



Western Rotorcraft

***Visiting the Spruce Goose
Chapter 73 Annual BBQ
Flying a Calidus 914
Gyros at Coolidge
May 2013***



Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club (**PRA 15**)

Next Activity: Gyro Buddy Camp-Out
San Manuel Airport (AZ) May 17-18
Carl Matter: keenuk@aol.com

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

Second Saturday. El Mirage Dry Lake (CA)
Next Meeting: May 11, 11am
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: Sep 13, 10am MDT,
[Meadow Lake Airport](#) (CO) Hangar 8400
Mark Shook: Mark@CopterPilots.org

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

Next Meeting: May 11, Noon PDT, [Sport Copter Scappoose Industrial Airpark](#) (OR)
Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers (**PRA 2**)

Next Meeting: May 11, 10am MDT
Pilots Lounge, [Brigham City Airport](#) (UT)
Doug Barker: president@utahrotorcraft.org

Utah Rotorcraft Association

Next Members Meeting TBA
Next Board Meeting TBA
info@utahrotorcraft.org



2013 Calendar

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 - Brigham City Airport, ROTR News, 3; From the Rotary Forum, 6; Chapter Reports, 7; Classifieds, 12.

On the Cover: CFI Mike Burton flies a canyon near Utah Lake. This was a **first check-out** flight of camera mounts that may be used to document training flights. Top of column (left-to-right): Mark Sanders, in his blue SparrowHawk, passes Thomas Fernandez with his GyroBee at Chapter 15's annual dinner at Coolidge in April.

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Enough with the Idiot-Proofing! From the Editor



When Cindy and I bought our home in Utah five years ago, we had both lived in rented apartments for a while. Now that we had a yard to maintain, I decided to try a corded electric lawnmower. It was lightweight, did a decent job cutting grass, and I was happy to do my part in holding down fuel prices. The basic deck and motor were fine, but just about every other piece of that mower fell apart or off. I procrastinated replacing it.

Last month, Cindy wanted to help me out and get the lawn done on my last day at work before my trip to Oregon to visit Chapter 73. Before she finished, she ran over the extension cord. I took it as a sign, and bought a gasoline-powered mower made by Honda. I also had to buy a new extension cord for my electric leaf blower and string trimmer and, for the first time in years, I needed a gas can.

Have you bought an extension cord lately? My new 100-footer had no fewer than three long, white stickers, attached with strong glue so as to protrude at every angle, warning me that "electricity can be dangerous."

Really? My old Homelite mower, which not only ran on electricity but spun a sharpened 20" steel (OK, Chinese mystery metal) blade at 1800 RPM, got by with only two warning stickers.

Perhaps an entire generation of kids who grew up with child-proof safety covers on outlets hasn't yet learned this attribute of electricity. When I was a kid, we learned it by exploring an outlet with a kitchen knife when Mom wasn't looking. Those lessons were more memorable than any sticker.

Have you bought a gas can lately? The last time I bought one was about 1997. Much has changed. I picked a plastic, two-gallon, portable gas container off the shelf at Home Depot. All the way home, a frowning lady on a Shriners Hospital sticker stared up at me. When I got it home I found an interlock mechanism requires you hold the can by the handle, use your other hand to twist the interlock, then press the nozzle against the edge of the fuel tank inlet to start the flow, which also prevents seeing when the tank is about to overflow. I've learned this interlock is required by the Children's Gasoline Burn Prevention Act, signed by President Bush in 2008. Another law which took effect in 2008 did away with separate vent caps for environmental reasons.

I've tried to have a little fun with this story, but there are some very unhappy downsides to the gradual, complete displacement of personal responsibility by



Above: "Hold can in left hand. Turn and hold interlock with right hand. Guide can to tank inlet with third hand." Might as well have said that!

laws which require every product we buy to be idiot-proof. We're clearly into a time when making a product difficult for careful people to use safely is deemed an acceptable price for keeping the careless from hurting themselves. Government agencies love the gains in staff, money and power this thinking allows. I doubt the FAA is different in this regard from any other government agency.

The explosive growth of experimental aircraft as a percentage of the general aviation fleet can be logically traced, in large part, to lower cost, which has much to do with the liability we escape through those two-inch-high EXPERIMENTAL labels on the hull. Any accident we have puts our sport at risk.

Make sure you're not the cause of that accident. Support PRA and EAA. And work to spread a safety culture in your chapter, at your airport, and across the sport.

Fly Safe!



Brigham Airport Board Meets

The [Brigham City Airport](#) Board met on Wednesday, May 1 and formally approved an application from Utah Rotorcraft Association, Inc. ([URA](#)) to hold Rotors Over The Rockies 2013 at the airport in city-owned facilities. Members of the board agreed that the event has run smoothly in past years, and fits with efforts to more widely publicize the airport.

The city will again provide trash cans for the event, and portable traffic barriers to allow demarcation of a "no-spin zone" for the safety of bystanders. Educational forums and the closing banquet on June 8 will again be held indoors in the finished office space in the large, city-owned hangar, as in past years.

Airport Manager Bruce Leonard noted that the hangar now has seven year-round tenants renting space for their airplanes. A corridor on the south end of the hangar with a high garage door, used by URA in 2012 as an entry/exit for gyroplanes, now houses a fire truck purchased by the city for use at the airport. An inventory of available hangar space will be required to determine how many visiting rotorcraft can be accommodated.

Also passed was a motion to initiate a name change to "Brigham City Regional Airport." The added word "regional" in the name is an effort to distinguish the airport, with its 8,900' runway, full-length taxiway and FBO, from smaller airports typical of cities of similar size.

ROTR 2013 Schedule

The daily schedule of events for Rotors Over The Rockies 2013 is expected to be finalized at an informal working session of the [URA](#) board on May 11. The meet, which offers educational services and training to owners, builders and pilots of experimental rotorcraft, is scheduled to be held Thursday-Saturday, June 6-8 at Brigham City Airport, with on-site camping opening the evening of Tuesday, June 4.

Tentative activities include presentations from manufacturer reps for gyroplane kitmakers [The Butterfly LLC](#), [AutoGyro USA](#), and [Aviomania Aircraft](#); "CFI Roundtable" with audience Q&A featuring Certified Flight Instructors Mike Burton, Desmon Butts, Marion Springer and



CFIs, clockwise from upper left: Mike Burton, Desmon Butts, Britta Penca, Marion Springer

Britta Penca; "Popular Rotorcraft Association Forum" with Q&A led by [PRA](#) Secretary Doug Barker; and "Aircraft Antennas 101" and "Writing for Rotorcraft Publications" by [URA](#) Editor Paul Plack. On Friday evening following a group dinner at the [Maddox Family Drive-In](#), CFI Marion Springer will present "The Making of the [Great Skycopter Rescue](#)," an entertaining look at the 1982 movie which included gyroplane stunt flying by Marion and Docko Springer, and prominently featured Marion's McCulloch-powered Bensen B8M, "Born Free."

Technical services expected to be available during the weekend at Brigham City Airport will include airworthiness and annual condition inspections by local DAR Jim Gilchrist; helicopter scenic flights offered by [Whirlybird Helicopters](#) of Ogden, UT; and a variety of aircraft available to rent from [Airmotive Service](#), including a vintage Ercoupe C which can be rented by Sport Pilots.

URA expects to schedule the availability of an overhead scale for aircraft weighing, and a thrust gauge for static thrust testing.

Among the educational services conducted independently by attendees during the weekend will be gyroplane flight instruction offered by CFIs Mike Burton and Desmon Butts, and helicopter flight instruction offered by [Whirlybird Helicopters](#). (Continued on page 5.)

ROTR 2013 Schedule, continued

At the past two ROTR meets, a popular, informal activity by several attendees has been a Friday morning cross-country breakfast flight to the [Ogden Hinckley Airport](#), 21 nautical miles south of Brigham City. The flight can be made using visual reference to Interstate 15 for pilotage, and provides participants with an opportunity to log a takeoff and landing at a Class-D airport. In 2013, it was feared the Ogden ATC tower would be closed by federal sequestration cuts, but recent action by the US Congress is now expected to keep the tower open through mid-June. In other developments affecting airport status, the start of commercial service at Ogden by [Allegiant Air](#) has brought with it a security operation run by the US Transportation Security Administration. Any change in procedure to access the [Auger Inn](#) restaurant from the transient aircraft ramp is still being assessed, and an informal briefing will be available at ROTR for attendees wishing to fly to Ogden.

On Saturday, June 8 from 8-10:30am, the ROTR schedule will take a break to accommodate a Young Eagles Rally sponsored by [EAA Chapter 58](#), based in Ogden, UT. The chapter expects to set up online registration for up to 25 kids between the ages of 8 and 17 to get their first flights in light general aviation aircraft. Participation by volunteer pilots with fixed-wing aircraft is expected, and participation by one or more experimental gyroplanes is pending.

Doug's Thoughts **Doug Barker,** **Pres., URA**

Wow! What an exciting time to be involved with gyroplanes. From the growth our local chapter is experiencing, to the turn-around the international PRA organization is seeing, to all the new gyro models becoming available, to the sales of gyros across the pond outpacing fixed-wing sales, this is truly a great time to be involved in gyroplanes!



Above, L-R: Doug listens as Jim Vanek explains the operation of Sport Copter's large precision oven.

Our chapter just took the largest group of people we have ever assembled for a road trip to Oregon to visit Chapter 73 for their anniversary BBQ (with a few other stops along the way). Ask anyone that went with us and you will have a hard time getting them to stop talking about what a great time we had. Besides the great hospitality we received along the way, and the new friendships we made and the existing friendships we strengthened, we saw some incredible sights, sat in historical seats, got a personal tour (above) of the Sport Copter facility and learned much more about what makes their machines so great, and some of us even got to fly with Jim Vanek. It's pretty hard to beat that kind of an activity!

But coming up in just a few weeks, we're going to attempt to do just that. Rotors Over the Rockies 2013 will be held June 6 – 8 at the Brigham City Airport. Every year just seems to get a little bigger and a little better, and I suspect this year will follow that tradition. This year we will again have at least two gyro CFIs offering training at our event. The word is starting to get out and we are having more and more people traveling from beyond our regional area to join us. The scenery is incredible and we have a wide variety of gyroplanes that will be here. I have personally talked to dozens of new people who are excited to attend their first gyro event and they are planning to make ROTR their first experience with a gyroplane. Whirlybird Helicopters will be there again this year, giving introductory rides and offering training for those

who prefer powered rotors. I know there are lots of local people who plan to come out and join us for Saturday, but I would sure encourage people to come out earlier and join us for Thursday and Friday, too. Especially if you are hoping to get some air time, coming in earlier in the week is a really good idea. For those who have to travel a long ways to attend, it obviously makes sense to come early enough to attend the whole event, but even for those who are closer, it is a good idea. Don't be like we were at the Evergreen Aviation & Space Museum in Oregon, when we had scheduled three hours and we were wishing we had a couple of days to spend.

To all of our friends who have attended before, we hope to see you again this year, and to all our new friends that we don't know yet, we are excited to get to know you. Please don't be afraid to come up and introduce yourself and get to know us. While we are always busy at these events and the time just seems to fly by so fast, we always have time to talk to a new person, and want to help support you in any way we can, so come up and introduce yourself and let us get to know you. We'll see you soon!



From the Rotary Wing Forum

Ever wish you could keep an eye on your pusher powerplant while in flight? That might be a job for a GoPro video camera. Mike Smith of Pittsburg, KS, who goes by "y1f" [on the forum](#), made a 14-minute flight video (above) in his Helicycle, with the GoPro mounted to the frame behind the engine. [Watch it here](#).

CFI Mike Burton posted [a link](#) on the forum to [this fun video](#) of a ride-along in a new turbo Calidus near Utah Lake. (Also see page 1.)



Ever wonder what it's like to fly a gyro-glider across the open dry lake at El Mirage?

Get a taste of everything but the dust in [this video](#) of a flight by Chapter 1 President Terry Smith, and comment in [this thread](#) on the forum.

Springtime got you thinking about dropping a few pounds of winter weight? Join the brave souls who've decided to fight the battle of the bulge in public to stay motivated! The thread is called "[Serious Weight Loss to Fly](#)." (Mercifully, there are no photos or video with this one!)

Steven May, Steve_UK on the forum, found [these photos](#) taken by a recent visitor to the Aviomania factory in Cyprus. Discuss them in [this thread](#) on the forum.





Welcome to...

Ken Brock PRA Chapter 1 of Southern California



April 13 Meeting Report

The meeting was called to order at 11:00am by Terry Smith, President. Present: George & Grace Stone, Linda Acquistapace, Karen Keene, Doug Coons and his brother Bruce, Teddy Udala, Jeff Jones, Richard Press, Wbaldo Gonzales and his brother Chano, Jim Franklin, David Khoe, Tony Guzman and Joe Cano.

There were six chapter members that went up in the gyro glider (above) today. Everyone had a great time flying, with many thanks to Peter Prentice for all his help.

Terry talked about the upcoming fly-in. Karen had provided Terry with a picture of the Bensen Day T-shirt which was very colorful. Terry said he was going to contact Marie Brock to see if she had a nice picture of Ken. Said he had contacted Dan Donnelly but hadn't heard back from him yet. Jim asked if we had to use our chapter logo on the T-shirt and Terry said we didn't have to this is why he would like member input. Everyone was encouraged to make suggestions for the fly-in T-shirt.

Terry showed everyone a rough draft of a patch for the fly-in. More ideas will be discussed at the next meeting. Dave Wilson is working on the awards for the fly-in. Terry said he is hoping

to get pictures of the awards. These ought to look AWESOME for the 50th. We talked about the PA System for the evening and also having speakers for playing music during the day.

Karen mentioned the "World Smallest Air show" being held at Brian Ranch Airport on Saturday May 25th and Sunday May 26th (Memorial Day Weekend) website: www.brianranch.com. She passed out flyers to everyone.

Terry moved the meeting be adjourned and Wbaldo seconded. (Terry Smith, Pres.)

Bonneville GyroFlyers PRA Chapter 2 April Activity Report

There was no formal business meeting held in April for [Chapter 2](#), in part because the weekend of April 12-14 was so packed with other activities we didn't have a moment to spare! Friday morning before dawn, the first of our carpools were already on the road for our trip to visit Oregon.

We rolled into our first stop right on time at 5:30 PDT. Brett Zefting, who manages the FBO at the [Columbia Gorge Airport](#) in The Dalles, OR welcomed us and treated us dinner. (See photo, top of next page.)

We learned about this very special airport, located at a spot world-renowned among windsurfers for its constant, high winds. Brett explained some novel approaches being taken to make the airport self-supporting, and took us to the hangar where he keeps his Sport Copter Vortex.

Brett is also planning to host the North American builder-assist center for the [ArrowCopter AC10](#) gyroplane. The stop was a welcome, relaxing respite from the road. Brett, thanks for your hospitality!



Above, Brett Zefting (at right) explains the operation of the Columbia Gorge Airport to members of Chapter 2.



We jumped back into the vehicles, and drove the last couple hours in the rain to the Comfort Inn & Suites in McMinnville, in the heart of Oregon's wine country. On the way into town, we got our first look at the first attraction on Saturday's agenda - the mighty Hughes HK-1, better known as "The Spruce Goose." Even in the rain and the dark, the sight of this massive plane in the [museum](#) built to house it (above) was a jaw-dropper. At the motel we picked

up surprise addition to our group, Ben Suissa from the Yuma, AZ area, who had come to join us the following day. The motel was nice, and after a good sleep and breakfast we headed over to the museum, where we were joined for the rest of the day by Nick Burton, Paul's stepson who lives in the Portland area, who was out to see the museum and, hopefully, get his intro flight in gyroplane later in the day.

There is no way to adequately describe the size of the HK-1. It has a wingspan bigger than a 747, and is powered by *eight 28-cylinder radial engines* making 3,000 HP each.

The plane flew only once, in 1947, but was maintained in flight-ready condition by Howard Hughes up to the time of his death in 1976. It spent years on display in Long Beach, CA next to the Queen Mary, but the money eventually ran out. The Hughes Corporation planned to cut the plane up and donate pieces to various museums around the country. The founders of the [Evergreen Aviation Museum](#) came forward with a plan to move the plane to Oregon, restore it, and build a museum large enough to



display it intact. The story of those daunting logistics is the subject of a video shown at the museum. The major pieces were shipped on barges up the west coast, inland on the Columbia River, then south on the Willamette River once the seasonal water levels were perfect to both clear the bridges above and the river bottom below.

There are many unique exhibits at the museum, including an SR-71 Blackbird spy plane, actual retired NASA spacecraft and a Titan Missile Launch Room. It's more than can be adequately seen in the three hours we had to spend, and several in our group say they intend to return when they can spend at least a full day. But we all did get the chance to enjoy the highlight of this trip, a tour of the flight deck of the Spruce Goose, something which can't be offered to the general public due to the Americans with Disabilities Act. As a private group of donors, we entered the museum 90 minutes before it opened to the public, and got to have our photos snapped at the controls of this historic plane. Sitting in the left seat of that aircraft (above), the same seat occupied by Howard Hughes during the plane's only flight in 1947, evokes a very special feeling.

After our tour, we thanked the museum's education director, Larry Wood, who had been an enthusiastic and knowledgeable tour guide. We loaded back into the carpools for the 90-minute trip northward to the Sport Copter factory hangar in Scappoose. It was a slow ride at times, but the vineyards and agricultural communities south of Portland are wonderfully scenic, and nobody complained about the lack of speed. When we got north of Portland and turned onto Cornelius Pass Road, it got a little wisty for some tastes (and stomachs), but we arrived intact at the Scappoose Industrial Airpark. Chapter 73 holds this event every year during their anniversary month, and this may have been their biggest turnout ever. There were 50-60 people at [Sport Copter](#) when we arrived, lots of food, and greetings for friends we've met through the pages of Western Rotorcraft.

The forecast for Saturday the 13th was for rain. As a

former member and president of Chapter 73, and a Portland-area resident for more than a decade, I can relate the advice I was given when I moved there. An old timer told me, "Make your plans, get a poncho and take it with you, and don't let the rain keep you home. Otherwise, you'll never do anything!" That's the way of life in the Pacific Northwest, and on Saturday it meant flying in between the showers, and sometimes during them. At least two members of our group got flights in the Sport Copter Vortex II open tandem machine, including Nick, for whom it was his first gyro flight ever. We also got a tour of the Sport Copter facility, and Jim Vanek showed us his newest machines and the amazing carbon fiber technology being used to produce them. It was a revelation to many of our members to see partially-assembled machines, a chance to clearly see the more subtle elements of Jim's designs.



After informal dinner together at an Elmer's Pancake House on the east side of the Portland metro, we split up into two groups, one headed for a motel, while a few others accepted a generous offer to stay in guest rooms or on couches in the homes of Kevin Richey and Gillan Bradley. The next morning, we were back on the road by 7:30am, and had a much looser caravan on the way home.

This is a trip we'll never forget. As we discovered a few years ago, when we started carpooling to El Mirage from Utah each September, the chance to talk about rotorcraft for long stretches, without interruption, with fellow enthusiasts becomes one of the best parts of these trips.

Our next meeting will be at 10am MDT on Saturday, May 11 in the pilot's lounge at [Brigham City Airport](#) in Utah. After formal business we plan to review the Oregon trip, discuss final details for Rotors Over The Rockies, and do a walk-through of the facilities to inventory available hangar space and develop our to-do list for the event. (Paul Plack, Secretary)



April 13 Meeting Report

The meeting was called to order at 1:30pm. Jon proposed moving the annual [PRA 73](#) B-B-Q from April to May in 2014. The weather this year for our B-B-Q was cool, overcast and some drizzle. Moving the annual B-B-Q would hopefully give us better weather. It was seconded, voted on and passed.

Jon mentioned that he made a [Facebook page](#). Please visit our page and "Like" us. It will definitely help with publicizing our club. Also, Gillan is now our webmaster (www.pra73.net). His is in process of moving our website to another server for cost and speed. The new server will be half the cost monthly.

Bob is making a profit/loss statement that he will bring to the May meeting so members can see where the club money is being spent.

Jon mentioned that he received a lot of PRA 73-owned stuff (A couple of pop up tents and a flight sim chair) that was stored in Jim Shawcross' hanger. He asked if we should raffle them off, or keep them for future club events. The decision was made to keep the items. It was brought up that it is the 50th anniversary of El Mirage, and they would welcome any donations. Jon stated he will put together a collection of hats, patches and club misc for donation.

Jon brought up that we should clarify our goals and purpose as a club. Jon stated our goals as a club should be to promote the sport and promote safe flying. He also asked if anyone has any ideas to get more people in the club to please let him know. Additionally he asked that once we have new members, what can we offer them as members?

Our club has a great deal of books available, and Jon mentioned we could start a club library to make these books available to check out. There is a list of books available on our website in the member's area. Jon ordered a large quantity of stickers of our new club logo. He encouraged everyone to take a lot of them and hand them out to kids, relatives or anyone interested in gyros. Jon also had PRA 73 t-shirts and baseball caps made with our new club logo. They are black with our logo on the left front and a larger version on the back. Shirts are \$10 for club members and \$20 for non-members. The caps are black also



Above, L-R: Kelly Vanek and Ben Suissa keep watch on the burgers & brats as a rain shower passes.

with our logo on the front with PRA 73 on the back. The caps are \$16 for members and \$20 for non-members. If you need a size that we don't have, email Richard with your size and quantity request to richardcecker@gmail.com.

Jon also had a QR code made with our website address. (A QR code is a barcode that a smart phone can scan, and it will pull up our website.) He was thinking about making the QR code into a sticker also, so anyone could scan it and find our website.

Bob gave the financial report. He also has an updated member roster to see if you need to pay dues.

Jon brought up that he wanted to change Article 5 of our bylaws. It describes the mailed copies of the newsletter costing an additional \$5. Most of members have email, so only a few are requesting a mailed copy of the newsletter. Jon stated he wanted to eliminate the charge of printing the newsletter. If anyone requested a printed copy, he would just print one for that member. It was motioned to remove article 5 in our bylaws. Jon stated article 5 will be



rewritten and brought to May's club meeting for voting.

The PRA headquarters has a new chapter coordinator. She is requesting feedback from our members on how much personal info that is shared with the PRA (Phone number, address, etc...).

Paul added that it is more about what personal info PRA is sharing with the membership. In the past, there was a list of all the national PRA members contact info in the May edition of Rotorcraft Magazine. So if you were wanting to form a chapter or travel somewhere and wanted to contact someone local in the gyro community, you could do so with this list.

A few years back, they did away with the list, due to concerns about privacy (Although the info shared previously is the same as in the phonebook). So the new chapter coordinator is seeing if the membership would like to bring this back. It was the consensus that our names and addresses would be the preferred shared info. Jon will convey this to her.

When our club members renew their national PRA membership, our club gets back 10% back of the national PRA dues. If you are a PRA 73 member, and a national PRA member, please let us know to add you to our club member list.



We have a gyroplane model collection (pictured above, donated by Clint Martindale) that is on display in the Sport Copter lobby. We will be selling 100 raffle tickets for the whole collection. We will start the raffle in the May club meeting.

Jon wanted to thank Jim and Kelly Vanek of Sportcopter for hosting our B-B-Q and our monthly club meetings. Also thanks to the Utah gyro group for making the trek out to Oregon for our B-B-Q and meeting.

No old business. No new business. The meeting was adjourned at 2:00pm. (Richard Ecker, Secretary)



April Activity Report

Our Coolidge Annual Dinner was a HUGE success. About thirty people showed up over the weekend with ELEVEN gyrocopters! And ten of them were flying! The weather was great and we all had a good time. At one point on Saturday there was a line waiting to get out on the runway. During the quiet evening hour Al gave a couple of PPG rides.



There were some original members there like Tim Ramseyer, Ken York and Steve (Woody) Woodrum. Woody flew over from Eloy in Garold Browns old machine. Mark Rhoads and Thomas Fernandez flew over from San Manuel. Al Bright and Mike Willett are still making improvements to their Hornets and honing their flying skills. Mark Sanders had a long campout starting a few days before the event. Cal Bowens stayed Friday and Saturday night in his multi purpose trailer. Greg Egolf camped overnight. New members Scott and Clay drove out to see us. Marv Wessel flew down twice, once for the meeting in a fixed wing with his son, and later that day with Sarah in the Sportcopter for dinner. Before heading back home to Stellar Air Park Marv and Woody gave us a private airshow. It was fun to see such different gyros in the air at the same time. The simple old Bensen style flying with the most advanced modern Sportcopter II.

The four wheel gang was there and a big thanks to Bruce who was our cook again this year with burgers and dogs and he brought delicious home made potato salads. Since it's a community event that ends with free food it's nice to bring guests, so we got to meet wives, sisters and friends of our members. After dinner there was a nice campfire complete with stories and jokes for entertainment.

The star of the weekend was Tim Ramseyer's one and only custom KB2 with retractable landing gear.



He built it (above) all himself in the 1980's. With the main gear retracted (seen flying, below) the width is only 36 inches and he gained an extra 10 miles per hour. There is a plate attached to the front wheel brake to deflect the air around the main wheels. The engine is a 72HP McCulloch that has ceramic coated cylinders and pistons and a very quiet exhaust system made from a freon can. The large flat plate under the frame protects the prop from stones and makes it more stable in flight. I had seen video footage of this unique gyro flying but it was even better to see it in person and get a look at the single lever design that moves the gear and locks it in place. There are other mods but that is the most obvious, and the coolest.



Our next meet is the Gyro Buddy camp-in/fly-out Friday and Saturday May 17-18 at the San Manuel airport. There is a camping area with porta-potties and water at the east end of the airport. Contact me for the gate code if you are thinking of coming out. There will be fly outs Friday and Saturday and a free hot dog dinner Saturday evening. Possible fly out locations are Kearny 30 miles, Marana Regional 40 miles, Bensen 47 miles and Coolidge at 50 miles. Contact Mark Rhoads for more info. He may even be out flying on Thursday.

Our June event is a visit to the Pima Air and Space Museum at 6000 E Valencia Rd in Tucson Saturday June 15th 11am in the air conditioned café. After lunch be prepared to get an eyeful of old aircraft of all types from a hang glider to the SR-71 Blackbird.



San Diego Rotorcraft Club PRA 31 April Meeting Report

[PRA 31](#)'s meeting on April 16, 2013 was at the KSEE airport and was specifically to work on our training/cross-country gyroplane. PRA 31 already owns a Hollmann with a Lycoming O-320 engine (above). We'll use this engine to build a co-owned Genesis G2Sa trainer gyroplane. This will allow PRA 31 to have over \$6,000 equity in the co-owned gyroplane and other co-owners will own the rest.

Dave Bacon, Ives Able, and John Rountree showed up at 3:30 PM to open our meeting. We rolled up our sleeves, opened the hanger door and started draining the oil. Shortly after, Tom Kelly arrived and brought his table and chop saws to make the shipping container followed by Goody and Ken Dombrowski.

While the oil was draining we removed the prop and the top of the cabin so we could remove the engine. We needed very small hands to reach under the seat to the bolts, finally after a few scratches and cramps she was free and hanging on the cherry picker ready for a container. The next step is to ship the O320 to Aviomania, where Nicolas will re-design the G2Sa for the heavier and more powerful 150HP engine, creating a true CLT, stable, training gyroplane that should be able to train pilots who weigh 300+ lbs.

Rotorcraft 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. (AZ, 02/13)

Subaru EJ 22, \$350; EJ 22 block \$200; EA82 block \$200; 30 foot RAF fiberglass rotor blades SN0049 \$2000 OBO. Lynda Schallman, (623) 386-7043, las2280@qwest.net. (AZ, 5/13)

Contact your chapter (see page 2) to place a classified ad.