

# ***Western Rotorcraft***

*August 2012*



***Co-Ownership with Chapter 31  
Glider Training at El Mirage  
Alvord Desert Fly-In  
August 2012***



## Regional Organizations Meetings & Contacts

### Arizona Rotorcraft Club (**PRA 15**)

Third Saturday, 11am MST, Various Locations  
Summer Hiatus - Meetings resume in Sept.

Carl Matter: [keenuk@aol.com](mailto:keenuk@aol.com)

### Ken Brock Rotorcraft Assoc. (**PRA 1**)

Aug 11, 2012, 11am PDT  
El Mirage Dry Lake, CA

Terry Smith: [terry.smith@earthlink.net](mailto:terry.smith@earthlink.net)

### San Diego County Rotorcraft Club (**PRA 31**)

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

### Colorado Rotorcraft Assoc. (**PRA 38**)

Next meeting August 25, 2012  
To be added to e-mailing list, contact  
Mark Shook: [Mark@CopterPilots.org](mailto:Mark@CopterPilots.org)

### Great NW Sport Rotorcraft Assoc (**PRA 73**)

Second Saturday, Noon PT, Scappoose Airport  
Aug 11, 2012: [Sport Copter](http://SportCopter.com), Scappoose, OR  
Jon Dailey: [jon@sportcopter.com](mailto:jon@sportcopter.com)

### Bonneville GyroFlyers (**PRA 2**)

Aug 11, 2012: Pearson Home, 12 noon (UT)  
(Directions on page 5)  
Doug Barker: [president@utahrotorcraft.org](mailto:president@utahrotorcraft.org)

### Utah Rotorcraft Association

Next Members Meeting TBA  
Next Board Meeting TBA  
Details to Members by E-mail  
[info@utahrotorcraft.org](mailto:info@utahrotorcraft.org)



**50<sup>TH</sup> Annual PRA International Convention**

**July 31 - August 4, 2012**  
Your One Stop Rotor Overdose  
**Gyroplanes and Helicopters**  
also  
**Fixed Wings, Trikes and PPCs**

Come join us in the celebration of the 50th anniversary of the PRA and commemoration of the founder Dr. Igor Bensen.  
All types of aircraft are welcomed. On site camping available.

Pre-Registration at [www.pra.org](http://www.pra.org)

12296 N 600 S - Mentone, IN 46593 Phone 574-353-7227

## Event Calendar

**Tue-Sat, Jul 31 - Aug 4, 2012, IN**  
[PRA Golden Anniversary Convention](#)

**Fri-Sun, Aug 10-12, 2012, OR**  
[NWAAC Wings & Wheels](#)

**Fri-Sun, Sep 14-16, CO**  
[Rocky Mt. Gyro Fly-In](#)

**Fri-Sun, Sep 28-30, 2012, CA**  
[Ken Brock Freedom Fly-In](#)

**This Month in WR** – Fly-Ins & Reunions, Alvord Fly-In, 3; Chapter Reports, 4-8; Classifieds, 12.

**On the Cover** - CFI Jim Vanek provides intro flights in the Sport Copter Vortex II tandem at a meeting of Chapter 73 at Scappoose, OR.

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## From the Editor

I'm putting this issue together on the road, between the end of my 40th high school reunion on a Saturday night and the start of PRA's 50th Annual Convention in Mentone, Indiana on Tuesday. It dawned on me there are similarities between these events.



This will not be like any PRA convention in the recent past, and there won't likely ever be another like 2012. The sport is evolving as we demand better hardware, better aerodynamic stability and better engine reliability than were common 50 years ago.

Flying with homemade, wooden blades and surplus drone engines is all but unheard of in new builds today. Manufacturers are stepping in to meet the demands of the current market, but these improvements are crowding out Dr. Bensen's original vision of his Gyrocopter as a flying machine for people of modest incomes.

Heading back to my hometown in Western New York and spending time with classmates I hadn't seen in as long as 40 years took me back to a part of my life I remember fondly. But driving down Main Street which has changed dramatically since I left, I felt that things were out of place. I had to laugh at my own unrealistic expectation that things should somehow have stayed the same as they looked to me in 1972.



Mentone may evoke similar emotions this year. Because it's the 50th, we'll see old friends who've drifted away returning for the golden anniversary. But recreating those old photos showing rows of dozens of identically-framed Gyrocopters will be difficult. It's not what we usually build these days, and new, expensive machines from Europe are likely to steal more of the spotlight.

The end of Homer Bell's annual fly-in the week before Oshkosh has many homebuilt helicopter enthusiasts planning to come to Mentone instead. There will possibly also be a hundred or more powered parachutes sharing the field. This

collaboration certainly has changed the look of our "Main Street," but those of us who've been there and seen the interaction know there is no conflict for flying time or space. PRA's concessions stand sees much more business, and when the mid-morning winds come up and ground the PPCs for the day, they get an eyeful of the superior wind-handling characteristics of rotorcraft.

We have no more right to expect things to stay the same over decades in the rotorcraft sport than I do of expecting my hometown to preserve Main Street. And there will be just as many opportunities to share memories and great conversations at PRA 50th Annual Convention as there are at any high school reunion. Let's make the most of this week!



## Impromptu Dry Lake Fly-In

An informal dry lake fly-in was held the week of July 4 at Oregon's Alvord Desert (above). Brad Moore reports a total of seven airplanes, four gyroplanes and two trikes made the trip, and it looks like a good time was had by all!

This dry lake features conditions somewhat like those at El Mirage. Density altitudes were reported as high as 8,000' during the week.

Those who participated plan to repeat the adventure and, so far, the Bureau of Land Management isn't charging a day-use fee for vehicles driving onto the lake bed.

Find more details and photos on the [event thread](#) on the Rotary Wing Forum.



Welcome to...

## Ken Brock PRA Chapter 1 of Southern California



### August 21 Meeting Report

[Chapter 1](#) met early on the 21st of July – 7am – to go glider flying at El Mirage Dry Lake Bed. The weather was perfect – warm in the morning, sunny and zero wind. Peter Prentice (at left in photo above, briefing member George Stone for a flight) was gracious enough to lend us his time and vehicle for towing the glider, and member Jeff Jones did a great job of piloting the tow vehicle.

Present were: Terry, Karen, Richard, Doug C., Russ, Dejan, George, and Jim. One of Jeff's friends, Gary, was present during the glider flying. Also visiting was Jim Greer, from Oregon. Jim and his sons and grandsons stopped by to look at gyros and the glider.

We got in seven total flights, and finished up around 10:15, about the time the sun REALLY

started getting warm! We adjourned to the chapter meeting place and had a short meeting.

Karen showed us the new gyro stickers we are going to be showing at the fly-in. One will be in the goody bags, and the other two will be offered for sale during the fly-in. We have some other ideas for the goody bag, too.

We plan on having a volunteer list for the fly-in done shortly and will send it out for members to look at and help out during the gathering. Chapter 1 has added another awning for shade this year, as well as a few more tables to sit around. The fly-in is shaping up nicely.

The August meeting will once again be on the second Saturday (August 11) at 11am. The meeting was closed at just after 11:15, and the BBQ followed right after. It was a GREAT day!

# **Bonneville GyroFlyers PRA Chapter 2 July 14 Meeting Report**

The July 14 meeting of [Chapter 2](#) was called to order by President Doug Barker at 10:26am MDT at Airgyro Aviation. Also in attendance were Vice President Mike Burton, Secretary Paul Plack and members Steve Pearson, Curtis Lund, Lyle Carson and Glenn Kerr. Glenn's daughter, Lindsey, joined us as a guest. The minutes of the May meeting were approved as published in the June issue of Western Rotorcraft. (There was no business meeting held in June.)

During introductions and reports, Mike reported Airgyro Aviation expects to have two Calidus and one MTOSport gyroplanes under construction soon in a build center being established at Spanish Fork. He added that Airgyro has become a distributor for the western US.

Glenn reported that his Butterfly Monarch, which had multiple failures of its Rotax 618, will soon be getting an upgrade to a custom-built Rotax 670. The engine is expected to be on hand with just days to spare before Glenn has to leave for the PRA convention. Glenn also showed us his beautiful new custom trailer with inside dimensions of 20'-x-8', with an inside height of 9.5 feet.

Lyle noted that his Air Command single-place machine with Rotax 583 still has not flown. Mike indicated it acted as if it could be very prone to PPO/PIO, and suggested modifications to reduce the vertical offset of the thrustline from CG.

Curtis reported he's been watching lots of videos on his new computer to get better-prepared to participate in the sport. Paul suggested he take the PRA's online ground school the next time it's offered.

Several members are planning to attend some portions of EAA AirVenture (Wisconsin) or the 50th PRA Annual Convention (Indiana), but due to scheduling constraints arrival and departure times do not align, so carpooling will be difficult.

Under Old Business, members shared recollections and ideas about Rotors Over The Rockies (ROTR). Mike noted that Airgyro utilizes a local A&P mechanic who performed five annual condition inspections on Experimental Amateur-Built gyroplanes the week of the event, and suggested that we might try to better promote the availability of this service next year.

Doug reported that PRA Chapter 2 has no bank account yet, so we have no place to deposit checks for dues, but an account will be opened shortly.

Under New Business, Paul made a motion to accept a



new member application from Jairus Duncan of Clearfield, UT, one of the CFIs at Whirlybird Helicopter. The motion was passed unanimously. Paul also noted that a new membership year has begun with no bank account to accept dues, and moved that PRA Chapter 2 allow members renewing for 2012-2013 to make a contribution of \$24 to Utah Rotorcraft Association in lieu of dues to Chapter 2 until the chapter has its own account. This motion also passed unanimously.

During a discussion of upcoming meeting locations, it was noted that Nephi Municipal Airport lacks most of the facilities needed to hold a meeting. No location was set for the August meeting pending further consideration. Notice will be provided in Western Rotorcraft.

A motion to adjourn the meeting was accepted unanimously at 11:30am, and some members gathered for lunch in town at the Hickory Kist Deli. (Paul Plack, Secretary)

**Bonneville GyroFlyers, PRA Chapter 2** will hold its August 11 meeting as a picnic at the home of Steve and Rose Pearson in Draper, UT. The business meeting will start at 12 noon, followed by lunch off the grill. A big-screen TV will be provided for sharing photos and video from Oshkosh and Mentone.

Burgers and hot dogs to BBQ along with misc. beverages will be provided. If you'd like to bring a dish, please check first with Steve & Rose: gyrojunkie@comcast.net or (801) 910-6117.

### **Directions:**

From the South-exit 291 off I-15 right onto Bangerter Highway; two lights to Waynes World Drive and turn left; east to 1300 E and turn left; north to 12937 S.

From the North-exit 294 off I-15 left onto 12300 S; east on 12300 S to 1300 E; south on 1300 E to 12937 S (located on east side of street).

## **San Diego Rotorcraft Club PRA Chapter 31 July 19 Meeting Report**

Dave Bacon called [San Diego Rotorcraft Club](#) to order at 6:30pm July the 19th. The meeting was attended by Dave Bacon, Tom Kelly, Keith Dombrowski, Ives Able and John Rountree.

First order of business was a report from John Rountree regarding members that could not make the meeting. Dr. Bruce Charnov is writing and spending every moment working on the PRA history. He has to have it in the UPS to get to Mentone by the time of the banquet and he needs every moment to finish. Dan McCarthy has to work. Russell Hedges had a scheduling conflict. Rich Eichmann is in Oregon getting flight training at Sport Copter. Dave called Doug Hahn and he was in Las Vegas.

Next order of business was a report on the status of PRA joining us as co-owners in our Genesis G2sa traveling trainer. John reported that so far they have been very receptive and that the BOD asked to postpone PRA 31's deadline for a decision to meet at Mentone so they could discuss it in person. As the first grant deadline is not until September John made a decision without the members voting on it and agreed it would be better to meet in person. Thankfully the PRA 31 members agreed.

Next he explained that all of the paperwork contracts, presentation, the first two ads for new members/co-owner seminars and the first grant request is finished and that if PRA BOD voted not to participate that PRA 31 would be requesting the grants in our name. He then read the first page of the grant into the record so we could vote on approving it in case it becomes a PRA 31 Grant request.

--Start 1st page of grant request ---

Flight Training Reduced to Lowest Cost

(PRA) Popular Rotorcraft Association

Contact: Tim O'Conner -Vice President of PRA

Summary: Provide flight students with median incomes an affordable path into aviation by purchasing training aircraft, to be owned with PRA members as co-owners, allowing anyone who joins us to be able to learn to fly at the lowest possible cost.

This is a new program with no deadline.

We have designed a self-sustaining program that provides training to people of modest means,

**Free Seminar**

Learn How to:

- Own aircraft
- Become a pilot
- Limit Liability

**San Diego Rotorcraft Club**  
We make dreams come true!

Tel: (619)743-6712

**Co-ownership Experts**



**We have developed tools, techniques and programs that allows anyone to own an aircraft at a fraction of the cost. We invite you to join us & learn how.**



**PRA31.org**

allowing the general public to become pilots at a fraction of the current cost, now and indefinitely.

PRA's primary mission for fifty years has been advancing personal air transportation by enabling public access to rotorcraft flight at the lowest possible cost. As a natural extension, and in conjunction with our online ground school this new program will create a focal point of training resources which will directly increase access and availability in states and cities where there is no gyroplane training to the general public while reducing the cost of becoming a pilot to all.

PRA is purchasing an aircraft, with at least one other PRA Chapter, as a member co-owned training aircraft for the mutual benefit of the general public. This will be a shared, traveling, training aircraft that will be made available at our fly-ins for demo flights and flight instruction and in states across the USA when a group of students is ready to train. Several Chapters have expressed an interest in using it for demo flights for youth groups such as EAA Young Eagles.

We hope it will become a model for other organizations as it appears we may be able to reduce the cost of flight instruction to under \$100 per hour including the instructor.

We will charge co-owner members a wear-and-tear usage fee and amortize the \$36,000 cost of the aircraft over seven years. This fee, based on use 32 hours a month, would be only \$38 per-hour for all fixed costs including amortization, insurance, storage, engine reserve, maintenance, and taxes. If flown 120 hours-per-month the fixed costs are only \$10 per hour.

PRA's portion of the amortization fee will not be used to make a profit. This fee is what makes the program self-sustaining; as the funds will be held in savings towards the purchase of another aircraft becoming much like a charity Fixed Base of Operations of low cost leased-back training aircraft for the general public's benefit.

A \$9,000 Wolf Aviation Fund grant would provide the funds PRA needs to purchase a 25 percent share in the training aircraft, thus providing the seed funding needed to start the self-sustaining program."

---End 1st page of grant request---

It was very well received and members approved the Grant so now we are only waiting on the PRA BOD's vote and three other chapters that are going to give presentations and vote to become co-owners with us. We also have a few members that have given the documents to their attorney and will let us know if they will invest as a loaning co-owners/ member.

Here is a link <http://pra31.org/Co-ownership.aspx> for all of the contracts and presentations that any chapter may use to provide a method to attract new low income families as member/investors providing a way for them to afford experiential aircraft and training by setting up co-ownerships for the chapter or between members with a desire for the same make and model aircraft.

John then explained that grants are not the only source of funding he was going to explore. He asked for permission to rewrite the grant into a donation request to manufactures like Huges Aircraft, Robinson, avionics and engine manufacturers as well as distributors like Aircraft Spruce requesting cash or equipment that can be auctioned off on the internet. He explained he would like to do this on PRA's behalf if they vote to participate as they may find it harder to raise money than we do and the more people that use the gyroplane the cheaper the usage cost per hour for all of us. The plan was agreed and accepted.

Ivies asked how long before we receive the kit and start building. Dave explained that first we have to ship the engine to Aviomania Aircraft as Nicolas was going to design, build, and test fly a custom-designed gyroplane for the heavier Lycoming O320 engine and design a new tail that will be able to train heavy weights of over 320 pounds pilots as we have members who find it hard to get training because of their weight. It will cost more to ship the engine twice but the aircraft will then be assured of being just as stable as the other Genesis CLT gyroplanes.

John then brought up a new order of business that might fund the shipping of the engine to Cyprus and expedite the process. He explained how a note was left at the airport to call Josiah Cope, Jr. if we wanted

to sell the Hollmann. He called him and Josiah wants to rebuild it because his grandfather always wanted a two place enclosed gyroplane. We added up the used replacement value of the blades at \$1.5K, rotor head \$1K, frame, instruments and prerotator \$3K, propeller \$.5K with the trailer at \$1K for a total of \$7,000.

We voted to sell her to pay for the carburetor, propeller and shipping the engine and we then went around the room questioning what price each felt was fair. It was agreed to reduce the price without the engine to \$5,000 to help Josiah out on his mission and John will call Josiah tomorrow with the offer.

Next John displayed the two ads that he created to acquire new members and investors in the G2sa so the members could approve the ads. He explained that there are two ads with different phone numbers because that is the only way to track how effective each ad is in drawing a response. We use the same pictures at first to test the wording against each other counting the number of responses Dave and I received. Then re-write the low count ad trying to out compete yourself with responses. Then you start changing the picture and until you find the pictures that draw the most responses with the wording that that drew the most responses.

The ads were approved and the members were asked to print out and post the 6" x 6" ad version on bulletin boards at their local airport cafes, pilot lounges, part stores etc and on any CLUB bulletin board they can think of and find including boat, motorcycle, dune buggy, FW ultralight, parasail, trike, VFW, Lyons, Elks, Shriners, Young Exec's, business, etc.

He explained how placing them in the richer area clubs of each town it will help assure prospect investor members might have more money to invest however our program is designed to bring in lower income families so do not leave them out.

John asked to place the 2" x 2" ads in the Penny Saver in the richer neighborhoods as we are paying for these and advertising to folks with a larger disposable income would attract larger investors. Because our budget is small and John has been so busy he had no time to investigate the cost of Penny Saver ads so we will vote on it next meeting.

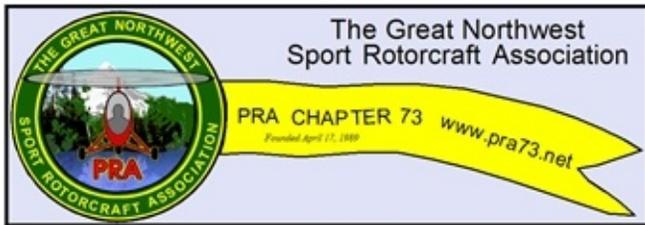
We then asked for nominees for a new PRA 31 Secretary. Tom Kelly was nominated and accepted the nomination after next months meeting and was voted into office. Thank you Tom!

John then announced that as everything else is finished he now has time and needs help finding the bugs on the new web-service providers site. He has found at least two besides having to re-write the

entire database since we had to move to a new provider. Also folks reported that they can no longer login and John said he has received a phone call from Del Hoops and he was not able to join in Tennessee so there is a new bug there also. He will start testing and killing these bugs on Saturday. But please report the new bugs there may be many. Send a screen shot if you do not know how just email John for instructions.

With over 5,000 files and pages we only did a very quick tour of the web-site regarding the pages that members needed to fill with information like the PDF file gyroplane plan library, PRA 31's YouTube gyroplane video library, the actual library and how it would display any type of file format and how easy the four sort fields made it to look up any subject you wished, the forum section, blog pages, poll pages, photo gallery, personal advertisement suite of programs, events calendar, the instructor and chapter list pages, new instructor and chapter member join request pages as well as the accounting and administration pages and much more.

We adjourned the meeting and because the hour was so late the hanger talk was shorter than normal. (John Rountree)



## July 14 Meeting Report

Chapter 73's July 14 meeting called to order at 12:30pm by President Jon Dailey. Last months minutes approved as printed. It was voted to pay Paul Plack for Sport Copters ad spot (for two months, July and August) in WR, and Gary Kaminski for the web hosting. Financial report was approved.

It was voted that the current president be added to the bank account and Paul Plack removed. Gillan reported that his gyro is almost done.

We discussed plans for next meeting when the Wings and Wheels event will be happening simultaneously. It was decided that we won't be having a pot luck in lieu of the event. We discussed the current events in PRA about the PAC.

We held a raffle for items brought in by Clint M, Richard E, and Jon D. Thanks guys! Meeting adjourned at 1:04pm. After the meeting Jim (CFI Jim Vanek) gave a few intro rides and everyone watched Brock and Kevin fly their machines. Thanks to those who brought food.

## Gyroplanes For Sale

**SPORT COPTER LIGHTNING** - 2.2L 85 HP Jabiru engine, trailer, ramps & blade mounting tripod. \$23K invested. \$16,500. Frank Diebold, (406) 266-8438 or fediebold@gmail.com. (MT, 6/12)

**RAF 2000 GTX-SE-FI** - 2009, GBA CLT conv. and tall tail. Subaru 2.2L, radio & xpr, \$49,300 incl' 20 hrs dual instr. (435) 730-0828. (UT, 12/11)

## Rotorcraft Parts For Sale

**ROTAX 503** - Rebuilt, \$2,500; Rotax starter, rebuilt, \$300. Clint Martindale, (503) 775-7373. (OR, 7/12)

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

## Wanted to Buy

**Mini 500 helicopter tail rotor blades.**  
Please contact Hong, [alphawheels@yahoo.com](mailto:alphawheels@yahoo.com).

