

Western Rotorcraft



April 2013





Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club (**PRA 15**)

Third Saturday, 11am MST, various locations (AZ)
 Next Meeting: Apr 20, 11am, [Coolidge Airport](#)
 Carl Matter: keenuk@aol.com

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

Next Meeting: Apr 13, 7am, [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: May 4, 10am MDT,
[Meadow Lake Airport](#) (CO) Hangar 8400
 Mark Shook: Mark@CopterPilots.org

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

Next Meeting: Apr 13, Noon PDT, [Sport Copter Scappoose Industrial Airpark](#) (OR)
 Annual BBQ & Fly-In
 Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers (**PRA 2**)

Next Meeting: Apr 13, Noon PDT, [Sport Copter Scappoose Industrial Airpark](#) (OR)
 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

Fri, April 12 (OR)

[URA Tour of Evergreen Av & Space Museum](#)

Sat, April 13 (OR)

[GNWSRA \(PRA 73\) Anniversary BBQ](#)

Fri-Sat, May 17-18 (AZ)

[ARC Gyro Buddy Camp-Out](#)

Thu-Sat, Jun 6-8 (UT)

[Rotors Over The Rockies](#)

Sat-Sat, Jun 15-22 (OR)

[Alvord Desert Fly-In](#)

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)

[Rocky Mt. Rotorcraft Fly-In](#)

Fri-Sun, Sep 27-29, (CA)

[50th Anniv. Ken Brock Freedom Fly-In](#)

This Month in WR - PRA Adds to Magazine Archives, 2; Britta Penca earns CFI, 3; Chapter Reports, 7-12; Classifieds, 12.

On the Cover: Kevin Richey captured this awesome photo of Walt George in his new Sport Copter Vortex M912 at [Chapter 15's](#) Dogman Memorial Fly-In at Yuma, AZ in February. Top of column: [Chapter 73](#) members enjoy their BBQ at [Sport Copter](#) in 2011.

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From the Editor

There has recently been renewed discussion of the changes affecting our sport and its champion, the Popular Rotorcraft Association.



The [Rotary Wing Forum](#) has been buzzing with how [PRA](#) might realign priorities. Sequestration in the federal budget has resulted in the closing of control towers at smaller airports where students need access to tower services to complete their training. We've made no progress in reversing farm subsidies which require ethanol in our fuel. It's easy to get caught up in the feeling that our sport's exciting past has evolved to a troubled present and questionable future.

But in the midst of the gloom, PRA just added 1966-1968 issues of Popular Rotorcraft Flying magazine to the archives available to PRA members at [pra.org](#). Just seeing the covers brings a big smile, especially their sense of optimism. Bensen's covers implied that Gyrocopters were candidates for inclusion in our everyday activities, every bit as much as were the (then) new Japanese motorcycles or the Volkswagen Beetle. There was nowhere to go but up!

Can we recapture this sense of optimism in 2013? I think so. Even as some PRA chapters have withered and disappeared, new ones are requesting start-up packets. PRA has just announced a pilot program with [Chapter 26](#) in Florida which seeks to qualify additional Sport Pilot Examiners or Designated Pilot Examiners. That program may be repeated with chapters elsewhere if it is successful in its trial.

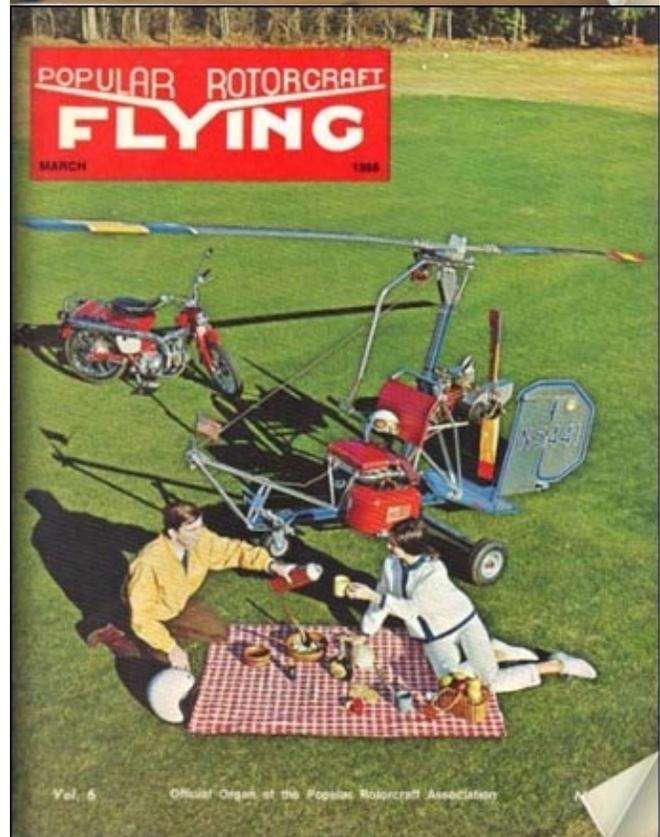
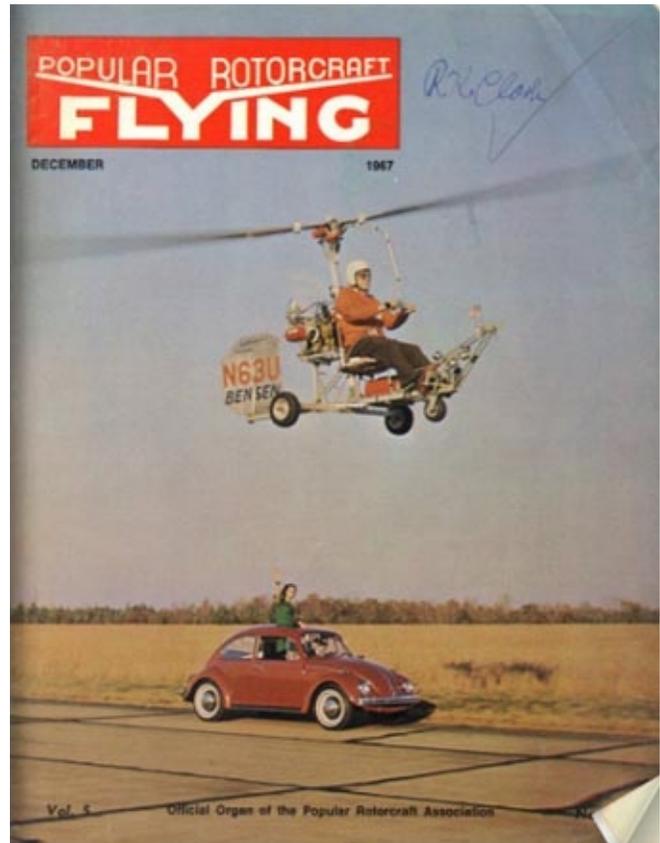
**Gyroplane
Flight Training**

Britta Penca, BA, CFI
520.840.0951
brittaglo@yahoo.com

And we got some terrific news in the west in the past few days, as Chapter 15's [Britta Penca](#) has joined the list of Certified Flight Instructors for Gyroplane. Britta tells us in this issue (next page) about her journey.

Let's all be thankful for personal aviation we can afford, and for the folks who made it happen and continue work to keep it alive. If we're to pass on this fun to future generations, we have work to do, and it probably starts with our attitude.

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Popular Rotorcraft Flying covers: At top, December 1967; above, March 1968. At left, Britta Penca is the west's newest CFI. Read more on page 4.



Britta Penca - The Gyro Sport's Newest CFI

Interview by Paul Plack

Former Chapter 15 President [Britta Penca](#) became a Gyroplane CFI March 14. Britta, who also holds Private privileges in Airplane/Single-Engine Land and Rotorcraft/Helicopter classes, and her husband, Mark Rhoads (to Britta's left in the above photo), are well-known among gyroplane enthusiasts who attend events in the west. Britta will offer instruction in an Air Command tandem gyro, and is currently based at the San Manuel Airport ([E77](#)) in Arizona.

I had the chance to talk with Britta about becoming an instructor.

PP: Britta, do you remember when you first decided flight instruction was something you'd like to do?

BP: You know, it's one of those things that unfolds over time. One day I was flying my single-place gyro (at right), thinking, "I'm spending so much time and money on this thing that I thoroughly enjoy," and I honestly felt so entirely selfish in that moment. All of my work to that point was human services work. I was on final one day and I thought, gosh, this is something that could be shared with other people.

I first went in the direction of helicopter flight instruction, thinking about helping other people with that and then, maybe, flying medevac. And, as often is the case, just through your experiences, you



sometimes come full circle, back around to your original ideas on things. It just seemed to me that teaching in gyroplanes was really right in front of me. So I came, in a way, back home.

PP: I can only think of a couple of CFIs in the gyroplane world who are women. Marion Springer, and now you. You've acknowledged Marion as a mentor in the past. Are there any others?

BP: On the way home from my checkride in Arkansas, Mark and I stopped at the little airfield ([44M](#)) in Cookson, Oklahoma where I took my first fixed-wing lessons from a woman named Mary Kelly.



She was a member of the Ninety-Nines, and a very well-loved flight instructor. Mary was so enthusiastic, and kind, and patient. I already had passion, but there was just something about knowing her that stirred that passion, that made me feel I could do this. Before, I just didn't know how flying an aircraft could become accessible to me, how it would all work. What touched me was the truth about how a flight instructor can be so encouraging to a person to pursue something they love.

Karol DeGraw was also an inspiration to me. I remember watching her land at Mentone years ago. I was standing there grinning like a groupie waiting for her to climb out of DeBird. She and Marion Springer have both been role models for me. You can imagine my joy when several years after that convention I got to ride (at right) in a jump-start gyro with Karol.

Marion has been just as much a help to me as she is an inspiration. In 2008 Marion and I flew our single place machines together (above) at the Ken Brock Freedom Fly-In at El Mirage. Marion told me that it was the first time she had been in the air with another female gyro pilot. A year later she came to the Arizona Rotorcraft Club (PRA Chapter 15) Fly-In and rode with me in the tandem. That ride was the first one she had ever received from a woman gyroplane pilot. It was a tremendous honor for me to give her that ride.

Many members of Whirly-Girls, International (an international organization of women helicopter pilots) and of the Ninety-Nines have also been tremendous inspiration and support. In the past I served as a scholarship director on the board of the Whirly-Girls,

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and as Vice President of the Tucson chapter of the Ninety-Nines. I also served for a number of years as the president of our local [PRA](#) chapter. All three of these groups have served an important role in my journey to flight instructor.



PP: Is there any advantage in being a woman as a flight instructor?

BP: Today, I gave an introductory lesson to my helicopter flight instructor, who's female. She was saying to me that women have the advantage of being able to explain things in a way that helps put people at ease. She certainly did that for me with my helicopter flight instruction.

I'm hoping that one advantage might be that I can encourage more women to become gyroplane pilots,



to check it out.

PP: Should a woman who wants to learn to fly seek instruction from a woman flight instructor?

BP: Not necessarily. It's an individual preference. Some of my friends who now fly jets say that, at the start, it was a little intimidating, kind of a man's world. In the end, I think it really doesn't matter. When picking a flight instructor, sometimes you have to try some of them out, like picking a doctor, or a therapist, or a business partner. Different people click.

For some women, it would be nice to see a woman who's been able to hang in there through the challenges of this kind of sport.

PP: Regarding instruction, do you have the business details figured out, and will Mark be involved?

BP: Honestly, I'm just putting one foot in front of the other at this time, but yes, Mark sees his role as similar to the role Docko played with Marion Springer, to maintain the aircraft, and help with logistics and the business end of things while I do the flight training. You know, Marion said, "it took two of us to run this business," so right now we're looking at that. I would love to see him become a Sport Pilot CFI. He's already a teacher with 35 years of experience.

PP: What suggestions would you have for anyone else who might be thinking about becoming a CFI?

BP: Just get out there and fly! I learned so much just from my cross-countries (above), flying different kinds of gyroplanes.

We really do need CFIs, and it's one of those things that can be a rocky road, an arduous task, but it's worth the journey if you have the passion for it. I think we do need people who can share that passion.





March 9 Meeting Report

Meeting was called to order at 11:00am by President Terry Smith. Present: Grace & George Stone, Karen Keene, Moe Rascon, Dave Wilson, Dejon Samanc, Jim Franklin, Wbaldo Gonzales, Teddy Udala, Doug Coons and Ralph Johnson.

Terry said e-mails he had received from members about election all agreed to keep the same officers for 2013: Terry Smith President, Teddy Udala Vice President and Karen Keene Secretary/Treasurer.

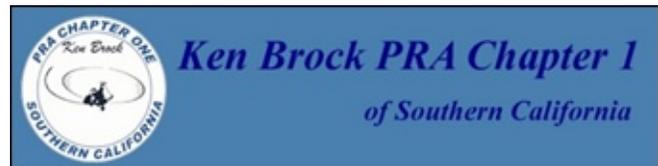
Below are items members brought to the meeting and donated for the raffle:

Wbaldo donated a Pneumatic Adjustable Roller Seat – very nice in the garage! Jim donated an altimeter watch and gallon of two-cycle Blue Marble oil.

Karen showed the following items that she had received for the raffle from different companies and individuals that she had contacted:

Kevin Richey donated a BBQ made from a propane tank. Bugasalt donated a Bugasalt fly gun. Check it out on [YouTube!](#) Roger from Gyrobooks donated the book Autogiro Rotor Wing Before the Helicopter by W.J.G. Ord-Hume. Tim O'Connor signed and donated 5 copies of his book You Can Afford to Be a Pilot for

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the raffle. William Brothers Model Products in Hutto, TX donated the PCA-2 Autogiro containing parts for two complete models. Ivoprop donated stainless steel leading edge tape and also an Ivoprop polished aluminum spinner. Karen mentioned she had contacted Purple Polish and they will donate polish again this year for the raffle.

Terry revised the pilot sign in sheet for the fly-in making it only one sheet. The back of the form had a safety briefing on the back of the form that we kept. This year the pilot will get a copy of the safety briefing to keep when he/she signs in.

Terry suggested that, weather permitting and if Peter is able to help, that we use the gyro glider before next month's meeting.

Terry asked Dave Wilson to e-mail him pictures of his gyro and info about it and he will ask Paul Plack to put it in the combined newsletter (see next page).

We talked about getting patches made for the fly-in



and Karen brought the information and also two different patches she had purchased from different chapters. We talked about getting a patch for [Chapter 1](#) and also a patch for Chapter 1's 50th anniversary. Karen said she had contacted the company and once we decide what we want to contact the company and they will send us a sample of the patch. Members were asked that if they had items for the patches to bring them to next meeting.

Teddy suggested that after meeting before we have BBQ that we take a picture with all members. Teddy suggested that Terry contact Dan Donnelly and invite him to the fly-in. It was suggested we have a video to show Saturday night about Chapter 1 from past to present especially the trip to Las Vegas. Anyone who might have videos of Chapter 1 and would like to donate for Terry to make a copy please contact Terry.

Terry motioned the meeting be adjourned and Moe seconded the motion. Meeting was adjourned at 10:50am. (Terry Smith, President)

Above: Dave Wilson's gyroplane, announced at the March 9 meeting as being for sale, has been sold.

Bonneville GyroFlyers PRA Chapter 2 March 9 Meeting Report

[Chapter 2](#)'s March 9 meeting was called to order online at 10:10am MST by Pres. Doug Barker on the URA Webmeeting Channel. Also participating were Secr. Paul Plack, Treas. Steve Pearson and members Curtis Lund, Kevin Eaton and [CFI Mike Burton](#). The minutes of the February 9 meeting were approved as published in the March edition of *Western Rotorcraft*. Doug's membership report, listing 28 current members, was approved. Steve reported that the treasury received income of \$12 since February, for a current total of \$192. His report was approved.

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The discussion then turned to the upcoming outing to Oregon April 12-14. We expect to have between five and eight members participating. The itinerary is as follows (all times local):

Friday

6:30am - Carpools depart the Salt Lake City
5:30pm - Dinner at The Dalles, OR
9pm - Check-in to a motel, McMinnville, OR

Saturday

8am* - Arrival at the [Evergreen Aviation & Space Museum](#) for our tour of the [Hughes H-4 Hercules](#)
10:30am - Departure for Chapter 73's BBQ, Sport Copter tour, intro flights
Evening - Check-in to motels & camping

Sunday

8am - Carpools depart for the return to Utah
9:30pm - Arrival in Salt Lake City



It was decided to set a deadline of March 23 for RSVP and payment of the \$30 minimum donation per-person, so funds can be forwarded to the museum before our trip, carpool logistics can be addressed, and firm numbers will allow booking motel rooms in advance. Paul will research motel availability and rates for members and e-mail a summary to members who expressed an interest in the trip so far.

Curtis reported that he just completed PRA's online ground school in preparation for the FAA Sport Pilot/Gyroplane Knowledge Test. He reports he fell just short of the final grade required for CFI Tim O'Connor's sign-off to take the exam, but expects to study in weak areas and re-test. Curtis praised the course as complete and fun, and thanked fellow Chapter 2 members for the loan of a chart plotter and E6B calculator required for both the course and the FAA test. Attendees briefly discussed locations in



the Salt Lake City area where the test is offered.

The calendar of 2013 rotorcraft events was discussed. Doug noted that when he first got interested in gyroplanes, he felt at least a thousand miles from anything happening, but now the calendar is so full it's difficult to prioritize.

Paul noted that we need to support existing rotorcraft-focused events, but also need to display our aircraft at events with larger attendance and broader demographics to grow the sport.

Paul announced that [Desmon Butts](#), a gyroplane CFI based in Texas who provided training at Rotors Over The Rockies (ROTR) in 2012, has confirmed that he'll be back this year with an aircraft available for training.

Kevin noted that he hopes to be ready to add the Gyroplane endorsement to his existing Sport Pilot certificate, which will be possible if he's ready the week of ROTR.

The next meeting of Chapter 2 will be held in Scappoose, OR on Saturday, April 13, and online if facilities permit, at a time to be determined. Members will be notified by e-mail when the time is finalized.

The meeting was adjourned at 10:48am, followed by the final installment of the URA Winter Webinar Series in which CFI Mike Burton of Airgyro Aviation (top of column) presented photos of his current SparrowHawk build.

* The [Evergreen Aviation & Space Museum](#) has authorized an additional (third) group of up to six to handle overflow for the tour, which may require the start time to be moved back to 7:30am on April 13. Participants will be notified as the itinerary is finalized. (Paul Plack, Secretary)



Arizona Rotorcraft Club March Activity Report

We had a nice club lunch at the Marana Airport Skyrider Coffee Shop. Bruno set up a table for us outside and the weather was just perfect. I recommend a layover next time you're hungry or need a break.



Mark Sanders and Cal (below) flew in from Coolidge where they were camping. Mike Willet trailed his Hornet and Al taxied over from his home next door. Also there were Greg Egolf, Thomas Fernandez and his wife Linda (still visiting from Colorado), new member Paul Brick, Chicago Ray Harstick and myself. Paul has a number of aircraft and currently flies a Cessna 140. He picked up a Bensen B8M without the M and wants to learn to fly. Mike and Al offered to tow him up into the air, old school style.



I heard there were 6 gyros at the recent Cactus Fly-In. Glad to hear we are out there in a big enough group that anyone could find us.



Our member in Yuma, Ben Suissa, is closing his gun shop and going into bomb disposal full time with his wife Katrina. But in between closing the store and starting the new job he plans to take a month off and fly his gyro every day. 30 days and 30 flights to practice and improve his flying skills.

Al reminded me it was almost Marion Springers birthday. I was going to send flowers from the club but her daughter Linda said no shops deliver to her home on the lake bed. So I sent her a club t-shirt instead. She is headed to Bensen Days next, which is a great way to start a new year of life. Marion, thank you for continuing to share your knowledge and enthusiasm with us. We look forward to seeing you in September at the Ken Brock Freedom Fly-In.

Last weekend I drove to Pinal Air Park (above) to witness a gyro practice session. It was another beautiful sunny day with no wind until about 11:30am. Al, Mike and Greg were there testing and tuning their skills and their machines. Greg is still recovering from his stroke and taking it nice and slow. He was mostly getting light on the mains of his Gyrobee with a short crow hop here and there. He is doing a great job re-training his left foot to correctly respond to his commands. Mike was doing nice long steady flights just a few feet off the runway. Everything is working correctly on the Hornet and he said he will go higher once he has finished making the horizontal stabilizer.

Al was in driving school mode. He was finding the right fuel pressure for the snowmobile engine and checking out the running gear on his Hornet. After a few crow hops he has decided to move the main wheels a little closer together. The wide stance looks effective but it actually gets in the way. A side benefit is that it will fit better on his trailer.

Thomas in his Gyrobee and Mark Rhoads in

Woodstock II had a 45-minute flight over from San Manuel. They climbed to 6,000 feet to clear the terrain and Mark said it was a bit chilly up there. I had a couple of cold handshakes when they arrived to confirm that story. The Pinal airport is an old WWII training base. It can handle modern planes as large as a 747. Thomas said the runway was so wide it made for a confusing sight picture. He thought he should be touching down long before he actually did.

Four of us drove to the nearby Skyrider Café for lunch. Mike entertained us with stories of his helicopter days in Vietnam and his short-lived career in international contraband transport and the day he spent in a Mexican jail. What doesn't kill us gives us good stories to tell.

We returned to Pinal to meet Britta who flew over from San Manuel with Michael in his Luscomb. We all chatted in the shade, under the wing of an L1011 before packing up the gyros and saying goodbye or, until next time.

Our next get together is Saturday, April 20. It's the Annual Dinner and camp out at the Coolidge Airport. We will have a meeting at 11am and a BBQ dinner that evening courtesy of the Arizona Rotorcraft Club. Hamburgers, brats, beans, potato salad, chips and pie for dessert. I hope grillmaster Bruce will be there.

After that it's the Gyro Buddy camp-in, fly-out Saturday, May 18 at the San Manuel airport. Then we take a summer break. Al suggested we meet in the air conditioned café of the Pima Air and Space Museum. There is even a McCulloch J2 hanging from the rafters. The only other cool place in the summer is Mike Willett's swimming pool. Try and make it out to the next two events. They are going to be fun. I hope to see you there. (Carl Matter, Pres., above.)





March 9 Meeting Report

The potluck was great. Jim donated foot-long hotdogs and buns. Jon BBQ'd. Gary, Kent, and Bob brought sides and dessert (sorry if I missed anyone). Thanks everyone! The weather was good and we even had a friend (Dan) fly in to say hi (at right, top). Brock flew one of his planes in as well (he usually does!)

Meeting called to order @ 1:08pm. Bob Johnson read the treasurer report. Jon announced that the "thank you" gift of supplies was delivered to NWACC, which has let [Chapter 73](#) use their facility during the cold months. We appreciate it. Thank you NWACC!



Bob reported that the NWACC group was very happy for this surprise.

Minutes were approved for the previous months as printed in WR. Motion to order shirts and hats for the BBQ was approved. A variety of sizes and colors will be ordered.

There was discussion of what food will be bought for the April BBQ. Everyone is excited to have the event and our [friends from Utah](#).

The floor was open to discuss the PAC, PRA and the future of an organization to represent the sport. We agree communication and transparency are a must to be successful.

Clint Martindale donated a collection of gyroplane models and a display box that will be raffled off. The raffle will start in April and will end when the goal of 100 tickets is reached. (Jon Dailey, President. Above: Sport Copter II.)

CRA

Colorado Rotorcraft Association

March 2 Meeting Report

Saturday, March 2 was our First Quarter 2013 Chapter Meeting.

1. The meeting was called to order at 10:10 am by President Mark Shook. (Secretary Todd Rieck is excused as he broke his leg and is not able to drive to the airport.) Mark reported that we have gained 2 new members since the last meeting and our total chapter membership is now over 35.

2. Current status of chapter members aircraft - review. Reports were given on most of the gyros in the chapter. Mark's Xenon RST (below) has the new thicker factory mast and new rotor head installed and will be flying chapter members after the meeting.



Frank's Barnett has some electrical issues and is not currently flying. Todd's Yamaha powered Air Command is flying (but unfortunately Todd is not.) Thomas has his GyroBee with him and is currently in Chapter 15 territory on vacation. Tom's Enstrom is flying and was seen touching down in Mark's front yard recently. Mark T sold his Dominator and is currently building a new Sport Copter M912. It was reported that Bill's two-place project may fly this summer. Lindsay reports that his two-place HoneyBee should be in Colorado this summer. Tim is expected to fly his single-place Little Wing soon. Bruce's two-place Little Wing is undergoing some minor repairs and is not currently flying. Rob reports his two-place Xenon is ready to fly when the weather permits. Dick Dougherty says he will have his GyroBee at our 2013 fly-in.

3. 2013 events - Our [next chapter meeting](#) is Second Quarter - May 4 - 10am @ KFLY.

[Annual Rocky Mountain Rotorcraft Fly-In](#)
September 13-14-15 @ KFLY

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4. The meeting was adjourned at 11:35 for Refreshments and Flying. Rides in the two-place Xenon were given to those in attendance. Mark Shook, Pres. right.)



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)



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

Parts for Sale

Rotax 503 dual carb, fresh rebuild, includes B-box. \$1500. Rotax electric starter, fresh rebuild, \$250. Contact Clint Martindale, (503) 775-7372. (OR, 3/13)

24-foot Dragon Wings, Parsons two-bearing head (all new bearings), 12-gallon seat tank. \$1500. Mark Rhoads (520) 840-0186, Tucson. Can bring to Yuma on Presidents Day weekend. (AZ, 02/13)

Engines for Sale

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

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