

Western Rotorcraft

March/April 2015



Above (L-R): Chapter 2 VP Curtis Lund and member Charlie Wakamatsu install wiring for a push-to-talk switch in the joystick of a Sport Copter Vortex. The machine belongs to Curtis, is powered by a Rotax 582, and recently earned its airworthiness certificate. Curtis is planning to finish his training at Airgyro Aviation, where his machine is based.

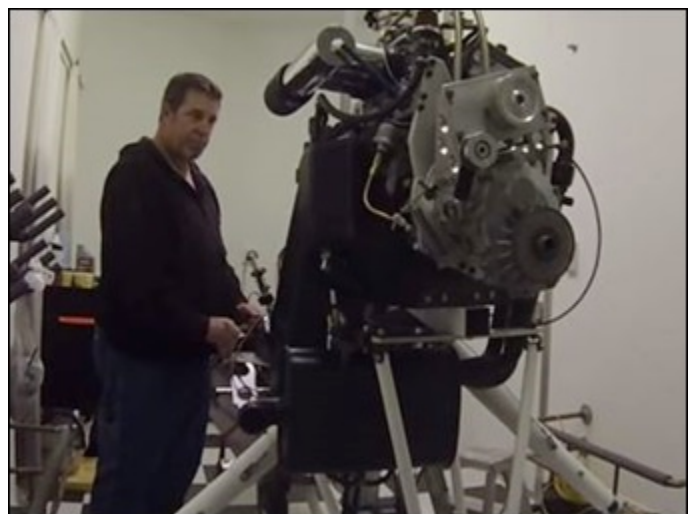
Yamaha Genesis 120 First Start

Chapter 2 member Glenn Kerr recently enjoyed a successful first start of the converted Yamaha snowmobile engine which will power his Butterfly gyro.

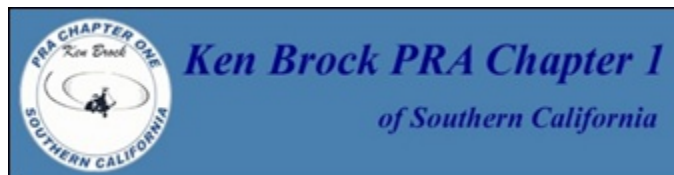
The Yamaha Genesis three-cylinder is a four-stroke engine rated at 120 HP at 8,800 RPM. Glenn is using an adapter fabricated by Todd Rieck to run a Rotax C-Box gear reduction unit and mount the package to the airframe.

The engine had not been started in years, and Glenn understandably expressed relief at hearing it run.

Watch the engine's first start using [this link](#).



In this issue: PRA Chapter Reports, 2-5; Surviving an Aircraft Accident, 6; Gyro Forced Landing Incident, IAPGT Mentor Program, 7; Classifieds, Events, 8.



February 2015 - Chapter 1's first meeting of 2015 (pictured above) was called to order at 11:10am by President, Terry Smith. Present at the meeting were: Teddy Udala, Chuck Studebaker, John and Sylvia Jessup, Karen Keene, Lonni Ibrahim, Khone Rattavongsa, George and Grace Stone, Doug Coons, David Khoe, Dezso Molnar, Bruce Coons, Ralph Johnson and Richard Press. We would like to welcome Dezso to the Chapter as our newest member. He joined the Chapter today - Welcome aboard!

Terry mentioned that there were still some members that hadn't paid dues and that he would be contacting them.

February is the month for nominations for President, Vice President and Secretary/Treasurer for 2015. Terry asked if anyone was interesting in running for these positions and if not we need to find out if members who have these positions still want to run for these positions. Terry, Teddy and Karen all said they would continue in their positions. There were no other nominations offered during the meeting.

An e-mail will be sent out to members who were not at meeting letting them know that if they want to nominate themselves or someone else to let Terry know. At the March meeting we will know who have been elected officers for 2015.

The fly-in is still eight months away but raffle items are always needed. Terry said he will start bringing items for the raffle. So members! If you have something you would like to donate for the raffle, please bring it to the meeting, or get it to a Chapter member.

Karen had asked Terry to get some postcards so she could mail them out reminding people about the upcoming fly-in. She made a list of all the pilots and visitors from last year and previous years to mail cards to (great idea Karen!)

Teddy recently purchased a metal container for his things and also for chapter to store glider and BBQ. Teddy will be raising the rent from \$35 to \$60 per month for use of the container. We still have use of the trailer, and now we can protect our Chapter assets from the weather and secure them safely.



Terry mentioned since spring is here he would like to start helping Teddy work on the glider. They want to put a prerotator on it, get a battery box put in and other things. This will make the Chapter glider much easier to use. We will try to use the glider in April before the meeting. Weather should be warmer by then.

Terry has a new idea for a T-shirt for the fly-in. And, if anyone has an idea for a T-shirt design for 2015, please let Terry know. We like to have something new each year to make each T-shirt special! Terry motioned the meeting be adjourned and Richard second the motion.

March 2015 - The March meeting was called to order at 11:00am by President Terry Smith. Present at the meeting: Bob Bobinski, John Jessup, Karen Keene, Richard Press, Lynette Ibrahim, Linda Acquistapace, Dejan Samanc, Terry Smith, Teddy Udala and George Stone. Visitors: Raul Valle Saavendra and Eduardo de la Cruz from Las Vegas and Carlos Aguilar from Victorville. After the meeting Raul and Carlos joined Chapter 1 – Welcome to the Chapter!

Terry brought in some items for the fly-in raffle. Even though the fly-in is still months away, if you can think of something you'd like to donate for the raffle, bring it to a meeting, or contact a Chapter member to see about getting it here – any donation is appreciated!

Terry congratulated Karen, Teddy and himself for being voted Chapter officers for 2015. He is working on a T-shirt design and will bring in picture next meeting. Something more black and white. The design may be something like the Evolution of Man artwork, but with a gyro theme to it.

Terry offered to come up next Saturday to help Teddy work on the glider. (THAT didn't work out so well – family and work prevented working on it that weekend!) Terry will be bringing postcards so Karen can mail them out to people who have come to previous fly-ins. The Chapter is planning on using the glider next month. It will be at 6am on Saturday April 11, 2015.

It was suggested that Marion be an honorary member of Chapter 1. Members voted on it, and Marion is now an Honorary Member.

Karen brought in a few items she had gotten for members to look at for the goody bag this year. She asked members for suggestions on what they would like for the bags. Karen has done a GREAT job of getting these goody bags together!

Terry mentioned he would like to get a patch for the Chapter. Karen had purchased a patch from Chapter 62 and 20 a few years back and showed them to the members. A design is in the works. We still plan on getting bags for t-shirts and we're thinking of a smaller size goody bag - easier to carry around, but still plenty of neat stuff!

Teddy talked about the damage to the canopies from last year's windstorm. Out of the three canopies, only one is still useable. He went to Costco and purchased two more canopies for this year's fly-in. With any luck, THIS year the wind will be just a less bit blustery.

Terry motioned the meeting be adjourned and Richard seconded the motion. The meeting was adjourned at 11:50am.

Bonneville GyroFlyers (PRA 2)

February 2015 - The February 14 meeting of Bonneville GyroFlyers (PRA2) was called to order by President Doug Barker at 10:15am in the pilot lounge at Brigham City Airport. Also present were Secretary Paul Plack and members Glenn Kerr, Lyle Carson and Curt Pittman.

The minutes of the November 8, 2014 meeting were approved as published in the December, 2014 issue of Western Rotorcraft. A treasurer's report was unavailable, and a motion to waive it approved.

An application for membership from Joel New of Phoenix, AZ was approved. Joel reports he found our group through Western Rotorcraft. In response to questions, Paul explained how a pooled mailing list shared with PRA and other chapters allows us to reach about 2,500 readers with each issue.

A brief discussion followed on the issue of discrepancies in the mailing list. The list is currently kept as a Google document accessible to officers, but new members have not always been added promptly. Resolving this issue will be the responsibility of the officers.

Curt asked about getting a membership roster, and Paul agreed to prepare one for distribution to members.

Those present discussed a recent [KSL-TV report](#) promoting a reality TV show which will dramatize the story of Wade Roundy, who had a near-fatal gyroplane [crash in 2012](#) (at right) while trying to teach himself to fly. After three weeks in intensive care, Mr. Roundy has spent the last two years recovering from a traumatic brain injury, and is trying to raise funds online to defray the cost.



On the topic of Rotors Over The Rockies, Doug said he needs to check with Brigham City on permission to hold the event, availability of the large, city-owned hangar, and whether the Ogden EAA chapter wants to hold a Young Eagles rally on the Saturday of our event.

It was decided to meet at Airgyro in Spanish Fork on March 14 and at Brigham City on May 9. The April activity will be group participation in an Air Safety Institute forum on surviving aircraft crashes to be held at the University of Utah the night of Monday, April 13.

There will be no formal June meeting due to Rotors Over The Rockies.

The meeting was adjourned at 11:16am, and all present walked to a hangar on the airport to see URA's Sport Copter Vortex trainer. (Paul Plack, Secretary)

March 2015 - The March 14 meeting was called to order at 12:10am at Airgyro Aviation in Spanish Fork by President Doug Barker. Also present were Vice President Curtis Lund, Secretary Paul Plack and member Charlie Wakamatsu. The minutes of the February were approved as read, and the treasurer's report was waived.

The upcoming Rotors Over The Rockies event was discussed, as well as the need to get final approval from Brigham City and update the event schedule and website. All present agreed the apparel items sold at the event last year were very popular, and T-shirts and caps should be made available again this year.

A motion to buy a dial indicator for testing Rotax two-stroke engines for twisted crankshafts, was approved with a limit of \$150. This test needs to be done on engines of at least two members, and the tool will be available for use by members in the future.

The meeting was adjourned at 12:55pm. (Paul Plack, Secretary)



February 2015 - We had a small but fun gathering at the February meeting. A big thank you to Marv and Sarah Wessell for hosting the event at their home at Stellar Airpark near Phoenix. Marv grilled hamburgers outside and supplied all the fixins along with potato salad, chips and drinks. We enjoyed warm sun and good conversation. Add a yard full of fresh fruit hanging from the many orange and grapefruit trees and it couldn't be better. But wait, did I mention that everyone got to fly in a gyrocopter?

After lunch we walked over to Marv's spacious hanger to look at the sleek Sport Copter II and his other projects. To my surprise he rolled the Sport Copter out into the sunshine and pointed at me. You're first Carl. I climbed in and settled gently into the memory foam seat, I put on the noise canceling head-phones and my ears relaxed, I looked out the spotless tinted windows and felt completely at ease in a place of luxury. We departed to the south and were immediately over an open undeveloped desert area that was Marv's playground. From there we headed to the nearby drag strip where another club member, Albert, had traded gyros for slingshot dragsters for the day. There was a lot of action on the ground but he noticed us flying overhead and called Mike back at Stellar to verify.



Marv and I were heading back and talking about his past experience with exciting motor racing sports like circle track racing and speed boat racing. We were over the desert skimming the tops of Saguaros when he pulled up and banked left in a high g turn and said, this is why I don't miss the circle track. The Sport Copter II is a big comfy machine but Marv can fly it like a sports car. It was thrilling.

Marv gave each one of us a ride that afternoon. While waiting near the runway we watched the locals take off and land in their little two seater airplanes along with a big blue and yellow Stearman biplane from days long ago. You never know what's going to happen at an airport.

Our newest member Shane is thinking about Mazda rotary power for a gyro. It would be a rotary rotorcraft. I told him to check out Contact magazine and old issues of the PRA magazine online in the PRA archives. Has anyone seen a Mazda powered gyro?

Our next get together is at the Coolidge airport Saturday March 21st. The weather might be nice for camping. Everyone is welcome. (Carl Matter, President)



After the Crash: Surviving an Aircraft Accident

Chapter 2 will deviate from our second-Saturday meeting time this month to attend a special event as a group. On Monday, April 13 at 7pm, we'll meet at the Marriott University Park to attend a free AOPA Air Safety Institute seminar, "**After the Crash: Surviving an Aircraft Accident.**" Bruce Belgium will be the presenter. The University of Utah campus is well-served by TRAX light rail for those who wish to avoid parking. A get-together for food is likely afterward.

One of our members recently was injured in a forced landing in remote terrain, followed by an hours-long wait for rescue. Given the hostile terrain common in our region, this instruction will be time well-spent!

From the institute's website:

Bruce Belgium has 40 years of aviation experience, including charter pilot, corporate pilot and airline pilot. His credentials include: ATP, CFII-MEI, and 12,000 hours of flying. He lived in Alaska for 15 years, where he taught "Bush Pilot" flying. Bruce became an Aviation Safety Inspector for the FAA and subsequently part of their aviation safety "FAASTeam". He retired from the FAA on May 31, 2011.



Of the millions of GA flights every year, only a few end with unplanned off-airport landings. But though the odds of a crash are slim, the potential consequences are harsh—which is why smart pilots prepare and take basic precautions.

That's where our new seminar comes in. From route planning and emergency rations to signal mirrors and sat phones, our presenters take a user-friendly, common sense approach at maximizing your chances of survival and rescue after a crash. We'll talk about:

- The essential ingredients of a good survival kit
- Simple but effective ways to help searchers find you
- The first steps you should take after a crash
- Survival strategies while awaiting rescue

Date: Monday April 13, 2015
 7:00 PM - 9:00 PM
 Marriott SLC University Park
 480 Wakara Way, Salt Lake City, UT, 84108

Gyro Forced Landing Incident

I had flown my gyro for about an hour that Saturday morning and had returned for lunch and fuel. After lunch I decided to make another flight going a little farther south and east of where I had been that morning. I took off and leveled out at 1,000 feet.

I was about ten minutes into this flight when I heard a loud bang followed with severe total gyro vibrations. I immediately throttled back to idle. The vibration was reduced in frequency but was more violent. I realized the problem was probably with the propeller and shut the engine down. I'm not sure how much altitude I had lost during the first moments of this incident but once the engine was shut down, I went into "forced landing mode". This is a maneuver I have practiced many times over the 20 years I have been flying gyros.

My initial reaction was to note where I was from the airport and then look for a place to set down. I saw an old desert dirt road and committed to landing on the road. I dropped the nose on the descent to maintain about 50 MPH. The dirt road was not straight and I had to maneuver around some road side mesquite trees on the final. The set down spot was about 75 feet long and I dropped in with a 15-foot roll-out. I'm not sure of the time period, but I think the whole thing took place over 30 to 40 seconds. I was not hurt in any way.

Once on the ground I examined the gyro for problems. I found the air cleaner retaining bolt had fractured just above the carburetor. That failure had allowed the air cleaner and mounting hardware to be sucked into the prop. I run a three bladed Warp Drive prop and one blade had 70 percent of the blade missing. The other two blades had severe tip damage. The gyro's horizontal stabilizer received the brunt of the damage from the shattered prop. I consider myself very lucky as none of the debris from the shattered prop went through the rotors.

I couldn't raise anyone from the gyro group on my phone so I started the walk back towards the airport. Luckily, after about a mile and a half walk I ran into some of my ATC friends from the airport group. They provided assistance in getting back to the airport and back to help load my crippled gyro on my trailer. Many thanks!!

I think part of the success in any forced landing is the pilot practice this maneuver until it becomes second nature. *(The author asked to remain anonymous. - Ed.)*

IAPGT Mentor Program

In its newsletter released April 4, the International Association of Professional Gyroplane Training (IAPGT) announced the following:

"IAPGT is about to enter its third year. We have spent most of the last few months working on the new IAPGT Mentoring Program and IAPGT Master Pilot Certificate for qualified pilots. The IAPGT Mentoring Program is a process of structured learning and support for continually improving flying habits, leading to the attainment of the Master Pilot Certificate.

"The Master Pilot Certificate is achieved when a pilot exhibits the habits and standards that have been accepted as Best Practice by the most experienced pilots, instructors and commercial pilots. IAPGT representatives from twelve countries were invited for a three-day conference recently to finalize the details and start the planning process for implementation worldwide.

We are looking for instructors who want to become IAPGT Mentors, to enable the process in every country where gyroplanes are flown."

Use [this e-mail link](#) to get more info about IAPGT.

Classified Ads

Western Rotorcraft is happy to help personal rotorcraft enthusiasts find or sell items related to our sport. Submit ads with photos to editor@utahrotorcraft.org. There is no charge for classifieds, and they will be run for up to 90 days. Classifieds may be edited for space, and photos will be used on a space-available basis. The following ads were not submitted to WR, but were found online through the sources indicated.

Helicycle For Sale - 2010 • \$62,000 • FOR SALE • 180 hours TT Has latest upgrades. Great paint and panel. (772) 349-0609 • Contact Ed K. DArCy, Owner - located Stuart , FL USA ([Rotary Wing Forum](#))



Windryder For Sale - Here is your chance to own a rare and special gyroplane ! Built in 1985 it is the prototype to the production Windryder, powered by a Rotax 532 and sent aloft on 28' McCutchen Skywheels. She is a head turner where ever you fly. Fresh annual 3/06/15, new 64" Warp Drive prop, plus a second pair of McCutchen blades and more. Included is a custom 20' enclosed trailer. Serious Inquiries Only. Contact me at Oky777 at yahoo.com ([Rotary Wing Forum](#))



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Upcoming Meetings and Events

- Sat, 4/11 [PRA Chapter 1](#), El Mirage Dry Lake (CA), 6am glider, 11am meeting (see page 3)
Mon, 4/13 [PRA Chapter 2](#), AOPA Air Safety Institute Seminar, Salt Lake City (see page 4)
Sat, 5/9 [PRA Chapter 2](#), Brigham City Airport (UT), 10am (see page 4)
Tue-Sat, 6/9-6/13 **Rotors Over The Rockies**, Brigham City Airport, UT (watch for updates)
Fri-Sun, 9/25-9/27 **Ken Brock Freedom Fly-In**, El Mirage Dry Lake, CA (www.kbffi.com)