

Western Rotorcraft



***Rotors Over The Rockies Event Guide
El Mirage Gyroglider Tradition Returns
PRA 31 Joint Ownership Launches
CRA Rocky Mt. Freedom Fly-In
ARC Gyro Buddy Campout
June 2012***



Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club ([PRA 15](#))

Third Saturday, 11am MST, Various Locations
 Summer Hiatus - Meetings Resume in September
 Carl Matter: keenuk@aol.com

Ken Brock Rotorcraft Assoc. ([PRA 1](#))

Second Saturday, 11am PT, El Mirage, CA
 Terry Smith: terry.smith@earthlink.net

San Diego County Rotorcraft Club ([PRA 31](#))

Third Thursday, Various Times/Locations (CA)
 Dave Bacon: davesconcretepumping@msn.com

Colorado Rotorcraft Assoc. ([PRA 38](#))

See [website](#) for times & locations
 Mark Shook: Mark@CopterPilots.org

Great NW Sport Rotorcraft Assoc ([PRA 73](#))

Second Saturday, Noon PT, Scappoose Airport
 June 9, 2012: [Sport Copter](#), Scappoose, OR
 Jon Dailey: jon@sportcopter.com

PRA Chapter 2 ([PRA 2](#))

Second Saturday, 10am MT
 June 9, 2012, 5pm at [Rotors Over The Rockies](#)
 Doug Barker: president@utahrotorcraft.org

Utah Rotorcraft Association

Annual Members Meeting at [ROTR](#) 2012
 Next Board Meeting at [ROTR](#) 2012
 Main Hangar, Brigham City Airport
 Details to Members by E-mail
info@utahrotorcraft.org



2012 Event Calendar

Thu-Sat, June 7-9, Utah
[Rotors Over The Rockies](#)

Saturday, June 16, California
[Hiller Vertical Challenge](#)

Mon-Sun, Jul 23-29, Wisconsin
[EAA AirVenture Oshkosh](#)

Tue-Sat, Jul 31 - Aug 4, Indiana
[PRA Golden Anniversary 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 - Contacts, Calendar, 2; From the Editor, AHIA Forms, 3; Chapter Reports, 4-10; [ROTR](#) Event Guide, R1-R4 (Center Insert); Gyro Buddy Camp-In, 5; Rocky Mt. Freedom Fly-In, Engines at Aero Friedrichshafen, 7; G-YROX Update, 11; ArrowCopter, Classifieds, 12.

On the Cover - Mike Burton flies Brian Bird's red SparrowHawk at Rotors Over The Rockies 2010.

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From the Editor



Welcome to a special, expanded issue of WR, including a four-page event guide for [Rotors Over The Rockies](#). This section forms an insert between pages 6 and 7 of this issue.

(If you received WR without the guide, download it free at www.utahrotorcrafter.org/ROTR.html.)

The 2012 meet will bring together more to see and do than any year so far. Two gyroplane CFIs, Mike Burton and Desmon Butts, will be here with training machines. The helicopter CFIs from Whirlybird Helicopter will be available in for intro flights, instructions and scenic tours. We'll have presentations from representatives of at least four gyroplane kitmakers, opportunities for flight reviews and unique training forums.

We're adding a Saturday morning breakfast (\$5 donation) to our Saturday afternoon awards banquet this year, and planning to do a group dinner at the (locally) famous [Maddox Family Drive-In](#). A Friday breakfast flight to the [Auger Inn](#) at Ogden (21 nm to the south) for gyroplane pilots is very likely.

[Brigham City Airport](#) is a phenomenal facility which features a 7,500' runway with full-length taxiway, 100LL and Jet-A fuels on-site, and auto fuel available nearby. It's hard to imagine a better environment, with ultralight-friendly Class-G airspace and sparsely-populated areas to explore in the immediate vicinity of the airport, and Class-D and -C airports within a reasonable distance to accommodate any imaginable flight training need.

Admission and on-airport camping are free. URA has again rented enough enclosed, secure hangar space to accommodate visitors for a \$20 donation per rotorcraft (two-bladed rotors) for the whole week. We have a lounge for catching up with friends or holding a PRA chapter meeting, a separate classroom for forums, and a designated thrust-test area located well away from pedestrians and parked aircraft. The FBO even has a Sport-Pilot-eligible vintage Ercoupe C available to rent at just \$86/hour.

Just as important as any of the planned activities at ROTR, or the unofficial flying activities inspired by the scenery, is the warm, welcoming community in which ROTR is held. If you've been here before, you know what we mean. If you haven't joined us yet, make 2012 the year you find out for yourself!

Fly Safe!

Western Rotorcraft



AHIA Offers Free Newsletter

The Australian Helicopter Industry Association is attempting to fill the role of the former Helicopter Association of Australia, which went defunct in 2008. From the first issue of its newsletter:

When Australian ABC helicopter pilot Gary Ticehurst and his camera team were lost in a night helicopter accident near Lake Eyre, South Australia, in August 2011, many older pilots reflected on his past efforts (and those of others) in helping to develop the now defunct Helicopter Association of Australia (HAA) over the past 30 years.

Many felt his work, and the efforts other generations of presidents should not be lost when the HAA collapsed in 2008, after serving industry for a quarter of a century.

Since 2008 we have had no voice. Agencies such as Civil Aviation Safety Authority need help when they have to regulate new technology...



URA wishes the new AHIA success. A website is under construction. If you'd like to subscribe to the free electronic newsletter, contact Rob Rich at helicopterassociation@bigpond.com.

Download the first issue of the newsletter [here](#).



PRA is seeking E-LSA gyroplane owners interested in Robert Stark's class for the Repairman Certificate, to be held at the 50th PRA Convention. Here's a chance to earn the qualification to do your own annual inspections on your E-LSA gyroplane. Cost is \$375 and at least 14 commitments (\$100 deposit) are needed. Get contact info at www.pra.org.



Welcome to...

Ken Brock PRA Chapter 1 of Southern California

May 12 Meeting Report

The meeting was called to order at 10:20am by [Chapter 1](#) President, Terry Smith. Present were Wbaldo, his wife and daughter, George, Grace, Moe, Ampy, Karen, Doug C., Jim, Richard, Jeff, Teddy and Doug H. We also had Mike from San Diego who came with Doug H.

Pre-meeting activities started earlier than usual because members met at 7:00am and took the gyro glider on the lake. A total of nine members got rides on the glider. Weather was perfect! The chapter is planning on trying to do this each month, with luck.

Peter Prentice did a fantastic job helping us out as always. Terry mounted a video camera to the glider and recorded members on their flights, but the battery died out at some point, and some flights weren't recorded. Terry plans to make some DVDs of those flights which were.



Moe and his wife brought rolls and coffee and set it all up by the fence for members to enjoy. Moe said he would buy a canopy and put up by the fence for everyone to sit under while others are flying in glider.

Teddy mentioned that anyone wanting to ride

[Western Rotorcraft](#)

on the glider next time needs to be there at 7:00am for a briefing so they know what is happening. He also mentioned that all observers should be watching the glider pilot this is very important.

Terry wants to get a few dry erase boards for the fly-in to write down the schedule of the day so everyone will be able to know what is going on. During the fly-in chapter needs volunteers to help out. At the sign in table someone needs to be there at all times.

Terry made a motion the meeting be adjourned and Moe seconded the motion. The meeting was adjourned at 11:10am.

While Terry was handling the BBQ Teddy showed all members the blade covers he had made for the glider blades. They were made from ironing board material, and looked REALLY nice! (Terry Smith, President. At top of column: Wbaldo with Chapter 1's gyroglider.)



Left-to-Right: Britta Penca, Lonni Ibrahim, Mark Rhoads, Doug Goodman, Ben Suissa, Cal Bowens, Mike Sutherland.

ARC (PRA 15) May Report

Arizona Rotorcraft Club



PRA Chapter 15

The [ARC](#) Days Gyro Buddy Camp-In/Fly-Out held May 17-20 was a fun and successful event despite the poor turnout due to the forecast of high winds. A total of seven gyros (two under various states of construction) attended. Roughly 25 people attended the Saturday night dinner.



miles). Technically, the farthest (from home) attendee was Thomas Fernandez from Colorado Springs, but he had been here since February, and by the time of the fly-out event, the cross country trip to Coolidge/Casa Grande was old hat for him. (L-R above: Daniel, Katrina and Ben Suissa.)



The fly-out schedule had to be modified due to the winds, but two of the cross country flights were completed – Saturday to Coolidge and Eloy (round trip 126 miles) and Sunday to Benson (round trip 100

The farthest traveled (with gyro) to the event itself was Ben Suissa from Yuma. Ben brought his family with him. Ben and Katrina's son Daniel went on his second ever gyro flight in the AC Tandem.



Special guests - Linda and Lonni (family of Marion Springer) drove from California. Lonni (at right with Britta, above) participated in the cross country fly-out on Saturday and is looking forward to becoming



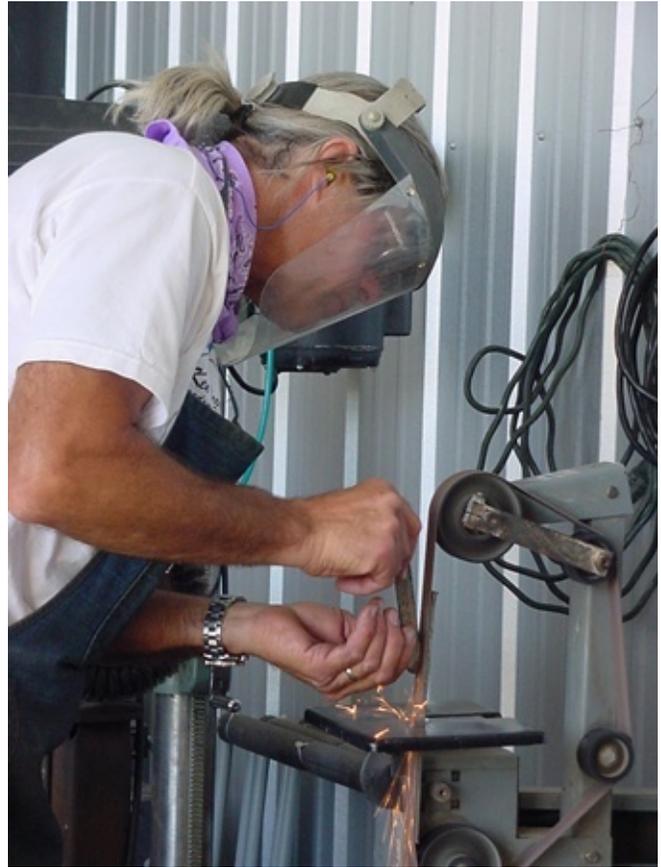
a gyro pilot. A thank-you to Doug and Linda Goodman (Yuma) for the excellent apple pies for the gyro hot dog and apple pie dinner on Saturday night. We would like to issue an apology to the folks who came to the event expecting to see gyros – all were out on the fly-out.



Mike Sutherland brought his partially completed, self-designed gyro tube frame tandem, which will be Lycoming-powered and eventually fully enclosed. (Photo above.) Mike is one of the original [Chapter 15](#) members. He was able to become re-acquainted with members he had not seen in many years.

As always, the flying was fun, but even more fun was the camaraderie with fellow gyro pilots -learning new things and seeing the incredible talents and initiatives of other members.

Until next time, fly safe, and we will see you in the fall. Most importantly – support the [PRA](#) – it's our only national voice with an agenda for promoting gyroplanes. (Mark Rhoads, Secretary)



Top of left column: Daniel gives a thumbs-up as he taxis out for a flight with Britta in the Air Command Tandem. Above: Mark Rhoads finishes a replacement part for Ben Suissa's Sport Copter. Carl Matter notes, "If you have to break down, it's best to do it in front of Mark's hanger. He can fix anything!"

Mike Sutherland's Gyro

Mike Sutherland is working on a two-place gyroplane project (at left). So far it is a lot of chromoly tubing that he has cut and gas welded together into an impressive space frame. The final design has the potential for a fully enclosed body and clear canopy. It will have dual controls but he doesn't plan on using it for training. The engine he has in mind is a Lycoming O-235 but could end up with a O-360 or a Subaru. Fuel capacity is about 20 gallons. The way it sits now it weighs around 175 lbs and he hopes to keep it around 700 lbs total.

He has designed twin boom tails as an option. Other design features include a folding mast, casting nose wheel and differential braking. It has taken him a year to get this far and he expects to have it flying in another year or so. They say you can't rush fine art. Keep at it Mike, we look forward to seeing it in the air. (Carl Matter, Pres.)



Rotors Over The Rockies 2012 Official Event Guide



Thursday-Saturday, June 7-9, Brigham City, UT

Great flying, friends, food and fun! This year, [ROTR](#) returns to [Brigham City Airport](#) in a 120,000 sq. ft. hangar with indoor kitchen, restrooms and classrooms for forums, inspection services, and spectacular scenery! Register for awards, come early for flight instruction, meet pilots and builders, and talk with manufacturers' reps!

New in 2012 - Come early for instruction from one of *two* gyroplane CFIs, or get your Sport Pilot Gyroplane add-on by flying with both of them! Get helicopter flight instruction, intro flights and scenic tours from Whirlybird Helicopter. Attend Chris Kurz's presentations on the ArrowCopter gyroplane from Austria, and his epic Boston-to-San Diego gyro flight.

Enjoy forums on a variety of rotorcraft-related topics Talk with authorized reps of gyroplane kitmakers Aviomania, Butterfly, ArrowCopter and AutoGyro USA. Get a static thrust test for your gyroplane. Join one of two informal breakfast cross-country flights. Register your aircraft for awards at our Saturday banquet.

Schedule and Forum Details - Page R-2
Airport & Safety Information - Page R-3
Flight Instruction, Misc. Info - Page R-4



Rotors Over The Rockies 2012 Event Schedule



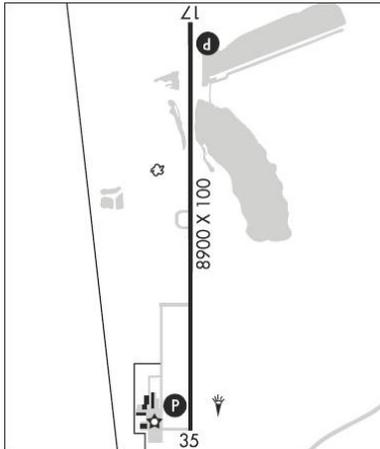
Tue Jun 5	9am	Earlybird camping opens. Call (801) 923-4URA (4872) a few minutes before you arrive.
Wed Jun 6	6a-9p	Gyroplane Flight & Ground Instruction / Desmon Butts, Brigham City Helicopter Flight & Ground Instruction / Whirlybird Helicopter CFIs, Ogden
Thu Jun 7	6a-9p	Gyroplane Flight & Ground Instruction / Mike Burton, Desmon Butts, Brigham City Helicopter Flight & Ground Instruction / Whirlybird CFIs, Brigham City/Ogden
	8am	Pilot Briefing, ROTR HQ
	1pm	Introduction to Helicopter Instruction / Whirlybird Helicopter CFIs (Brigham City) Learn about helicopter piloting careers and the training required
	2pm	Writing & Photography for Media / Paul Plack The editor of Western Rotorcraft shares guidelines for amateur writers and photographers submitting material to publications.
	3pm	Basic Aircraft Antennas / Paul Plack Learn to build, mount and tune basic antennas, and how to avoid pitfalls that hurt performance.
Fri Jun 8	6a-9p	Gyroplane Flight & Ground Instruction / Mike Burton, Desmon Butts, Brigham City Helicopter Flight & Ground Instruction / Whirlybird CFIs, Brigham City/Ogden
	8am	Pilot Briefing, ROTR HQ
	11am	Cross-Country Breakfast Flight to The Auger Inn, Ogden Hinckley Airport The AutoGyro MTO Sport / Desmon Butts, CFI Watch Desmon take us through a thorough pre-flight inspection of his machine, and answer questions about its unique features.
	1pm	ArrowCopter Test Flights / Chris Kurz Chris will share photos and accounts of his test flights in the new ArrowCopter gyroplane.
	2pm	Choosing the Right Gyroplane / John Rountree, Aviomania Aircraft John discusses the options available to gyro builders and pilots.
	3pm	Gyroplane Insurance Q&A / Rick Lindsey Rick is the CEO of Prime Insurance and a helicopter pilot. Learn about the costs and availability of insurance for Sport Pilots and experimental aircraft.
	4pm	Gyroplane Thrust Tests, mid-field apron tie-down area, Brigham City Airport
	5pm	Group Dinner at Maddox Family Drive-In
	8pm	Boston to San Diego by Gyroplane / Chris Kurz Chris will narrate a presentation on his epic cross-country flight in a gyroplane.
Sat Jun 9	6a-9p	Gyroplane Flight & Ground Instruction / Mike Burton, Desmon Butts, Brigham City Helicopter Flight & Ground Instruction / Whirlybird Helicopter CFIs, Brigham City
	7am	URA Pancake Breakfast (\$5 Donation)
	8am	Pilot Briefing, ROTR HQ EAA Young Eagles Rally, Brigham City Airport Gyroplane Invasion of Logan, UT Fly-In Pancake Breakfast A few gyro pilots will make a 17 nm flight and dramatic entrance to encourage the curious to fly down to ROTR after they're done eating!
	11am	Gyroplane Group Ownership Options / John Rountree John will explain details on a unique group ownership initiative underway in PRA Chapter 31, its availability nationwide, and its potential to bring down the cost of dual instruction for members.
	2pm	Butterfly Gyroplanes / Doug Barker Doug will present details on Larry Neal's innovative line of gyroplanes, and discuss the company's unique ultralight training program using gliders.
	3pm	Aviomania Gyroplanes / John Rountree John will share details on development and Genesis kit availability in the US.
	5pm	URA Awards Banquet (Lasagna Dinner, \$10 donation)
	6pm	ROTR Official Closing
Sun Jun 10		On-Airport Camping remains open until noon MDT.

All times MDT. All times tentative subject to instructor availability, weather and mechanical failures and may be adjusted without prior notice to maximize opportunities for attendees to fly in optimal conditions.



Rotors Over The Rockies 2012

Airport, Event & Attractions Info



KBMC - Elevation is 4,229' MSL; standard pattern is left for both 17 and 35 at 1,000' AGL (5,229' MSL.) Birds north of rwy. Ag planes may conduct frequent operations. Density Altitudes exceed 7,000 feet.

Nearby Airports

- Logan, UT** ([KLGU](#)) 17.1 nm
- Ogden, UT** ([KOGD](#)) 21.6 nm
- Preston, ID** ([U10](#)) 33.8 nm
- SLC, UT** ([KSLC](#)) 46.1 nm

Points of Interest

- [CAF Warbird Museum](#)
- [Promontory Point](#)
- [Great Salt Lake](#)
- [Temple Square](#)
- [Bonneville Salt Flats](#)
- [Brigham City Info](#)
- [ATK Rocket Garden](#)
- [The Auger Inn](#)
- [Maddox Family Drive-In](#)
- [Hill Aerospace Museum](#)
- [Lagoon Amusement Park](#)
- [Park City Olympic Park](#)

Brigham City Airport ([KBMC](#)) is in Class G airspace up to 700' AGL. (Click diagram at left for full FAA AFD info.) There are sparsely populated areas nearby to explore safely at low altitude. 100LL avgas is available on the field 24/7 with credit card. Auto fuel available nearby (bring cans).

CTAF is 123.05 Mhz. All rotorcraft announce "clear" on CTAF when starting engines, props or rotors. (Will be heard on PA system). All engine starts are to be in designated areas, or minimum 500' from pedestrians.

Gyroplanes use left pattern at 500' AGL (4,729 MSL) for both runways 17 and 35, well inside a typical fixed-wing pattern. Calm wind runway is 35; space downwind approximately over Airport Road, outside camping/parking areas. No takeoffs or landings on taxiways per management.

Helicopters use standard pattern when practical; use right pattern when necessary to avoid fixed-wing traffic.

Camping is free on the airport starting June 5, but no showers or electrical/water/sewer hookups for RVs available. Motel chains have locations nearby along I-15. Reserve early for best rates.

Camping alternatives: KOA, 1040 W 3600 S - (435) 723-5503
Golden Spike RV Park, 905 West 1075 South - (435) 723-8858

Hangar - Indoor overnight parking is available for small rotorcraft with two-bladed rotors for a \$20 per-aircraft donation covering Tuesday-thru-Saturday nights on a first-come, first-served basis.

Reserve Hangar in Advance using the button below:



(Transaction will be completed on PayPal website using major credit card or PayPal account.)

Directions to Airport - From I-15, take Utah Exit 365. Turn east at the bottom of the ramp and proceed about 200 yards, then turn left on Airport Road. Look for a large billboard overhanging the road - just before you reach it, turn right on 1800 S, and look for signs and/or parking personnel.

Awards - Aircraft will be judged for awards including Grand and Reserve Champion Rotorcraft, Innovation, Farthest Traveled, Dead Dinosaur Award (most observed flying in the opinion of the judges), and Pilot & Machine (judged by fellow pilots.) Awards will be presented at the Saturday Banquet.

Climate - Average weather in early June is daily highs near 80, nightly lows in the upper 50s, and dry. Airport elevation is 4,229, so bring sunscreen, a hat and lip balm, keep hydrated.

Questions? Contact [Doug Barker](#), (801) 628-7598.



Rotors Over The Rockies 2012

Flight Instruction Hours Reserved as of May 31

Updated Daily at www.utahrotorcraft.org/ROTR.html



Reserved	Pending	Available
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Michael Burton, CFI (Gyroplane) - Mike is based at Spanish Fork (UT) Airport, and instructs in a SparrowHawk. Available starting June 7.

Thursday, June 7

4	1	4
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Friday, June 8

2	1	6
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Saturday, June 9

2	1	3
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[Reserve time with Mike](#)



Desmon Butts, CFI (Gyroplane) - Desmon is based in Texas, and instructs in an AutoGyro MTO Sport. Available at ROTR starting June 6.

Wednesday, June 6

2	1	7
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Thursday, June 7

3	1	6
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Friday, June 8

6	1	2
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Saturday, June 9

2	1	3
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[Reserve Time with Desmon](#)



Whirlybird Helicopter - Whirlybird Helicopter supports ROTR each year by providing helicopters and CFIs to offer introductory flights, flight instruction and scenic tours.

Whirlybird will serve attendees from Ogden and Brigham City airports during ROTR, and will present an introductory forum for attendees.

Reach Whirlybird at (801) 726-3627, or via e-mail at: info@flywhirly.com

Other Services at ROTR 2012

Airmotive Service - Full-service FBO on the field with 100LL and Jet-A fuels, airplane flight instruction and rentals, mechanics, aerial application and photography, guest services: www.airmotiveservice.com

Lucky Duck Aviation - Whirlybird's affiliated fixed-wing flight school, based at Ogden, Has a Cessna 172 available for airplane training and flight reviews during ROTR. Get details [here](#).

Days Inn Brigham City - This relatively new motel is located three miles south of the Brigham City Airport off I-15 Exit 362. Details and contact info available at [this link](#).

Jim Gilchrist, DAR - Airworthiness and annual inspections, including gyroplanes. Jim will not be available at ROTR this year, but welcomes inquiries. Contact Jim at kdhflightpath@msn.com or (801) 560-4470.



Rocky Mountain Freedom Fly-In Defies Cool, Windy Weather



Saturday May 19th began with a change blowing in from the north. What had been temps in the 80's most of the week turned to mid day temps in the 40's with winds gusting up to 30 mph.

Weather aside, the hardy members of [Chapter 38](#) showed up in force, with four gyros (Bruce McCombs, Little Wing 2 place; Tim Mercer, Little wing single; Todd Rieck, Yamaha powered Air Command; and Mark Shook, Xenon RST). They also brought their friends. We had Terry Wilson from Billings Montana, the Palmers from Nebraska, and Colorado rotorcraft fans from Burlington, Denver, Ft. Lupton, Canon City, Colorado Springs, Peyton and Falcon.



Engines at Friedrichshafen

This year's [Aero Friedrichshafen](#) show featured an aircraft powerplant area for the first time, and it attracted 20 exhibits. Among the more interesting bits of new technology was a "dieselized two-stroke engine" from Hirth shown in YouTube screen capture above) which can run on either kerosene or gasoline.

Also on display were innovations in electric aircraft powerplants, and a turbofan engine designed specifically for general aviation use.

Click on the image above to view Thomas Borchert's video report for AvWeb.



EAA Chapter 72 provided Lunch and some ground support, and several people got a ride in a gyrocopter at our high altitude.
(Mark Shook, Pres.)

(At left, Mark Shook stops the Xenon in the brisk wind and holds it stationary above the runway causing it to appear to hover and back up.)

Chapter 31 Approves 'Gyroplane Fractional' Plan



Editor's note: A program launched by [Chapter 31](#) in San Diego could become a model for efforts elsewhere in the US to make gyroplane dual training more widely available and affordable. John Rountree (at left) presented these details on the opportunity at a special meeting on May 21.

The meeting was called to order at 6:45pm. Attending were Dave Bacon, Ives Able, Russell Hedges, Rick Eichmann, Tom Kelly, John Rountree and our newest member Keith Dombrowski. Bruce Charnov called his vote and proxy in to vote for the LLC. We had a great deal to cover so normal business was postponed until next months meeting.

John started the meeting by reminding us of [PRA 31's](#) stated mission: To create a complete FBO with flight training and aircraft available for use only to our members including:

- Ground school
- Aircraft flight instruction
- Use of gyroplanes owned by PRA31 and available to its members
- A method for co-ownership (fractional ownership) which will provide a way for two or more members to share the cost of the same model aircraft enabling more of the general public to join us.

John then explained the "California problem" and how we have gyroplane instructors but the market is just too small for an instructor to afford to buy a \$30K+ training gyroplane and make a living for his family.



He described how PRA 31 has the opportunity to solve that by providing an instructor with a two place Genesis G2sa (manufacturer's photo above) using our Lycoming O320 engine as our share of equity in a co-ownership with John.

However, we need to attract one or more new investors for the other half of the \$18K needed. Hopefully we can find two other chapters so their members could use the gyroplane for training in the summer, and we could use it in the winter when it would be too cold to fly at other chapters. All our members could use it year round at fly-ins.



Above: Chapter 31's vintage Hollmann Sportster was found to have a low-time Lycoming O-320, which will now power a new Aviomania Genesis tandem trainer.

John announced that we have made a major step forward by writing the co-ownership contracts necessary to create a Limited Liability Holding Company (LLC). John had prepared a slide show presentation with his verbal descriptions explaining:

- How an LLC can limit your liability and risk to only the value of your investment
- How a holding company is allowed to invest in personal assets such as an aircraft, partnerships, other LLC's or almost anything of value
- Which states are corporate havens and how Nevada laws protects corporation against lawsuits and piercing the corporate veil as well as charging no state income, franchise, or estate taxes
- A Nevada entity costs only \$325 to \$950 per year depending on how much you can do yourself
- Step-by-step setup of a Nevada Limited Liability Holding Company
- How a new member in PRA 31 becomes a co-owner in the same percentage that PRA 31 owns in the aircraft
- How to structure co-ownerships and how we bill each owner/user by the hour for expenses and wear and tear

- How part of the user fee will pay for expenses and the rest will be distributed back to the co-owners, paying PRA 31 and investors back for loaning the money to provide training on the west coast
- How John is setting up a national Limited Liability Holding Company call Rotorcraft Partners LLC Co that PRA 31 could choose to use instead of a separate entity
- How having our aircraft owned by the LLC makes it as easy as selling stock to sell a partners an interest in the aircraft with no new registration needed
- How we can advertise for new member/investors as we have the contracts and LLC to protect investors

We discussed operating expenses and how the more hours flown per month the less we could charge per hour with the same amortization period. Much more detail was explained and many questions were answered and then we voted to:

- Increase yearly dues for the first year of membership to \$100, pro-rated \$25 for yearly dues and \$75 non-refundable buy-in to Chapter assets, then \$25 for all remaining years
- Spend money on flyers/advertising to acquire new members/investors
- Register the Genesis G2sa with Rotorcraft Partners LLC and not setup our own, paying for the service only after we get our first investor and need a "Members Asset User Agreement" from Rotorcraft Partners LLC.

The meeting was adjourned and there was a great deal of excitement in moving forward.



Happy Birthday, Marion!

PRA [Chapter 31](#) planned a surprise weekend of flying and birthday party for gyrocopter legend Marion Springer at El Mirage on March 31, 2012. Many chapter members made plans to be there.

Unfortunately, many flying in had to turn back when marginal VFR conditions deteriorate further. Those who did make it had a great time! (*John Rountree, Chapter 31*)



Bonneville GyroFlyers (PRA 2) May 12 Meeting Report

The May 12 meeting of [Chapter 2](#) was called to order at 10:38am MDT by President Doug Barker in Curt Pittman's hangar at Brigham City Airport. Also in attendance were Secretary Paul Plack and members Lyle Carson, Steve Pearson and Curt Pittman, and guest Curtis Lund. The April minutes were approved as published in Western Rotorcraft. A membership application from Curtis Lund was approved.

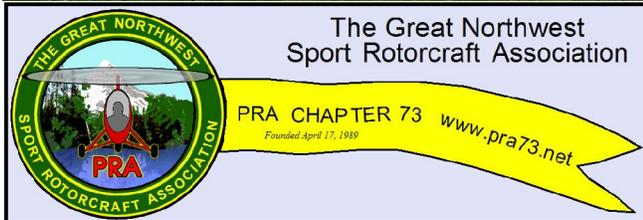
Under Old Business, a discussion which started at the April meeting was concluded with an approved motion to establish "Bonneville Gyroflyers" as Chapter 2's official organization name. Doug will look into the possible forms the entity could take for tax purposes, and Steve will continue to research banking options, with a goal of having banking and PayPal accounts set up in time for 2012-2013 membership renewals during June.

Doug noted that our group has never been able to make flying an integral part of most meetings, and proposed that we resolve to make our July, August and September meetings "mini fly-ins" at a variety of locations.

Steve Pearson reported that his recent survey of active gyroplane flying locations around northern and central Utah in the 1990s determined that some dry lakes have now become overgrown with vegetation, and others are controlled by mining interests.

The group informally agreed to Doug's suggestion to hold the July meeting at [Airgyro](#) at [Spanish Fork](#), the August meeting at [Nephi](#), and the annual barbecue meeting back at [Brigham City](#) in September.

The meeting was adjourned at 11:30am, after which members present were led by Airport Manager Bruce Leonard on a walk-through of the hangar (top of column) and other facilities which will be used for [Rotors Over The Rockies](#). (Paul Plack, Secretary)



May 12 Meeting Report

1:10pm - [Chapter 73's](#) meeting called to order by Pres. Jon Dailey. Thanks to all those who brought food. Jon grilled dogs and furnished all the fixin's. Hester brought a hot dish and salad. Frances brought pineapple upside-down cake. Bob Johnson brought pumpkin pie. Thanks to anyone else I may have missed.

April minutes approved as printed in the Western Rotorcraft newsletter. Financial report by treasurer, Bob Johnson, approved. Brock's Sparrow Hawk is almost finished. Brock says the biggest challenge is getting paperwork and inspections done.

Report on NWAAC Fly-in to be August 10, 11 and 12, at Scappoose Industrial Airpark. Planes will come from all over the Pacific Northwest. Sunday will also coincide with the Second Annual Wings-N-Wheels at the airport with food vendors, model trains, antique cars and lots of cool planes. If you would like help park planes or with chores, see Bob Johnson.

Next meeting, June 9, at Sport Copter. Voted to have Kevin take five club patches to donate to ROTR. Jim Vanek will be giving rides after the meeting. 1:30pm - Adjourned. Let's Go Fly! (Jim Miller, VP.)



Above: Kevin Richey flies along the Columbia River near Scappoose, OR.

SPORT COPTER
www.sportcopter.com

340 12 Skyway Dr
Scappoose, OR 97056
(503)543-7000
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G-YROX Update

The following update on the attempt by Norman Surplus to become the first gyroplane pilot to circumnavigate the globe is condensed from the Team GYROX blog. Read the full report, and follow any additional updates as they're posted, at <http://gyroxgoesglobal.blogspot.com/>.

At the end of May another arctic spring time approaches and with it we have, once again, a seasonal chance to fly across the Bering Sea from Russia to Alaska, my only available routing to get across the Pacific Ocean.

I have recently again traveled out to Shonai Airport, Yamagata Prefecture, N.W Japan where G-YROX (aka "Roxy") has been waiting patiently "en route" for my return and from where we shall soon depart for the remotest, vast wilderness of the Russian Far East.



This section of the flight is by far the most technically challenging given that the settlements to be visited are very isolated and without roads in the northern

latitudes (no roads equals no vehicles and thus no need for fuel stations...), so working the logistics for food, accommodation and fuel are of prime importance at the moment.

The Russian Authorities are currently making final checks with the en route airfields to make certain that they are currently open, secure and available (after the long winter of isolation) and ready to receive our flight. Once we have the final go ahead from Russia then we have to wait for the Japanese Authorities to have their turn at playing with the "red tape" machine, to process my exit clearance to allow me to fly out of Japanese airspace.



Finally, once the bureaucratic "made by man" permissions are all in order, I can then give some (considerable) thought to the physical "made by mother nature" permissions; primarily those of climate and weather patterns en route for the lengthy open water crossing of the Sea of Japan. Our maximum operational range is usually around 450 nm. RJSY (Shonai) to UHWW (Vladivostok) is "only" 442 NM however, with (man-made) en route airways corridor protocol and entry procedures for Vladivostok air traffic control the actual flight from Shonai will actually work out to be around 460 NM...

I have a considerable margin of fuel reserves (my absolute range with full tanks would be something more like 525 NM). To encounter a strong headwind could easily add an hour onto the journey time and this, remember, is a flight across the sea with no alternate airfields en route. Thankfully predicting the wind (at least in the short view of a day or two in advance) is a well practiced science and one which gives reasonably accurate results.

The G-YROX circumnavigation attempt began in March, 2010 with the goal of raising awareness and research funding for the fight against colon cancer. We'll continue to follow Norman's progress as updates become available.

The ArrowCopter: Part II

Leigh Allison

(Continued from April, 2012)

After a detailed tour of the factory and the avionics shop upstairs, we went over and looked at Chris's machine, which was in a separate hanger along with the rotor test car. This was an extensively altered BMW with a mast built into the roof, and heavily instrumented to measure rotor performance.



Before leaving for the airfield we did a quick summing up. There are three test machines at the factory presently flying and working on the Austrian Certification. Austrian certification standards took UK Section T as a base, then added bits for good measure. It is intended that pre-certification machines and kits are designated AC-10, the next group after certification will be AC-20's.

Chris then took us down to the airfield. Getting into the back was very easy. The seat was very comfortable, its smooth contouring and position fitting one like a glove. The panel is well set up with analogue instrumentation around the MLG Voyager EFIS screen. Everything in the cockpit and panel is ergonomically situated and within easy reach. While in the certification program rear controls have been removed so just along for the ride. Start and taxiing all routine, ground handling seemed excellent with differential braking. Dietmar now took off from the opposite end which has about 200 m of asphalt before the grass.

Pre-rotation seemed quick with the rotor accelerating briskly before the button was released, the stick came back the throttle went forward and the brakes were released. A word on pre rotation on this machine: pre-rotation is only available with the stick fully forward. A safety switch at the bottom of the stick ensures a certain forward stick range. The two-stage pneumatic system begins at low pressure until a proximity sensor on the ring gear on the rotor head signals full drive engagement, then high pressure can then be applied to the pulley system.

Acceleration was very rapid. Almost immediately the nose was up, and we lifted off, then leveled off to accelerate. My immediate thought was how quiet it was. Climb out was at a cruise climb angle and 800 ft/min. After a short while we leveled off powered back and began rotating the variable pitch knob. We were now at around 75% power, and 18Lts/4.8 galls/hr clipping along at a sedate 165Km/hr/ 89 kt, which would have put us with full tanks, 72 Lts useable with a still air range of around 4 hrs and able to cover around 360NM.



We touched down close to the turn off, once again with minimal roll before the nose was down and we were turning off the asphalt.

My expectations on the visit have been pleasantly exceeded. My congratulations to Dietmar and his team, they have produced a wonderful gyro that is to my mind and limited experience especially of the Orion and Calidus, very probably leader of the present field of modern two seat gyros.

Gyroplanes For Sale



SPORT COPTER LIGHTNING - 2.2L 85 HP Jabiru engine, elec. pre-rotator, elec. start, new Warp Drive prop, rotor blades, trailer, ramps & blade mounting tripod. \$23K invested. Asking \$16,500.

Delivery available. Frank Diebold, (406) 266-8438 or fediebold@gmail.com. (MT, 6/12)

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)

Engines for Sale

ENGINES: Subaru EJ 22, \$350; EJ 22 block complete, \$200; EA82 block complete, \$200; Geo 3-cylinder with prop and gear reduction, \$1500. (623) 386-7043, las2280@qwest.net. (AZ, 2/12)

BMW R1100 80 HP adapted for aircraft. Includes oil coolers, computer, wiring, redrive, prop. Bench run but never used on aircraft. Paid \$5,500, asking \$3,500 OBO. (406) 266-8438, fediebold@gmail.com.

Wanted to Buy

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

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