

# ***Western Rotorcraft***



***Gyro Instruction Coming to Idaho  
FAA to Overhaul FAR Part 23  
New Sleep Apnea Policy  
December 2013***



## Regional Organizations Meetings & Contacts

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

Next Meeting: Jan 18, 2014, 11am MST  
 Marana (AZ) Regional Airport ([KAVQ](#)) Sky Rider Café  
 Carl Matter: [keenuk@aol.com](mailto:keenuk@aol.com)

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

Second Saturdays, [El Mirage Dry Lake](#) (CA)  
 Next Meeting: Feb 8, 2014, 11am PST  
 Terry Smith: [terry.smith@earthlink.net](mailto:terry.smith@earthlink.net)

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

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

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

Next Meeting: TBA  
 Meadow Lake (CO) Airport ([KFLY](#)) Hangar 8400  
 Mark Shook: [Mark@CopterPilots.org](mailto:Mark@CopterPilots.org)

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

Next Meeting: Jan 11, 2014, 12n PST  
[NWAAC](#) Clubhouse, Scappoose (OR) ([KSPB](#))  
 Gillan Bradley: [gillan@baybrad.com](mailto:gillan@baybrad.com)

### Bonneville GyroFlyers ([PRA 2](#))

Next Meeting: Jan 11, 10am MST  
 URA Webmeeting Channel (Online)  
 Doug Barker: [president@utahrotorcraft.org](mailto:president@utahrotorcraft.org)

### Utah Rotorcraft Association Upcoming Meetings TBA

Members will be notified by e-mail.



## 2014 Event Calendar

### Jan 16-19 – US Sport Aviation Expo

Sebring (FL) Regional Airport ([KSEF](#))  
[www.sport-aviation-expo.com/](http://www.sport-aviation-expo.com/)

### Mar 26-29 – Bensen Days

Wauchula (FL) Municipal Airport ([KCHN](#))  
[www.bensendays.com](http://www.bensendays.com)

### Apr 1-6 – Sun 'n Fun

Lakeland-Linder Regional Airport (FL, [KLAL](#))  
[www.sun-n-fun.org](http://www.sun-n-fun.org)

### Jun 10-14 – Rotors Over The Rockies

Brigham City (UT) Regional Airport ([KBMC](#))  
[www.utahrotorcraft.org/ROTR.html](http://www.utahrotorcraft.org/ROTR.html)

### Jul 28 – Aug. 3 – EAA AirVenture

Wittman Regional Airport (WI, [KOSH](#))  
[www.airventure.org](http://www.airventure.org)

### Aug 5-9 – PRA Annual Convention

Mentone (IN) Airport ([C92](#))  
[www.pra.org](http://www.pra.org)

### Sep 25-27 – Ken Brock Freedom Fly-In

El Mirage Dry Lake OHV Recreation Area  
[www.kbffi.com](http://www.kbffi.com)

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**Photos this month provided by** Paul Plack, Kevin Richey, Doug Barker, Mark Shook, Teddy Udala, Richard Press, Carl Matter, Kevin Eaton.

**On the Cover:** Dennis Dubois is bundled up against the chill of an unseasonably cold morning at the El Mirage Dry Lake in CA. (Photo by Doug Barker at the Ken Brock Freedom Fly-In 2013.)

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## From the Editor

The year 2013 will go down in the books as a tumultuous one for the gyroplane community. There were some shocking accidents, resulting uncertainty for instructors about what the FAA may expect beyond what's required in the regulations, and troubles for manufacturers. These events have raised questions, especially among newcomers, about whether it is possible to build, buy or fly gyroplanes safely. For me, none of that's an issue, because we've all seen people who've done it. Here's what I think I've learned in 2013.



**Training** - The training fleet is rapidly evolving in the direction of European-sourced, high-thrustline gyroplanes with big tails on long arms (above). These gyros have systems, handling and operational procedures very different from traditional single-place gyros. Students may emerge from their Sport or Private checkrides with a ticket to fly any gyro, but no experience in balancing on the mains or controlling the pitch attitude of a light, short-coupled, open-frame, single-place machine. This suggests a growing need for transition training which has not been adequately addressed.

**Buying/Building** - The FAA has made what appears to be a major step forward in shortening the gauntlet to gyroplane ownership with the new 51% checklist. Autogyro GmbH has responded with kits for the US market that can be assembled quickly. Many new kitmakers have been encouraged by Autogyro's sales success to enter the market. This influx includes new names - and the return of some familiar ones - a development which calls for due diligence.

Some gyro kit providers hit major roadblocks in 2013, and in at least one case it came at the expense of depositors. I have concluded I won't put a deposit down on any kit with no customer examples flying. If you're too excited to wait, at least figure out what

you could afford to lose, or whether you'd be OK losing an entire flying season to delays, when you choose with your heart instead of your head.

**Insurance** - There were some promising developments in 2013, particularly in accidental death & dismemberment insurance for gyro pilots. This may allow newcomers to start flying gyros years earlier which, in turn, could change the demographics of our sport. The growing sales of new gyros at \$70K-120K is increasing demand for hull coverage.

We can all help accelerate the availability of insurance by being as safe as we can as individuals, and by working through our organizations to help underwriters identify the qualifications (hours, ratings, equipment) which lower their risks.



**Personal Preparation** - The long-term availability of gyro pilot examiners is shaky. This concern drives me to seize every opportunity to earn a qualification which will be permanent, and not expire in 90 days. When it looked like we'd have two CFIs with training aircraft at Rotors Over The Rockies in 2012, I rearranged my finances and work schedule to make sure I could get there and nail down the Sport Pilot Gyroplane add-on to my Private Airplane certificate.

Maintain a current list of the steps needed to reach your goals, don't miss opportunities to get time with a CFI or solo, and plan flights so they count toward certificate requirements when possible. (Above L-R, Paul Plack and Glenn Kerr prep for a proficiency check with CFI Mike Burton at ROTR 2012.)

It's said that growth comes from adversity. The sport abounds in adversity right now. In my opinion, if you have a strategy for overcoming roadblocks, that makes 2014 a time of opportunity.

Fly Safe!

## Boise Flight School Adds Gyro

**Glass Cockpit Aviation**, a flight training operation based in Boise, ID, has two new gyroplane CFIs on staff, and plans to offer training in an Autogyro Calidus in 2014. Owner [Cammie Patch](#) (right) and DPE Julian Pridmore-Brown report earning their Gyroplane Instructor ratings October 18 in Texas. Ms. Patch reports up to three additional CFIs working with her will soon be gyro CFIs.



In biographical details [posted](#) on the Rotary Wing Forum, she explains, "I'm Cammie Patch, owner of Glass Cockpit aviation in Boise. I have been a full time CFI since 2000, am now CFI/CFII/MEI ATP LSRM, typed PIC in the Citation Mustang and just finished building my hangar/house on a private paved (2600') runway about 20 miles southeast of Boise.

"I trained for my gyro CFI in Texas with Craig McPherson in his MTO. I was a Master CFI 2003-2007, a gold seal CFI, and one of the first Cirrus instructors. I was the chief flight instructor for the Columbia Aircraft owner's group for a few years.

"My school just won the AOPA Honor Roll award for the best flight schools in the country. I am just a bit of paperwork away from getting my A&P. I teach other CFIs about safety at Flight Instructor Renewal Courses. "All that being said, I am a new gyro CFI, and I will always have a lot to learn."

Watch for updates by checking the Glass Cockpit Aviation [website](#), or the school's [Facebook page](#).

the end of 2015. Specifically, the changes will move to reliance on industry consensus standards, like those applying to LSA, instead of the FAA's traditional top-down, prescriptive criteria to approve type certificates for airplanes in the normal, utility, acrobatic, and commuter categories.

In less than a decade since the LSA consensus standards were adopted by the FAA, well over 100 individual airplane types entered the LSA marketplace in the US. Some were fresh designs, while others were subtle repackaging of offshore models already conforming to the requirements of similar classes in other nations.



[Flight Design](#), manufacturer of the popular CT series LSA, has worked on the FAA's Part 23 Reorganization Aviation Rulemaking Committee and plans to serve the market with a clean-sheet, four-seat, composite aircraft called the [C4](#) (above). This plane will use a new version of the Continental IO-360 six-cylinder engine which is designed for unleaded fuel and makes 180 HP. Even Cessna, which has been hampered in updating its product line by existing Part 23 structure, has supported the rewrite, suggesting it plans to avail itself of the new freedom to innovate.

How big a difference could it make to turn loose modern technology? The carbon fiber Flight Design C4 is projected to beat the Cessna 172 by over 400 pounds (44%) in useful load, 560 nautical miles (87%) in range, 30 knots (about 25%) in cruise speed, and 260 feet per minute (35%) in climb, comparing both aircraft at gross weight. And even with a generous allowance for unforeseen costs, the C4 is expected to sell for a price about 75% that of a new C172. It will be interesting to see how legacy manufacturers will evolve their product lines in this brave new world.

Expect the rewrite to heavily impact avionics, where the inflated prices of current certificated glass panels will likely fall rapidly. This effect could happen even before the rewrite is complete, since discretionary upgrades account for a considerably portion of that market. Who wouldn't put off replacing the panel in a Cessna 172 for a couple years if it means having the choice to use Dynon instead of Garmin, and save enough money to buy a new car?

The coming changes will likely accelerate other long-delayed technologies, such as the availability of



### **Part 23 to Get Rewrite** by Paul Plack

The House and Senate have approved the "Small Airplane Revitalization Act of 2013." Many federal bills have misleading names, but this one may indeed revitalize the industry. The bill directs the [FAA](#) "to advance the safety and continued development of small airplanes by reorganizing the certification requirements for such airplanes under part 23" by

unleaded aviation fuel at airports and the transition to ADS-B surveillance technology. It will be exciting to see high-tech released from its shackles, and watch as the world of airports, FBOs, flight schools and manufacturers race to adapt.

Sadly, Part 23 does not cover rotorcraft. If the FAA only follows the letter of the law, and updates only Part 23, it will be easier and cheaper to certify a new, six-seat, twin-engine airplane than a gyroplane. Let's hope similar relief is afforded to gyro manufacturers, either via SLSA or through a Part 27 rewrite, so that the best-selling general aviation class aircraft in Europe will finally get a chance to explore its potential in the US.

## ***Sleep Apnea New FAA Target*** ***by Paul Plack***

The FAA's top medical authority, Fred Tilton, MD (right), triggered a storm of protest with his latest issue of the [Federal Air Surgeon's Medical Bulletin](#), released during November. On page 2, Tilton discussed the health and performance risks posed by untreated Obstructive Sleep Apnea (OSA), noting that it is a disqualifying condition for airmen and air traffic controllers.



But the bombshell was the announcement of a new policy, effective immediately, which would require all applicants for FAA medical certificates falling above thresholds for body mass index (BMI) and neck size to undergo sleep studies to screen for OSA.

This publication is aimed at Aeromedical Examiners (AME) and stated, "Airman applicants with a BMI of 40 or more will have to be evaluated by a physician who is a board certified sleep specialist, and anyone who is diagnosed with OSA will have to be treated before they can be medically certificated....we will gradually expand the testing pool by going to lower BMI measurements until we have identified and assured treatment for every airman with OSA.

"You as AMEs (aeromedical examiners) must also be on the alert for other sleep-related disorders such as insomnia, parasomnias, or restless leg syndrome; or other physical anomalies such as a retrograde mandible, a large tongue or large tonsils, or neuromuscular or connective tissue disorders, because they could also be signs of problems that could interfere with restorative sleep."

The aviation advocacy groups reacted quickly. [AOPA](#), [FAA](#), the National Business Aviation Association ([NBAA](#)) and the Airline Pilot Association, International ([ALPA](#)) all have issued an outcry, and have applauded

a bill moving through Congress which would require the FAA to engage in formal rulemaking for the change, including input from stakeholders. It looks as if the FAA will be forced to back down and gather data to justify its move.

The new policy, if implemented, could be a serious problem for the bureaucracy. The current backlog for special issuance (SI) medical certificates through the FAA stands at over 100 days, with only about 35,000 pilots currently standing in that line. The FAA estimates over 100,000 additional pilots may be forced to seek SI medicals for apnea.

### **So, What's OSA?**

Obstructive Sleep Apnea occurs when the tongue and other tissues in the throat obstruct the airway during sleep. A sleeper with OSA may have blood oxygen saturation levels drop from norms near 100% to as low as 70%, and may be partially awakened constantly during rest, preventing the deep, REM-stage sleep needed to restore physical and mental capacity. OSA brings increased risk for cardiovascular disease, loss of cognitive performance and falling asleep uncontrollably during daytime activities.

Technically, the Federal Air Surgeon has the authority under current law to order this higher level of scrutiny without formal rulemaking.

### **Diagnosis of OSA**

There are four principle tools used to screen for OSA. The first and simplest is lifestyle profiling - exactly what the FAA is doing. A BMI of 30 or more makes you a prime candidate for OSA. Pronounced snoring, sudden snorts which awaken you during the first few minutes of sleep, daytime drowsiness after a full night's sleep (7-8 hours) or loss of cognitive function are indicators you may need a sleep study.

BMI (for adults) is calculated from weight and height using this formula:

$$\text{BMI} = (\text{Weight in lb.} / \text{Height in Inches}^2) \times 703$$

The US Centers for Disease Control has an online BMI calculator [at this link](#).

An adult man 6'0" tall is considered to be in the normal weight range if he has a BMI of 18.5 to 24.9, representing a weight between 136 and 184 pounds. To trigger the proposed FAA screening at a BMI of 40, a six-foot-tall man would have to weigh at least 295 pounds.

Second, the only test which is a reasonable candidate for the do-it-yourselfer is a test for blood oxygen levels. Recording pulse oximeters are similar to the fingertip devices used by pilots to monitor O2 levels

during flight at altitude, but add a digital recording feature. They typically record heart rate as well, are commonly available in the \$250-300 price range without a prescription, and may be a reasonable first screening step. An indication that blood O2 levels remained normal throughout the night, however, does not rule out OSA.

The third level is a sleep study conducted in a facility equipped with lab equipment which detects each occurrence of an apnea during sleep and tracks blood O2 levels, heart and brain wave activity, eye movements and muscle contractions. Insurance coverage may help if the study was medically indicated, but will not normally cover meeting the unique FAA requirements for pilots. Some commercial sleep centers are also retailers of the equipment which may be prescribed to treat OSA, a potential conflict of interest.

Fourth, if doctors find a normal sleep study inconclusive, they may order an additional evaluation known as a Maintenance of Wakefulness Test (MWT). This test involves sequential two-hour tests to determine if a patient can remain awake while reclined on a bed in a darkened room, again monitored for various body functions and vital signs.

### **Treatment of OSA**

Losing weight to get and stay in the normal BMI range may be enough to reverse OSA for many sufferers. If you can't manage your weight adequately to beat OSA, the typical treatment will be a prescription for a Constant Positive Air Pressure machine, CPAP for short. This machine is set to maintain a constant pressure, determined during your sleep study, in a mask covering your nose and mouth to hold your airway open during sleep.

Those who begin using CPAP usually remark about a dramatic improvement in quality-of-life, and sometimes report vivid dreams as their brains get adequate nighttime oxygen for the first time in years.

You'll need to document your compliance with any prescribed treatment (using data recorded on the CPAP or other prescribed means), and you may need to be proactive with your primary care physician to make sure all the correct notations are made in your record.

There have already been over 4,000 special issuance medicals issued to airmen diagnosed with OSA, including airline pilots. If you think you might have OSA now, don't wait two years for a government mandate to get it treated. If your brain is starving for oxygen at night, and you're not sleeping soundly, it's taking years off your life.



### **More from El Mirage**

*Two members of Chapter 2 will share some thoughts on their first visit to the Ken Brock Freedom Fly-In in an upcoming issue of PRA's Rotorcraft E-Zine. Here are brief excerpts.*

Early in August of 2013, I was browsing YouTube looking at R/C quadcopter videos when I accidentally stumbled across several gyroplane videos. I joined PRA and Utah's Chapter 2. I attended the chapter meeting in September, met some great guys, and joined in on a carpool to go to the El Mirage Fly-In.

We arrived just before midnight. When morning came, pilots were abuzz, prepping their gyros for flight or pre-rotating for flight. I felt like I was a kid in a toy store, and at times my head was spinning as I tried to take it all in. It was very exhilarating!

I left El Mirage with exactly what I had wanted - a better understanding of gyroplanes in all aspects, a more focused direction to becoming a gyroplane pilot, and enough pictures and videos to last me for months! (Charlie Wakamatsu)

I had first heard about this event in 2012, but was not able to attend. Walking down the flight line I saw lots of interesting gyros. I introduced myself to the pilots and started asking lots of questions, taking lots of photos. It was quite a sight seeing all the different machines putting on a show for everyone.

The highlight of my day was getting a ride in Vance Breese's Predator (above). There was good food and friends laughing and telling stories under the starry sky. I learned something very special this weekend. When you're just starting out in flying, it's smart to talk with as many experienced pilots as you can. I look forward to seeing you at Rotors Over the Rockies in June 2014! (Curtis Lund)



Welcome to...

## Ken Brock PRA Chapter 1 of Southern California



### November 9 Meeting Report

The meeting of [PRA Chapter 1](#) (above) was called to order at 11am by President Terry Smith. Present at meeting: Doug Hahn, Ted Udala, Richard Press, Jim Franklin, Wbaldo Gonzalez, David, Khoe, Doug Coons and Bob Bobinski.

This is our last official meeting for 2013. We will be using the chapter glider November 16th at 8:00am. Terry will send an e-mail to let everyone know and will update the website.

Terry mentioned the gyroplane ultralight that was on the forum. Said it would be nice to see something like that stateside. One of our members, Richard Scobey, has an Ultralight Butterfly. Terry said he needed to contact him to see if he is still working on it are finished it.

Ted mentioned Russ Owens had finished his

gyro training in Oregon. Terry asked Wbaldo how his gyro was coming along. Said he hasn't been working on it lately. Doug Coons has been working on his gyro and is planning on buying his blades soon. Jim has purchased a Buckeye Powered Parachute. Said it would be done on the 20th of the month.

Terry adjourned the meeting at 11:50am.

### November 16 Glider Flying

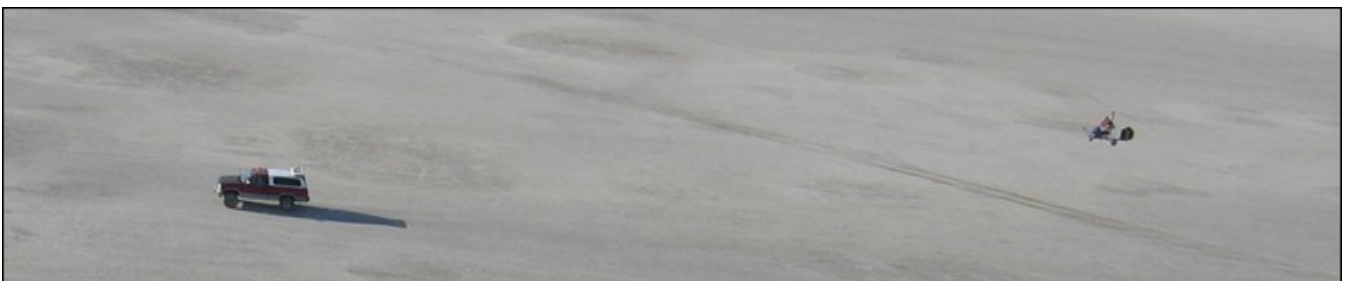
Present for the glider flights were Terry Smith, David Khoe, Wbaldo Gonzales, Ted Udala, Richard Press, Peter Prentice and Linda Acquistapace. Members met at 8am.

Peter was in command of the glider, with Teddy driving the tow vehicle. Richard flew his trike and got some good photos (bottom of page) of the glider in action!

Wbaldo flew first, and did some excellent touch-and-goes. David went next and had a great time. Terry flew last, and at the end, the wind picked up quite strongly. When Terry and Peter landed, the wind allowed them to hover a few seconds about two feet off the ground (kiting!) before finally coming to a smooth touchdown.

With the wind gusting, glider flying was finished for the morning. Members retired back to the clubhouse, and a small BBQ commenced. Linda joined the group shortly after glider flying.

It was a great finish to a wonderful year. (Terry Smith, President)





## ***Bonneville GyroFlyers (PRA 2) November 9 Meeting Report***

Members and guests of Bonneville GyroFlyers, [PRA Chapter 2](#), had been notified by e-mail to gather at the Hill AFB Museum (above) at 10am, and a total of nine people participated in a casual, self-guided tour. The formal business meeting was called to order at 11:52am by President Doug Barker in a seating area of the museum. Also present were Vice President Curtis Lund, Treasurer Steve Pearson, Secretary Paul Plack, members Glenn Kerr and CFI Mike Burton, and guests Lindsay Kerr and Greg Hardy.

The minutes of the October 12 meeting were approved as published in the November issue of *Western Rotorcraft*. Doug had a current bank balance showing a total of \$605 on deposit, and his report was approved. A membership application from Tom Elliott of Casper, Wyoming was approved. Tom has recently purchased a used Air Command single-place gyro, and will need help evaluating its condition. He has indicated on the Rotary Wing Forum that he plans to trailer it to Utah for suggestions from other chapter members.

Under member activity, Curtis reported he is likely to purchase a used Sport Copter Vortex in the next few weeks. Glenn reported his Rotax 670 is being rebuilt with new, experimental bearings which may be more robust than those which failed at El Mirage. Multiple members related that member Kevin Eaton, who recently completed his Butterfly Ultralight gyro, now has definite plans to relocate to St. George soon, and may need to complete training at Airgyro as soon as

possible. Mike announced that Airgyro will be offering financing for customers purchasing new Sport Copter products, expects to have a Vortex M912 demo aircraft on hand soon, and will soon have a new, white Calidus available for training.

**Old Business** - Paul reminded those present that the chapter's upcoming party will be held at his home the evening of Saturday, December 7, with additional details coming to members by e-mail. An RSVP will be requested.

**ROTR** - Doug reported on his meeting with the Brigham City Airport Board on Wednesday, November 6. All members of the board and the airport manager agreed that Rotors Over The Rockies is beneficial to the future of the airport, but recent events have caused the city to affirm its requirement that all organized events on city property must procure liability insurance coverage. The board related the example of a young child who burned his hands handling hot charcoal dumped from a grill used for cooking, despite precautions taken to put the coals in a metal container marked with caution tape. Doug has been referred to alternative sources of event insurance which may be more economical than those which have provided quotes so far. It may be necessary to find additional revenue sources to cover insurance costs for ROTR.

Doug also noted that the city reports it is in negotiations with a prospective tenant for the indoor office space used for classes and the banquet during ROTR the past three years. At this time, the space remains available. ROTR is scheduled for Tuesday-Saturday, June 10-14, 2014.



**Chapter Hangar** - Regarding the future possibility of establishing a chapter hangar for shared use by members, Paul reported on research into legalities affecting hangar sharing. Airports administered by the City of Salt Lake including SLC International (KLSC), South Valley Regional Airport in Kearns (U42) and Bolinder Field-Tooele Valley Airport (KTVY) prohibit sharing of hangars except by flying clubs which own all hangared aircraft.

Woodhouse Field in Spanish Fork (U77) considers shared hangars commercial use, but is more flexible in allowing the practice. It may be possible to use a city-owned hangar at Brigham City, but member tenants would have individual leases from the city. Private airports have greater flexibility. A chapter hangar will not be considered in the short term.

**St. George Event** - The recent invitation by the Sunriver development in St. George, UT to participate in an informal fly-in the week following El Mirage was discussed. Paul reported the September, 2013 issue of Powered Sport Flying included an article promoting the event, providing much more detail than was given us for planning by Sunriver.

The meet was called "Sky Festival at St. George," was scheduled for Monday-Sunday, September 30 - October 6, and offered a \$65 package including daily breakfast, two dinners, a Las Vegas-style show and entry into the various competitions arranged by the powered parachute fliers.

The scheduling of this event to start the day following El Mirage remains problematic for generating interest among gyroplane enthusiasts, but permission to hold an event during the cold weather months may still be sought.

**New Business** - Paul announced that an established flight school in Boise, ID plans to have a new Calidus available for training next year, and as many as five gyro CFIs on staff by Rotors Over The Rockies next year. Called Glass Cockpit Aviation, the operation is owned by CFI Cammie Patch who, with her resident DPE, airline pilot Julian Pridmore-Brown, earned gyro CFI ratings October 18.

Paul said he has suggested to Cammie that Julian consider serving as a gyroplane DPE, and invited the staff to come to ROTR 2014.

A motion to adjourn was accepted at 12:44pm. Most of the group shared lunch at the Village Inn near the museum.

Note: This was Chapter 2's last meeting for 2013. Meetings will be held online the second Saturdays in January, February and March, each followed immediately by the three installments of the 2014 URA Winter Webinar Series. (Paul Plack, Secretary)



## **AZ Rotorcraft Club (PRA 15) November Report**

The weather is mostly good in Arizona. Unfortunately it rained the weekend of our get together at Walt's Pleasant Valley airport. Sorry Walt, I was looking forward to it. We'll see you up there some other time.



The gyroglider got some attention recently. The rotor head was rebuilt. All the parts were cleaned, a new bearing was installed along with new brass bushings and new AN bolts and nuts. It looked even better after Dennis Karstetter polished the blades (top of page 10). Here it is (above) at Pinal Airpark next to one of its bigger cousins, a Boeing CH-47 Chinook (made from 1962 - 1994). Mike Willett flew one once in Korea. It was so big, he said it was like flying a small building. (Below: Glider pilots of Chapter 15)





No meeting for December but there is a holiday party at the Oracle Inn at 2pm on December 21. The club will buy appetizers and there will be a white elephant gift exchange (\$10 limit, wrapped gift). Contact Britta if you would like to attend. ([Brittaglo@yahoo.com](mailto:Brittaglo@yahoo.com))

January 18 – Marana Airport Sky Rider Café, 11am meeting followed by lunch at the cafe. It is about 5 miles west of I-10 down the Avra Valley Road. Some people may camp at Coolidge and fly over. As always anyone is welcome to attend. (Carl Matter, President)

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# CRA

**Colorado Rotorcraft Association**

## **November Report**

On Saturday November 29th, [PRA Chapter 38](#) members Mark Shook, Todd Rieck, Lyndsay Fischer, Thomas Frenandez, and Rich Wise met at Mark's hangar to test run Lyndsay Fischer's new Honeybee G2 gyrocopter. This included engine and prop tests and a rotor blade spin up to check the rotor RPM on pre-rotation. A few things still need to be adjusted before it's first flight at this altitude.



While Lyndsay and Thomas were busy getting the Honeybee (above) ready for it's tests, Mark and Rich snuck out with the Xenon (below) for Rich's first flight in a gyrocopter.

Rich officially has the gyro bug and will be taking training in AZ in a few weeks with CFI Britta Penca. (Mark Shook, President)



## **URA Webinar January 9, 2014: Building a Butterfly Ultralight**

The first installment in the 2014 URA Winter Webinar Series will feature Kevin Eaton presenting his build of a Butterfly Ultralight on January 9 , immediately following the conclusion of PRA Chapter 2's monthly meeting at 10am MST. Two additional webinars are planned for February 8 and March 8, with topics and presenters to be announced.

Kevin ordered his Butterfly UL kit with MZ 202 engine in the spring of 2013, and finished up a few weeks ago. He'll be taking flight instruction with CFI Mike Burton at Airgyro Aviation in Spanish Fork, UT. Test flights of the new machine are expected shortly.

See photos on page 12. Watch for instructions and more details in the January issue of WR.



## November 9 Meeting Report

**Board members present:** Jon Dailey, President, Gillian Bradley, Vice President, Bob Johnson, Treasurer and Richard Ecker, Secretary. Approximately 12 members/visitors present.

**Jon called the meeting to order** at 1:13pm. Bob Johnson gave his Treasurer's report for our club. There was a question asked of why not have our members renew their memberships every January, and not whatever month the member joined as it is currently. We talked about the pros and cons, potential membership dues and potential prorations.

**Members' Builds** - Shawn is still working on his KB-3. He is still looking for a set of rotor blades. There was an extensive discussion about the difference between simple aluminum extruded blades and the much more advanced Sport Copter blade design.



**Old Business** - Jon stated that he gave all of the donations to Jim Lafayette's widow Molly. Jim was killed in a gyro accident earlier this year. She was very moved by all of the support and very thankful.

Jim Vanek/[Sport Copter](#) had volunteered to do the recovery and cleanup on the crash. **New Business** - We had a vote to elect our club officers for 2014. Our new club officers will be:

- President, Gillian Bradley
- Vice President, Richard Ecker
- Treasurer, Bob Johnson
- Secretary, Shawn Courser

Our next meeting will be held on the 11th of January at the NWAAC (Northwest Antique Aircraft Club) clubhouse at noon.

The meeting was adjourned at 2:17pm. (Richard Ecker, Secretary)

## PRA Volunteer Opportunities



The [Popular Rotorcraft Association](#) is seeking volunteers for the following positions:

### Manufacturer Information Ambassador

Gather info about manufacturers, vendors and products of interest to personal rotorcraft fans. All work can be done through phone and email.

### Airport Activities Manager

Help develop business for PRA Mentone Airport. If successful, this can become a paid position.

### Web and Content Ambassador

Contact speakers for PRA webinars and find videos for the PRA members-only website. All work can be done through phone and email.

### Advertisement Coordinator

Recruit advertisers for Rotorcraft E-Zine and the web page. This can become a paid commission position. All work can be done through phone and email.

### Social Media Ambassador

Update social media outlets like Facebook. All work can be done through the web and email.

### Curator for the History of the PRA

PRA needs a volunteer to copyright Dr. Bruce Charnov's compilation of our history and suggest to the board how it can best serve members.

**For info** about any of these opportunities, email [praglobalsupportteam@gmail.com](mailto:praglobalsupportteam@gmail.com).



**The making of a Butterfly Ultralight** – Chapter 2's Kevin Eaton will share his build photos in the first episode of the 2014 [URA](#) Winter Webinars. We've shown a few photos during his build over the summer; those on this page show various stages in the process. At top, the mast, rear keel and landing gear. Above, a mostly-complete airframe awaits the arrival of the MZ 202 engine.



Above, a still frame from the video Kevin posted on YouTube of his engine's first start. Ask Kevin any questions you have on Saturday, January 11.



### **Newsletter Archives**

Western Rotorcraft archives for 2013 are now complete (March 2013 shown above). Find back issues on [URA's "Public Library"](#) page.

### **Engines for Sale**

**MZ202.** 130 TTSN, 0 since overhaul. Bing 54 carbs, air filters, Mikuni fuel pump, 2.55 gearbox with clutch, wiring harness, exhaust , manual. **REDUCED: \$3000.** Thomas, [ke5wv@comcast.net](mailto:ke5wv@comcast.net). (CO, 7/13)

### **Rotorcraft Parts for Sale**

**24-foot Dragon Wings.** Mark Rhoads, (520) 840-0186, Tucson. (AZ, 10/13)

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