new visitors, Russ Owens, Bill Gosland, and Member Wbaldo Gonzalez's cousin Chano, to our meeting. The meeting was very productive! Plans are in the works right now to utilize the Gyro Glider on our May 12th chapter meeting, weather permitting.

While this hasn't yet been firmed up, that meeting will most likely take place early – 6am – on the lake bed (Gyro Cove). Someone unfortunately bugged up the lock for access to the lakebed that the BLM has in place, so we may have to trailer the glider over if we don't have access at that gate by then. In the meantime, as we know more, updates will be e-mailed out to members.



(Above: Chuck, Wabaldo and Chano.)

Jim Franklin, who's upgrading his Air Command panel, donated a variety of instruments, with proceeds to benefit the chapter. They didn't last long!! Member George Stone snapped them up before the end of the meeting. It's great when we can help each other out and everyone benefits!

Towards the end of the meeting, the Chapter went over to the Brock Hangar to look at the glider and blades. The blades are now over at the chapter clubhouse, and will be cleaned and polished (Purple Polish!) before next use. The glider is in great shape, and some improvements are in the works for it.

Russ Owens, one of our visitors, became a member



(Above: George, Grace and Karen.)

at the end of the meeting – Welcome aboard, Russ!! The meeting was adjourned shortly after 12 noon, and burgers (we're giving hot dogs a rest!) were cooked up. Good times!



Chapter 1 has a variety of fly-in shirts still available for sale, at a substantial savings! We have T-shirts for KBFFI 2008 (three XL, one 2X), 2009 (one XL), and 2010 (two large). These T-shirts look like the one modeled by Teddy Udala, Chapter VP (on the left in the photo). We also have some 2011 KBFFI shirts (two Large, nine XL) modeled by Terry Smith, chapter president (pictured at Teddy's right). These shirts are \$7 each, or three for \$20. Shipping would be \$5. Anyone interested please e-mail the chapter at pra_chpt.1@gmail.com and we will be happy to send you out a shirt! (Terry Smith, President)



PRA Chapter 2 March 10 Meeting Report

[PRA Chapter 2](#)'s March 10th meeting was called to order at 10am MST by President Doug Barker online. Also present were Secretary Paul Plack and members Lyle Carson, Kevin Richey, Steve Pearson, Stayton Barnes and Thomas Fernandez and two guests, "John from Springfield" and Rick Lindsey in Chicago.

The minutes of the February 11th meeting were approved as published in Western Rotorcraft. Doug announced that Steve Pearson has agreed to accept a position as chairman of [Rotors Over The Rockies](#) (ROTR), and Doug will chair the forums committee.

Paul reported that there will likely be four gyroplane CFIs attending [ROTR](#), but so far only Mike Burton is likely to have a machine eligible for providing flight instruction. Airgyro's new Calidus trainer is expected to be on hand, Marv Wessel says he's planning to fly his Sport Copter II up from Arizona, and Jim Fields is taking reservations for flights in the HoneyBeeG2.

We still need a banquet chairman and volunteers for many tasks at [ROTR](#). Doug reports he did a presentation on personal rotorcraft and [ROTR](#) at the meeting of an RC model aircraft club in Salt Lake City, generating interest in [ROTR](#).

Steve Pearson finished PRA's online ground school, and has an appointment March 14 to take the FAA Sport Pilot Gyroplane Knowledge Test. The weather has allowed Steve to get some dual instruction at Airgyro, and he hopes to be signed off to solo soon.

With no further business proposed, a motion to adjourn the meeting was approved at 10:20am. The meeting was immediately followed by a presentation on insurance for experimental rotorcraft hosted from Chicago by [Rick Lindsey](#) (photo at top), CEO of [Prime Insurance](#). (Paul Plack, Secretary)



Arizona Rotorcraft Club PRA 15 March 17 Meeting

[PRA Chapter 15](#)'s March 17 meeting was convened by President Carl Matter at 11am MST at the Coolidge, AZ Airport. Members present: Carl Matter, Britta Penca, Mike Willet, Al Bright, Greg Egolf, Cal Bowen, Walt and Diane George, Mark Rhoads, Mark Sanders, Doug Goodman, Ray Harstick and Marri. Visitors: Thomas Fernandez and Lynda.

The minutes from the Feb 18, 2012 meeting as printed in WR were unanimously approved.

The annual dinner will be held on April 21, at the [Coolidge Airport](#) at the PRA Ch 15 Campsite. The dinner will be held at 4 pm. 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 gyros is invited to attend. All are welcome to join us on fly-outs to neighboring airports.

A motion was made with a unanimous vote to purchase a printer cartridge for use by the Chapter 15 secretary. Meeting adjourned at 12:10pm. (Mark Rhoads, Secretary. Chapter 15's March Campout Report follows on page 7.)



March Campout Report

Carl Matter, Pres., PRA 15

[Chapter 15's](#) latest get together was a huge success. We had the largest group meet at the Coolidge Airport in years. There were about 35 people who showed up and nine gyroplanes. I was really happy to see so many people interested in camping and gyros. This local interest in personal flying and national news of the successful Carter Copter tells me there is still a strong future in gyroplanes.

As soon as I arrived on Friday Al Bright took me for a ride in his tandem PPG. It was exhilarating! Better than any carnival ride. We soared high up in the sky, made some gentle turns and enjoyed the view. I felt very comfortable and was loving it so Al made it a little more exciting. We dived down towards the Earth, skimming the surface. I was looking UP at Saguaro cacti on either side, and then we were high above the campsite again when I heard the engine quit running. We flew silently like a bird in a breeze. We banked left, then right and corkscrewed around before coming in for a gentle landing. All this fun with only a 200cc engine... and lots of talent.

Due to an uncertain weekend weather forecast the gyros were active earlier in the week when the flying weather was excellent. Britta was PIC in the Air Command tandem, Mark Rhodes was in Woodstock 2 and our resident snowbird from Colorado, Thomas Fernandez, flew his Gyrobee over from Casa Grande. Maybe I'll nickname it the Snowbee.

There were several trips to nearby Eloy for lunch. It is a renowned skydiving center and has a café that serves tasty green chili cheeseburgers. At the time there was a German record setting attempt – 240 jumpers connected – I don't think we saw it. Mark Sanders was flying all week in his big blue SparrowHawk. One day he landed somewhere out in the desert and did some exploring, and he found

some ancient artifacts. Al (at left) and Mike got some good pattern practice while sharing their KB2.

There was also Walt George and his Arizona flag RAF, Cal Bowens and the yellow RAF taxi, Garold Brown and a KB3, Greg Egolf and his red Gyrobee, Steve "Woody" Woodrum in a Cessna 140 and someone in a Mooney stopped by for a quick visit Saturday morning.

I had a trial run in the new to me VW camper and liked it very much. Some others also liked it and may have caught the bug of bringing a little home to the campsite.

The "bike" group had a great time out in the desert (apparently), since we didn't really even see them during the daylight hours! The Friday night campfire was so successful we had to erect a "heat blind" to get close enough to roast weenies. Conversation and laughter was plentiful and lasted well into the evening.

Saturday morning was warm, and sunny. The light breeze masked the sunburn I was getting. We had a nice meeting and then it turned really windy, gusting to 40 mph. The forecast was continued wind and then rain on Sunday. The quad riders went exploring and the gyro pilots packed up. A few of us went into town for a group lunch before heading home.

We meet there again in April for the annual dinner and I hope to see all of you then.



Bensen Days a Success

[PRA](#) President Scott Lewis reports [Bensen Days](#) was a success, although the number of machines was down from recent years. Among the highlights was the first flight of "Behemoth" (above), a one-of-a-kind single-

(Continued on page 8)

place gyroplane built by Gabor Kovacs. We've updated WR readers on Gabor's build thread in recent months. Greg Spicola, an experience gyro pilot, agreed to do the first test flight for Gabor once the machine got its FAA airworthiness certificate at the event. The only issues were the roll trim, which leaves the stick slightly to the right in straight and level flight, and the need for further anti-shimmy measures for the nosewheel during high-speed taxi.



PRA Secretary Stan Foster directed a dual hang test (above) to find the vertical location of the machine's center of gravity. Gabor must have done his math correctly, because with him in the seat and a half-tank of fuel, the propeller thrustline was found to pass directly through the CG. (Photo: Stan Foster)

Click the photo above for more details on the hang test. Click the image at the bottom of page 7 for a link to video of the first flight on YouTube. Gabor commented, "I am ecstatic! Two years of work, three buckets of shame, an unknown amount of dough and we had liftoff. Thank you all for sticking around and come along with me on this very exciting journey."

Viking Engine at Bensen Days - Ernie Boyette appears very happy with the performance of this [engine on the Dominator tandem](#) so far. How happy? Mike Boyette says Ernie has ordered two more!

Tim Chick's Bensen Days 2012 Photos - Tim is always busy with [still and video](#) cameras when he attends a rotorcraft event.

HoneyBeeG2 - Darren McDowell got some nice [photos of these gyros](#) we'll see at [ROTR](#). He also got a flight in the tandem.

My First Bensen Days - Doug Smith and his wife Tammy had a great time, and shared [these photos](#).

Bensen Days Award Banquet - Gabor Kovacs posted [this 18-minute video](#) of the closing ceremony.



Second CFI Commits to ROTR

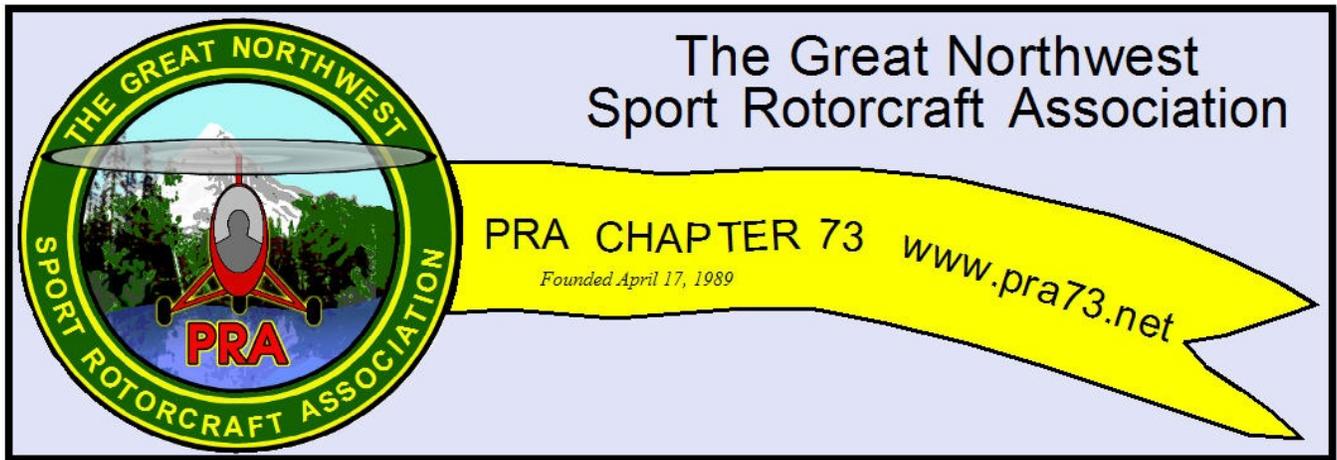
Desmon Butts, a gyroplane CFI who is planning to come to [Rotors Over The Rockies](#) this year from Texas, has posted an excellent instructional [video](#) detailing a complete preflight inspection of the MTO Sport, and two circuits in the pattern. This video also provides a great look at the machine in which you'll be able to book training time at [ROTR](#) in June.

If you're interested in getting any gyroplane flight training from either Demon Butts or [Mike Burton](#), or both of them to acquire the Sport Pilot Gyroplane add-on to an existing certificate, be sure to [contact URA](#) right away. Desmon needed a minimum commitment of instructional hours to come to the event, and URA is working to firm that up. Slots are available but will be limited the week of the event.



From the Rotary Wing Forum

Glenn Kerr of Chapter 2 has been soloing under the supervision of Airgyro CFI Mike Burton. Glenn bought a Butterfly Monarch last September, and hopes to be ready to become a Sport Pilot in gyroplane by Rotors Over The Rockies in June. Go flying with Glenn in this cool [video](#) which really shows off the scenery around Spanish Fork Airport in Utah.



March 10 Meeting Report

[PRA Chapter 73's](#) March 10 meeting was called to order by President Jon Dailey at 1:05pm PST at Sport Copter at the Scappoose Airport.

The February minutes were approved as printed in the Western Rotorcraft newsletter. The financial report given by Secretary-Treasurer Bob Johnson was approved.

Phil spoke about his helicopter. Kent Okeson joined our group. A motion to pay Jim Miller \$50.00 for printing and mailing January and February newsletters was approved. Brock and Dennis Dubios brought a part (boot) of an improved suspension system they designed and are working on.

April 14 is our annual meeting and BBQ. Consult with

[Western Rotorcraft](#)

Kelly and Gene. The club will furnish chicken and ribs and maybe hotdogs. Please bring appropriate potluck items. Call or [email Jon](#) to let us know what you can bring. Jon has a list started.

Brock will trailer his SparrowHawk gyro to Scappoose if not ready to fly. Please show up with all your gyros that you can. Affordable gyro rides will be available. Bring your friends.

[NWAAC](#) will have a [fly-in](#) at Scappoose August 10, 11 and 12, 2012. PRA 73 will get involved. Let Jon or Bob Johnson know if you want to help out.

Jon is taking names of those who might be interested in Sharing a club hanger at Scappoose.

The meeting was adjourned at 1:56pm. (Jon Dailey, President. Photo by Kevin Richey.)

What Type of Helmet Do YOU Use?

Terry Smith, President, PRA1



This is a question I posed on the Rotary Wing Forum recently, and I got quite a few interesting responses, so I thought I'd share what I looked for, looked at, and perhaps give others like me (currently helmetless) some things to look at and consider. Ultimately, it's YOUR decision!

Comtronix - Prior to flying, I rode a motorcycle, so I'm familiar with that style of helmet. So, my first stop was Comtronics (www.comtronics-aero.com) where they have both open-face and full face helmets. Their website has a fairly decent selection of helmets to choose from.



The open-face helmets look to have a snap-on face shield, but I couldn't see whether they were attached with additional security. That leads me towards either full-face or no shield with that type, wearing goggles instead. A face shield going into a prop isn't my idea of fun!

The other concern I have is that I received feedback on the forum about the quality of the Comtronics electrical components. A number of people mentioned they replaced the included electronics with different parts to improve quality. This was also reflected in consumer reviews I found online. So, if you go Comtronics, you may (your experience may vary) end up making changes too.

Flycom - My next stop was www.flycom.co.uk. This British company makes what looks to be a very well-made helmet. I really like the field of view that the face shield provides, and it is secured with 2 screws in addition to the 3 snaps. Every review I've seen on this helmet has been favorable, with high praise for its audio and noise suppression. These helmets are not cheap!! The prices that they show on the site are in British Pounds - you're going to have to convert that to USD, and you'll see just how much these go for. Being that they are overseas, my concern would be time lag should you have any issues with the helmet. But, with today's express mail service, that shouldn't be too much of a problem.



Gentex - We have a few people who use these helmets and really like the comfort and audio qualities. However, the prices for a new one (over \$1,000!) puts these out of my reach. I imagine they can be found used, and would probably be a great choice once cleaned up. (www.gentexcorp.com)



Lynx - I flew a Trike in Hawaii with the Lynx helmet (www.lynx-avionics.com) and found the noise suppression excellent and audio was great as well. (I sat just in front of the Rotax 912 with no issues) This is another British company, and if service is needed, it appears that service is performed in England, which could be pricey.



There is also a battery in the Lynx helmet and it requires charging. I have read that people have let this drain and weaken, requiring the helmet to be sent back for battery replacement. While I really liked the Lynx, I prefer not to have that issue.

In the end, my decision is down to two current choices - Comtronics or Flycom.

Comtronics is more within my price range, has a decent selection, and it doesn't appear difficult to improve the electrical components if necessary. Flycom has a helmet that may be superior in fit, finish and overall quality, but there is always the concern of issues down the road and the possibility of mailing it back for service (but I don't believe that to be a deal-breaker). After all, hearing what you need to AND preserving your hearing itself should be your primary concern.

Ultimately, you'll need to decide what your budget is, what style and features you're looking for to decide on a helmet. New or used can also be a deciding factor. And I'm certain there are a few other helmet choices out there. These are just the ones I recently perused. Good luck with your helmet search!

Gyro Joint Ownership Plan

John Rountree of [PRA Chapter 31](#) is working on an opportunity to participate in the joint ownership of Aviomania Genesis single- and two-place gyroplanes. A conversation is underway about this program on the Rotary Wing Forum. Read all about it [at this link](#).



The ArrowCopter: Part I **Leigh Allison**

Leigh's account of his visit to the factory and flight in the [AC-10](#) will be presented in two parts. Watch for part two in the May issue of Western Rotorcraft.

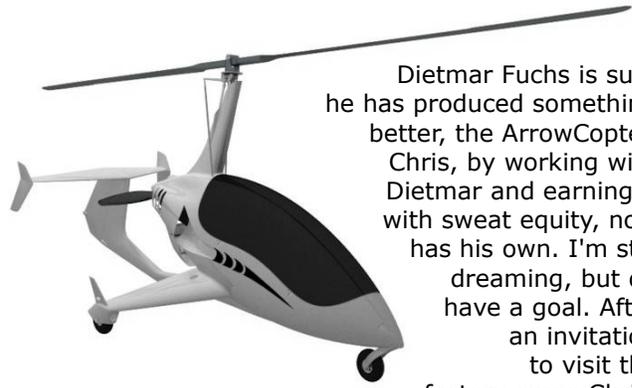
The love of Rotary wing flight is a common bond that draws us to this (Rotary Wing) Forum from around the world, our fellow members a diverse and fascinating group that bring with them an infinite variety of skills and life experiences to share. When Chris Kurz began telling us of an exciting new gyro being born in Austria we were interested, when we saw the pictures, a lot of us fell instantly in love.

I do not believe in fairies, or something for nothing, but I do believe in love at first sight, and of having a dream. In the thread he posted, the proposed new machine was super hot sizzling eye-candy. It set pulses racing and a host of Forum members drooling, but it's aims, and estimated price tag left most with the feeling that it would simply be a dream.

But dreams can be attained as all of us know. With a goal, hard work, bit of luck, determination the human spirit can and does achieve some pretty impressive feats, we see them on the Forum all the time.



Dietmar Fuchs is a gyro pilot who has flown Magnis and MT's, but had a dream that he could produce something better. Chris Kurz, another gyro pilot, had a dream of flying across the US in a gyro, then did so, enthralling us all as he [took us with him](#). He, too, saw the ArrowCopter, and along with the rest of us, fell in love and promptly had another dream.



Dietmar Fuchs is sure he has produced something better, the ArrowCopter. Chris, by working with Dietmar and earning it with sweat equity, now has his own. I'm still dreaming, but do have a goal. After an invitation to visit the factory came Chris, with great generosity, offered to pick me up from the airport, put me up, and take me to the factory. How good was that?

During the surprisingly long drive home, it was rapidly evident that besides being a totally committed gyronut - sorry, gyronaut - Chris is warm, humorous and multi-talented. At his home in Eisenstadt I met a gracious and charming Katharina and one of their daughters, Salina, before immediately being whisked off out to dinner to nearby Rust. When Chris had told me that he lived in a good wine area, he wasn't kidding. Some of the Austrian wines he picked out during the meal were superb.



Early next morning Chris and I were on the road for the FD-Composites factory (above) at Amstetten. The factory is a neat, compact, two-story structure set in countryside,. Upon entering I was greeted by a line of ArrowCopters in varying stages of completion. After meeting Dietmar and most of the staff, Chris, who was now acting as factory spokesman, began the tour and I was given permission to photograph anything I wanted.

The atmosphere there is of quiet calm, and people who know their business doing just that. As Chris took me along the assembly line I began to see just what does go into making up the bones of the eye-catching craft this machine undoubtedly is. Without a

(Continued on page 12)

big red "S" on my chest and lacking X-ray vision, I was not able to stress analyze the various parts I examined, but every single one was light, strong, and looked of uncompromising build quality.



Carbon fiber parts (company photo) look good if done well. I should know. I built the pod for our Hornet from it, parts of which did come out looking as good as the ones in the magazine pictures and glossy ads, but in the end Stu and I chose to paint it, because I wanted to hide those unfortunate blemishes that had occurred due to overheating during the cure and showed up like pimples on a supermodel's face. A great deal of these machines is carbon fiber, and all I saw was done to a high standard.

The engine bay has a stainless steel firewall between it and the structure of the back cabin. After the firewall and rear cabin wall there is a shallow area that contains a lot of the wiring busses and sensor boxes, engine recorder and remote units for the MGL EFIS. There is a cover for that and then comes the seat back. The rear occupant is therefore well insulated and shielded from both engine and the noise. With the seats out, panels in the floor allow access to wiring, fuel lines at the rear coming up from the fuel tanks in the stub wings and the large, thick, push-pull, aircraft-grade cables that actuate movement of the rotor head. I know some people have expressed reservations, however these are very thick aircraft grade assemblies and I, having seen them, would have no such apprehension.

As we moved slowly along the line of fuselage sections starting from the unit least assembled I watched a whole nose wheel assembly removed in minutes for adjustments. A main wheel removed in minutes to disassemble and change a tire. In the nose section the instrument panel and all instruments were very accessible for removal or inspection.

Part way down the line I came across a Ferrari red model being worked on by a man and his two sons.

On being introduced, his name rang immediate bells: Dr Claudius Klimt of Carter Aviation Technologies.



Claudius continues to practice emergency medicine on a part time basis. He served in the Maryland Air National Guard and retired after 22 years as a Col. He has his SEL, SES, MEL and Instrument pilot ratings with over 2300 hours of P1 and has built a twin engine kit AirCam N119CK. His fascination with the Carter slowed rotor compound technology had led to extensive volunteer contributions on the Carter team to help bring the concept to production.

ArrowCopter has been forward-thinking in recognizing the present US impasse on factory built machines and is, along with the factory built models, producing it in a kit form that will allow a builder to satisfy the 51% rule and build his own machine. Claudius was there doing just that. His brand new, just delivered Rotax 912IS was sitting on the stand waiting to be installed and he is extremely enthusiastic about this machine. I have a feeling it won't be long before it is ready to take to the air.

Next month: Flying the ArrowCopter AC-10

URA Winter Webinars Posted

The URA Winter Webinar Series is now available as a series of videos linked from the new [Public Library](#) page at www.utahrotorcraft.org. This year, we enjoyed Dick Goddard's look at his early years in gyroplanes, including the Windryder and McCutchen Skywheels blades; Claudius Klimt's coast-to-coast flight in an AirCam; and an eye-opening discussion on experimental rotorcraft insurance from Rick Lindsey, CEO of Prime Insurance. These videos are free to the public, regardless of membership in URA.

Gyroplanes for Sale

SPORT COPTER VORTEX - Rotax 618, 8"-x-25' rotor, adjustable pitch hub. 44 hours TT. Asking \$28K. Randy, Yacolt WA. (360) 772-4255. (WA, 4/12)

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)

Classified ads in Western Rotorcraft are available free to members of any participating PRA chapter. Contact your chapter (see page 1) for details.