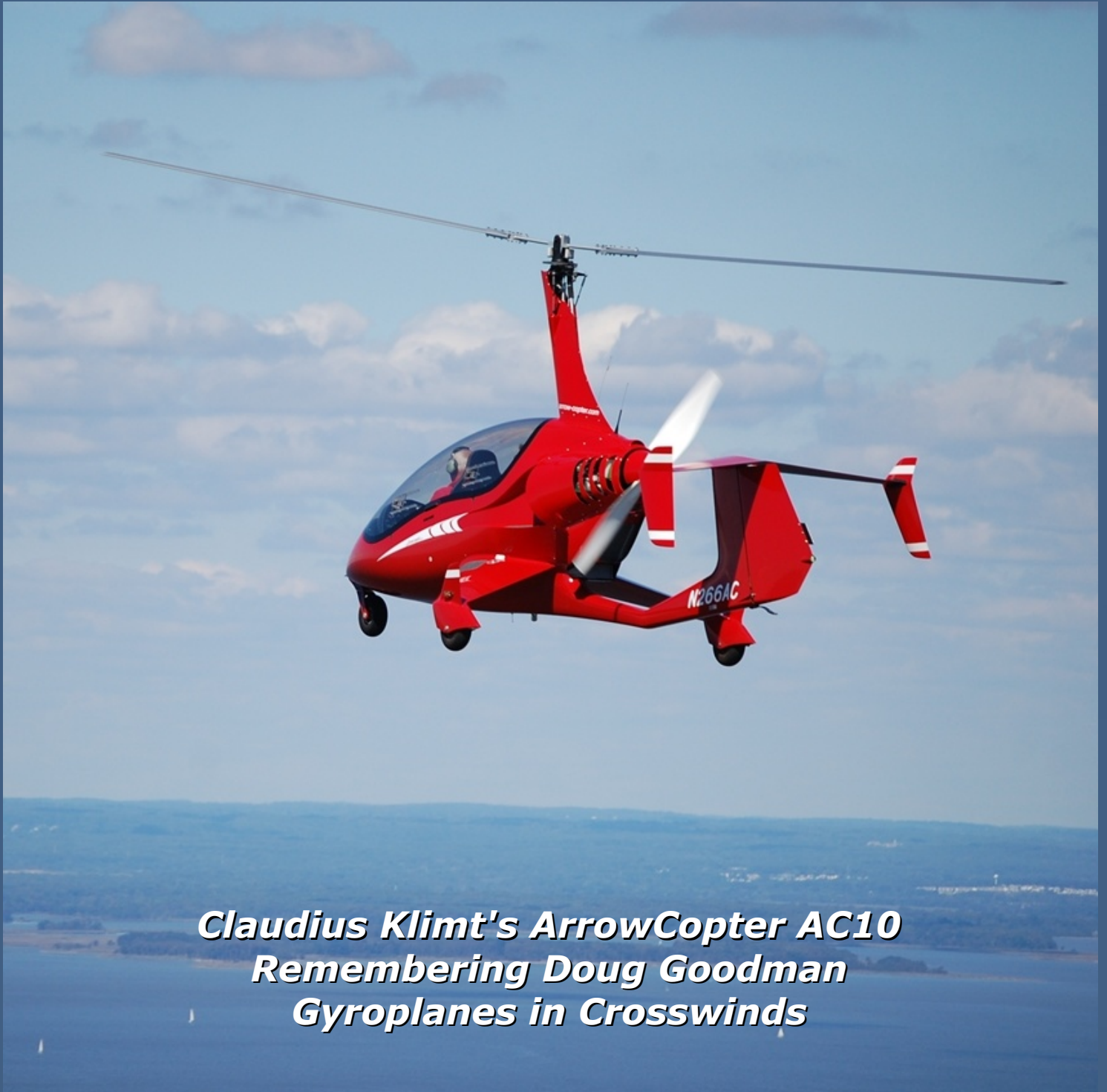


Western Rotorcraft



***Claudius Klimt's ArrowCopter AC10
Remembering Doug Goodman
Gyroplanes in Crosswinds***

January 2013



Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club (**PRA 15**)

Third Saturday, 11am MST, various locations (AZ)
 Jan 12, 11am MST, San Manuel-Bensen Flight
 Jan 19, 11am MST, Stellar Pkwy, Chandler
 Carl Matter: keenuk@aol.com

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

Next Meeting: Feb 9, El Mirage Dry Lake (CA)
 Terry Smith: terry.smith@earthlink.net

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

Third Thursdays, locations vary (CA)
 For info on next meeting contact
 Dave Bacon: davesconcretepumping@msn.com

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

Next Meeting: Jan 12, 10am MST,
 Meadow Lake Airport (CO) Hangar 8400
 Mark Shook: Mark@CopterPilots.org

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

Jan 12, Noon PDT, NWAAC Clubhouse
 Scappoose Industrial Airport (OR)
 Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers (**PRA 2**)

Jan 12, 10am MDT, online meeting
 URA Webmeeting Channel
 Doug Barker: president@utahrotorcraft.org

Utah Rotorcraft Association

Next Members Meeting TBA
 Next Board Meeting TBA
 Details to Members by E-mail
info@utahrotorcraft.org



2013 Calendar

Thursdays, Jan 10 - Feb 28
[PRA Online Ground School](#)

Sat, Jan 12, 10am MDT (Online)
 URA Winter Webinar Series
 Claudius Klimt, ArrowCopter AC10

Thu-Sun, Jan 17-20 (FL)
[US Sport Aviation Expo](#)

Wed-Sun, Apr 17-20 (FL)
[Bensen Days](#)

Fri-Sat, May 17-18 (AZ)
[ARC Gyro Buddy Camp-Out](#)

Thu-Sat, Jun 6-8 (UT)
[Rotors Over The Rockies](#)

Mon-Sun, Jul 29 - Aug 4 (WI)
[EAA AirVenture/Oshkosh](#)

Tue-Sat, Aug 6-10 (IN)
[PRA Convention & Fly-In](#)

Fri-Sun, Sep 13-15 (CO)
[CO Rotorcraft Assoc. Fly-In](#)

Fri-Sun, Sep 27-29, (CA)
[50th Anniv. Ken Brock Freedom Fly-In](#)

This Month in WR - GBA Recapitalizes, 3; Remembering Doug Goodman, 4-5; Chapter Reports, 5-7; Wing Loading & Crosswinds, 5; National News, Classifieds, 12.

On the Cover: Claudius Klimt flies his ArrowCopter AC10 over Maryland. (See p. 7 for webinar details.)

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From the Editor

Welcome to an abbreviated January edition of Western Rotorcraft. In this season when cold weather makes flying less fun in much of the west and holidays pull our priorities elsewhere, most of our chapters choose not to meet in December. With less to report, I'd like to take a look ahead to 2013 and beyond.

PRA Secretary Doug Barker comments elsewhere in this issue about commitment to achieving personal goals, and Doug covers that well. What I'd like to ponder here is the state of the sport. It's now a half-century since Dr. Igor Bensen started PRA, and this summer will be the celebration of the 50th anniversary of the first PRA chapter at El Mirage. In the last dozen years since the passing of Ken Brock, the personal rotorcraft sport has taken some abrupt new turns. What lies ahead for the gyroplane?

Bensen envisioned the gyro as the poor man's rotorcraft, and you'll hear many decry the lack of an equivalent, low-cost, entry-level gyro kit today. Blame gets passed around, but it's our own rising expectations for safety and reliability which have been the primary driver in rising costs. Few of us today would put up with wood blades and Mac attacks. On top of that, our Dollar buys a tenth or less what it did in Igor's day. So, are gyros being priced out of existence?

Not at all. Look what's selling and do the math. The sales enjoyed today by European tandem gyros makes it clear that most buyers today are seeking after not economy, but the unique flight

experience available in a simple rotorcraft. They're also choosing comfort, style, added cross-country capability, and the increased safety and security (real or perceived) of full or partial enclosures. They want modern four-stroke powerplants with the reliability they've come to expect from a modern car. (Complain all you want about the cost, but the Rotax 900-series delivers on this expectation.)

Where does this leave the little guy, the enthusiast who fits the demographic profile originally targeted by Bensen with his Gyrocopter? I believe we have the opportunity to write the next chapter in our own story through our decisions and actions. If we don't spend a little time every month in considering how to involve the owners of MTOSports and Xenons in what we do, we'll wind up with two separate sports. If that happens, the little guy loses.

There's a great opportunity coming up to get a good look at the ArrowCopter in URA's January 12 webinar. (Details on page 7.) If you have a question on this remarkable machine, don't miss the chance to ask.

Fly Safe!

GBA Recapitalizes

Groen Brothers Aviation, Inc. ([GBA Inc.](#)) announced December 14 that it has transferred substantially all of its assets to a new subsidiary, Groen Brothers Aviation Global, Inc. ("GBA Global"), while creditors exchanged debt obligations for approximately 87% of the aggregate outstanding equity in GBA Global.

The company says the recapitalization eliminates substantially all of GBA



Inc.'s debt obligations. GBA Global will exploit gyroplane and gyrodyne technology developed by GBA Inc., unconstrained by the debt burden that limited GBA Inc.'s ability to do so.

David Groen and Robin Wilson, board members of GBA Inc., will continue in those roles at GBA Inc. with Mr. Groen as Chairman, President and CEO and Mr. Wilson as EVP & COO.



NTSB Investigating AZ Crash

The National Transportation Safety Bureau (NTSB) is investigating the December 23 crash of Doug Goodman (above), 64, of Yuma, AZ in a Sport Copter Vortex single-place gyroplane he had recently purchased. According to local news reports, the accident site was in the desert south of Interstate 8.

In his [profile](#) on the [Rotary Wing Forum](#), Doug posted that he worked as a contract electrical engineer at the US Army's Yuma Proving Ground. He was a private pilot in single-engine airplanes and gliders, and held a solo sign-off in gyros.

A native of Topeka, Kansas, Doug got his BSEE from Kansas State and came to earn his MSEE at the University of Arizona in 1971. He writes that he came "fully intending to get my masters and return to Kansas. First winter here changed my mind."

Many of us got to meet Doug at the 2012 Ken Brock Freedom Fly-In at El Mirage. He was by all accounts a careful pilot, and had received training. Ben Suissa,

who had been flying with Doug earlier on the day of the accident, described his approach to mastering the required skills as "slow and methodical." Ben also reported that Doug had made a successful precautionary landing when a fuel pump acted up on a recent flight, and appeared to be proficient.

The NTSB had not issued a preliminary report by our deadline.

A memorial service for Doug Goodman was scheduled at the Post Chapel on the Yuma Proving Grounds January 9th at 4:00pm.

Editor's Note - This accident is especially troubling. Evidence so far indicates the engine was running, the controls were intact, and there's no obvious mechanical issue. As far as we can tell so far, Doug was doing everything we're told to do to be safe. We'll watch for updates on the investigation, and bring you more info on the cause when it's determined by the professionals at the NTSB.

A commentary on the events of the day from Ben Suissa can be found [here](#) on the Rotary Wing Forum.

Pilot Was ARC Member

Carl Matter, President of the Arizona Rotorcraft Club (PRA 15) offered these thoughts on the accident.

Sadly, we lost one of our Arizona members December 23. There was a crash and Doug Goodman of Yuma was taken from us. The crash is being investigated and the cause is still uncertain. It happened December 23rd on a beautiful sunny afternoon while flying with his good friend and mentor Ben Suissa. Ben has [written in detail](#) about the event on the [Rotary Wing Forum](#) where Doug was known as "Dogman." Here are some of Ben's comments:

"Yesterday at around 2:30 we lost an up and coming gyro pilot. Doug was my friend and flying buddy. I was so excited to finally have someone local to fly with, and he was doing it 'right', had his license, got his solo sign off, bought a decent machine and was taking his time to transition slowly and smoothly. He was a meticulous sort and not a hot dog.

"We were having a 'perfect' day, he was happy and doing well in his flying and the machine was purring. We have all had days when everything 'clicks' and thankfully Dougie was having one of those days.

"...but when God calls you, you're going."

Doug was only 64. He became interested in gyroplanes via a radio-controlled Cierva kit he purchased a few years ago. As an engineer he became fascinated with a machine that flies in a continuous state of autorotation. The RC plane started it but then he really wanted to feel his own "cheeks in the seat."

He was no stranger to personal motorsports. As an avid dune rider he spent lots of time at the Yuma sand dunes getting excitement on two- and four-wheeled vehicles. He approached gyroplanes with the same care and respect. And he learned how to fly safely. He was a role model for anyone entering the sport.

I liked Doug. He was always friendly and enthusiastic. He wanted to know all about gyroplanes. He made me think when I spoke with him because he was always listening. And he would share what he had discovered on his own. He is an inspiration that you are never too old to learn. He was also a nice person and he made our good group of fliers and friends even better.

In his own words on the accepted theory of choosing an aircraft, from a post on February 9, 2012: "You may have a dream of flying that P-51 but you're foolish to start there. Buy a Cessna 150, fly the

bananas out of it, learn to maintain it, learn to handle a wide range of conditions, learn how it reacts to different blades, different props, etc, and if you stick around long enough, you may get to that P-51, but weather you do or not, you're going to meet some great people and have a heck of a lot of fun along the way."

We will miss you Doug.

ARC Elects 2013 Officers

Thirteen people attended the (PRA 38) Christmas party in Oracle and everyone had a great time.

Our officers remain unchanged for 2013:

- President – Carl Matter
- Vice-President – Marv Wessel
- Secretary / Treasurer – Mark Rhoads

Thank you to everyone for making 2012 a good year for the club. I wish you all the best for 2013. (*Carl Matter, Pres.*)

Wing Loading & Crosswinds

**Mark Shook, Pres.
CO Rotorcraft Assoc.
PRA Chapter 38**

If you live in a windy area of the country, what light sport aircraft is the best for windy conditions?

I fly an enclosed 2 place Xenon RST at some of the highest density altitudes in the US on a regular basis. The front range of the Rocky Mountains is almost always windy. I regularly fly in winds over 25 Knots, and have operated safely in winds of 40 knots.

Crosswinds up to 20 knots are no problem. Above that I modify my approach, or just land on a taxiway intersection pointing more into the wind.

Everything is relative. For example, my Xenon weighs only 620 pounds. In a 30-knot gusting wind, there is NO fixed wing aircraft I would want to fly in that



weighs +500 lb. of that empty weight in the conditions I find acceptable, even comfortable, in the Xenon.

Remember - Light chop to a 737 is moderate turbulence to a 182, and a memorable experience in a 150 or a Piper Cub.

When all the light fixed-wings are being put in the hangar, it is just getting to be fun in the Xenon.

Why? Wing loading. My wing is not fixed, so the entire cabin does not jolt up and down with every gust. Those 29-foot blades act like big shock absorbers.

Then think of the wing area. My "wings" are 8 inches wide. They fly at over 300 mph. Consider that a gust equal to 10% of cruise speed is:

- 6.5 knots in a Piper Cub
- 12 knots in a Cessna 182
- 23 knots in a C90 King Air
- Over 30 knots to my Xenon's rotating wing.

Wing loading makes the difference.

Planning for 2013 **Doug Barker, Pres.** **Bonneville GyroFlyers**



What a great year we have had in 2012! As I look back at the events that I was able to attend and the friendships I was able to develop and the experiences I was able to participate in, it was a banner year! Our organizations accomplished many new firsts and moved closer to many of our goals. The PRA organization seems to be turned around and growing again rather than shrinking and some of the drama that has been so infused in the organization for the last several years seems to have dissipated and things are running much smoother.

In [Chapter 2](#), many of the people that helped start our group are no longer actively participating with us, and that is sad to think about. However, many new members have joined us and decided to chase their dreams, and that is exciting to see and be a part of. We have more gyroplanes in our group than we have ever had and more people flying than ever before.

A new member joining our group today has a much broader base of experienced rotorcraft pilots to draw help and advice from and many more machines available to look at and see firsthand how they fly.

Access now to getting training to fly a gyroplane is better than it has ever been here in the Rocky Mountains. [Airgyro](#) has become the place to get training and CFI Mike Burton is becoming well-known and respected in the gyro world. He is training dozens of people not only from all over the West but even internationally. With the new machines they are building right now, access to training aircraft has never been better. There are several new brands and models of gyroplanes to choose from and there are options for every budget. It just doesn't get any better than that.

For most of us personally, it is still a struggle to be able to allocate the funds and the time required to chase our personal dream of rotorcraft flight, but that has ever been so, and likely, will never change. However, the people that want it bad enough find a way to accomplish their goals.

If you are feeling like your personal obstacles are unique and simply don't see how you can overcome them, take some time to talk to some of those who have just gotten into the air. Ask them about the challenges they had and how they overcame them. For many of us, it has not been a quick or easy journey and if it weren't for perseverance it just wouldn't have ever happened. Ask Steve Pearson how many years it took him before he was able to start flying his beautiful Dominator (below).



Regardless of whether or not you have the funds right now to buy your dream rotorcraft, or even to be able to afford to take the training it will require to fly it, there are things you can do to take you further down the path towards your goals.

If you are not a member of both the international PRA organization and your local chapter, get signed up today. They need your help and support and the few dollars you will pay for dues will be the least expensive thing you do to get into the air.

Next, look at the calendar of events for 2013 and decided how much vacation time you can invest in pursuing your dream. You need to attend at least two major rotorcraft events a year, just to keep your batteries charged and the vision of your goal clear.

This is where you need to be honest with yourself as you set your priorities and decide how much you really want to fly. If getting into the air isn't pretty high on your priority list, save yourself some aggravation and just admit that you don't really want it bad enough to be able to successfully pursue this dream. Flying isn't the kind of sport you can be "kind of" committed to. Flying is the kind of dream that takes passion and commitment to achieve. If you don't fuel that kind of a dream it simply dies.

So read everything you can find on the subject, attend as many events as you can. Build relationships with people who are doing what you want to do. Even if all you can afford is to take an hour of instruction once a year to keep your dream alive, get up into the air. It will amaze you to see the growth and changes take place as you chase your dream. It is a most excellent adventure and you have friends willing to help you. Come join us!

PRA Chapter 31 January Report John Rountree



Happy New Year!!!

Because of the holidays and so many of our members being out of town, or out of country sailing, [PRA 31](#) had suspended meetings until January 17, 2013.

The meeting in February will be at Dr. Bruce Charnov's house and expect a new historical perspective few ever get to hear or know, it always is, he is a rotorcraft historian and we feel blessed to have him as a member of PRA31!

We did have one working meeting in November. It was at the KSEE airport hanger where members Ives Able, Bruce Charnov, Rick Eichmann, Doug Hahn, John Rountree and my guest Goody removed and replaced the carburetor on our Lycoming O310 engine with one we had purchased so we could get it shipped. Sadly, I could not find the Hollmann key to start her so our work went and is un-tested!

This month we will have a regular meeting on the 17th and another spontaneous working meeting as soon as my brother, our IA, is back in country.

Expect an impromptu meeting date soon after the

8th of January.

At this working meeting we will have our IA adjust the carburetor and inspect the engine one last time, making it ready for shipment to Nicolas so he can design our co-owned G2sa.

We will also be removing the engine from the Hollmann, hang it on an engine hoist, and measure and make the cardboard templates precisely matching the propeller bolt pattern and exiting motor mount bolt pattern.

Then I will have these crate supports made out of 1/4" steel using a friends CNC plasma cutting table.

We'd like to welcome Marvin Cooper, Chapter 31's newest member. Currently Marvin owns a KB-4 tandem gyro copter with Lycoming O-235. He also owns a Piper Aztec with two Lycoming O-540 engines.

URA Presents Webinar Jan. 12



The Utah Rotorcraft Association, Inc., a 501 (c)(3) not-for-profit organization focused on education and training related to personal rotorcraft, will present the first installment in its 2013 Winter Webinar Series on Saturday, January 12, immediately following the conclusion of a brief PRA Chapter 2 online business meeting at 10am MST.

The technical presentation will discuss the design and construction of the new ArrowCopter AC10, the US-market kit version of the AC20. URA Director Claudius Klimt, who has formed a company to distribute the kit in the US, will conduct the presentation and answer questions afterward.

All that's needed to participate is a computer with speakers and a fast internet connection. Questions may be asked at any time during the presentation using the computer keyboard.

To participate, log in by 10am using instructions for the URA Webmeeting Channel found using this link, or at www.utahrotorcraft.org. The presentation is free and open to the first 200 participants.





Beaty, Boyette Interviewed

Veteran gyroplane pilots and builders (L-R above) Chuck Beaty and Ernie Boyette were interviewed over the summer by Greg Mitchell during Greg's visit to the US from Australia. Greg has made the interview, which runs about 49 minutes in duration, available on YouTube. Just click the screen shot above to find the interview on YouTube.



Chapter 26 Launches Website

Sunstate Wing & Rotor Club (PRA 26) provides much of the manpower for PRA's Bensen Days event in Florida. The group has recently launched a new website, and promises a new Bensen Days event site will follow shortly. Follow the updates on the new site by clicking the logo above.

PRA Ground School Begins



PRA VP and CFI Tim O'Connor will have about a dozen students for the latest round of PRA's online ground school for the Sport Pilot Gyroplane knowledge test. Classes begin January 10 and run eight consecutive Thursday nights. Find details at www.pra.org.

Gyroplanes For Sale



BENSEN GYROCOPTER - Bensen blades. Brock landing gear, joystick, 8-gal. seat tank. Subaru EA-81 twin-carb, converted to single Holly 1920 carb, direct drive. Some gauges, radiator. No prop. \$4,000 or may trade for an original British Mini car. Bill Yule, acecrenshaw@gmail.com, Tucson. (AZ, 11/12)



GYROBEE - Built & hang-tested, registered, needs airworthiness inspection, many construction photos available. New Rotax 503 near zero time broken in and taxied. Power fin prop, 23' Dragon Wing rotorblades and head, gauges, radio, more. \$12,995. Frank Dicorte, (254) 715-3056. (TX, 11/12)

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)

Wanted to Buy

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

Classified ads in Western Rotorcraft are available free to members of any participating PRA chapter. Contact your chapter (see page 2) for details.