



Utah Rotorcraft Association

September 2009

Changes Come to URA Newsletter, Website



Mike Brownlee's Butterfly Aurora (above) was at our last meeting, sporting Rotax 912 ULS power and a short-takeoff prerotator. A rotorhead problem scuttled a takeoff after the meeting, but a fix is in the works. (Read "Builder Reports" on page 2.)

New Website - The Utah Rotorcraft Association will soon have a new address on the internet, a new website, and a new hosting agreement to make sure we'll have space to document all our activities, including an archive of newsletters. The original is still at www.prachapter2.org, but soon you'll be redirected to www.utahrotorcraft.org.

The new URL reflects our goal of providing a rich list of resources and regional contacts to all personal rotorcraft enthusiasts, not only the gyroplane builders usually brought to mind by the PRA, but also the helicopter builders who, as far as we could determine, have no national organization.

While "Utah" is in our name, our meetings and events draw participants from seven states, demonstrating a vacuum for a group which serves builders across the intermountain west. (See "Website," page 2.)

September is Last Free Newsletter - It's been just over two years since five Utah rotorcraft enthusiasts decided that if there was going to be an organization for builders here in the intermountain west, they'd have to create it. That spirit led Doug Barker to start a newsletter and website, assuming all the work and postage costs himself. It's more than time for the group to assume these tasks and costs.

Newsletter recipients have outnumbered dues-paying members of the URA by a ratio of about 4:1, clearly an unsustainable situation. This led to a decision, approved at the August general meeting, to limit distribution of mailed, paper newsletters to members, effective with the October issue, making this the final complimentary copy to non-members. We'll be creating a separate, free, electronic newsletter to stay in touch. (See "Newsletter Changes," page 2.)



New Kit Helicopter - Rotor F/X, LLC of Van Nuys California has been announced as a US rep for the Aerocopter AK1-3, (above,) described as a "performance light helicopter." Boasting a Ukrainian type certificate, (but not an EASA cert which would qualify for reciprocity in the US,) the AK1-3 is powered by a Subaru conversion, carries MGL's Enigma glass panel...(See "Industry News," page 5.)

Newsletter Changes *(from page1)*

Our goals as an association during the coming year include finding new and innovative ways to bring our members value. We hope those of you who have not yet made that commitment will take this opportunity to come on board. In any case stay connected, and let us know what information and other tools will help you reach your personal rotorcraft goals.

Builder Reports *(from page 1)*



After just 8 hours building, this looks like real progress! Dave Dunn of Newcastle, WY has taken the plunge, and is building a new Sport Copter Vortex single-seat gyroplane. Dave formerly owned an RAF 2000, and hopes to bring his new machine to fly with us at ROTR 2010.

Website Changes *(from page 1)*

Among the features on the new site will be a Members Only area with password-protected access to association bylaws and meeting minutes, a member directory, and a full archive of newsletters. Eventually, it will also offer instructional materials, builders logs, and sources of specialized equipment to borrow or rent at discounted prices.

The general access section of the site will include general "about" info on the group and its officers, an archive of the electronic newsletters which debut next month, announcements, classified ads, a photo and video gallery, FAQ, contacts and resources for builders, media resources, and a site map.

Obviously, this is a major undertaking, so watch for these features to come online over the next few months. There will also be room for contributions from all members, and we'll be especially interested in well-documented build logs, for the enjoyment and education of future builders.

Meet New Member Max Hatch

One of our newest members is also a member of "The Greatest Generation." Max Hatch told us briefly at the August meeting about his career flying C-46 cargo planes over the Himalayas between India and China during WWII, (a route commonly known as "Over the Hump,") and his brief career as a commercial pilot after the war. As is the case with many of us, family and career interrupted his flying for decades. Last year, Max returned to the skies, soloing a powered parachute. He's interested in checking out experimental rotorcraft, and joined URA at the August meeting. Max, thanks for your great example, and for your service to our country!



Let the Classified Ads Begin!

The membership voted at the August meeting to accept classified ads of aviation interest. Ads may be limited to 50 words and may include a JPEG image as space permits. Ads are free to URA members, \$20 for non-members, and will run in three consecutive editions of both the printed and electronic newsletters, or until cancelled by the advertiser.

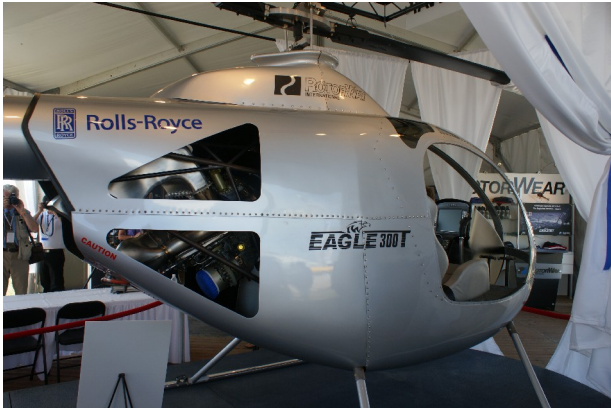


FOR SALE – SparrowHawk Gyroplane, 140 hours TT, new Subaru 2.5L; performance/altitude upgrades to 180HP; carpet kit; upgraded seats; main gear upgraded to SparrowHawk II. Includes radio, transponder, lights, doors, tow bar. Silver, red & burgundy. Located in Spanish Fork. Asking \$49K. Call Nate at (801) 380-7028, nate@airgyro.com. Find more details & photos at www.airgyro.com.

(Also see photo. Page 6.)

EAA AirVenture Oshkosh

Despite a down economy, the Experimental Aircraft Association reports AirVenture 2009 (July 27 - August 2) saw the overall number of exhibitors rise, and attendance was up 12%. Rotorcraft play a relatively insignificant role at Oshkosh, but Rotorway unveiled what it says will be its first attempt at a certificated helicopter, the Eagle 300T, (*below*,) powered by the same Rolls Royce turbine which will power the forthcoming Robinson R66. In the 300T, the engine will be derated about 33% from its normal 300 SHP, and Rotorway hopes to provide a value leader in the turbine training market, offering a more economical option for the turbine guys to build hours.



Awards in the rotorcraft category included both the Innovation award and a Silver Lindy to Al Behuncik of Alberta, Canada for his Rotorway 162, the Bronze Lindy to Kenwood, California resident (and ROTR 2008 attendee) Hap Miller for his turbine helicycle, (*left*) and a Gold Lindy for a Safari owned by Tom Murphy of Norborne, MO.



Carter Aviation Technology displayed its Personal Air Vehicle mock-up, (*below*,) scheduled to make its first flight later this year.



Powered by a Lycoming IO-540, the Carter PAV is intended to demonstrate vertical takeoff and landing combined with cruise speeds over 200 knots.



Larry Neal of Butterfly LLC got plenty of attention with his roadable Super Sky Cycle (*above*.)

Unfortunately, the machine is still under Phase I test restrictions, and couldn't be flown at either event, so you just know there were probably those who didn't believe it flies. Wait till next year!



The Erickson Aircrane (*above*) gave a whole new meaning to "downwash" with an amazing water drop for the crowds at Oshkosh - 3,000 gallons in 5 seconds! The impressive beast spent the rest of the week parked on Aeroshell Square.

A Pitcairn PA-18 Autogiro, the only remaining airworthy example, was displayed by Jack Tiffany & Jim Hammond of Spring Valley, Ohio in the vintage aircraft area. (*top right, p. 4.*) They won a Silver Lindy Award for the machine, which is destined for a museum in Ohio, but one which will allow the Pitcairn to be used for periodic demo flights.



PRA Convention Mentone

The week after AirVenture (August 4 - 8) is, of course, the Popular Rotorcraft Association annual convention and fly-in at Mentone, IN. It's about a 300-mile drive from Oshkosh, passing through Chicago. When you arrive, you'll find a small, rural airport owned by the PRA itself, and an event devoted entirely to personal gyroplanes and helicopters. Gyros outnumber the helos, but there were two very nice examples of Helicycle single-place turbine helos flying there this year. Hap Miller brought his down after Oshkosh, and Joe Loxtercamp of Cincinnati, OH brought this yellow bird, (*below*,) apparently inspired by "Tweety!"



N393JL, photo by Greg Mills, Rotary Wing Forum.

In the only accident to mar the event, a botched touch 'n' go landing sent a single-place Air Command gyro piloted by Steven Vanderhoff of Jefferson City, MO tumbling into a Rotor Flight Dynamics tandem gyro owned by Matt Novotney of Munster, IN.

Onlookers said Steve suffered a scary-looking cut to his neck, but following treatment at a local hospital, he was released. Fortunately, he also had liability

insurance through Falcon, and reports so far are that Matt's loss will be covered.



ROTR 2008 attendee Todd Rieck of Colorado Springs, CO brought his single-place Air Command gyro (*left*) with its converted Yamaha 4-stroke powerplant to the show, and reportedly had big crowds for his forum.

This 3-cylinder engine, with Todd's mounting system and gearbox adapter, is being installed on several gyroplanes and at least one fixed-wing experimental for further evaluation. It has also been chosen as the recommended powerplant for the Mini 500 kit helicopter by Millennium Helicopters. (www.millenniumhelicopters.com)

In PRA political developments, newly-elected PRA VP Tim O' Connor reported on the Rotary Wing Forum directors have removed the minimum 5-year membership requirement to serve on the board. New directors are Rick Whittridge, Tom Milton and Ron Iaconis; Ron Menzie was reelected. Rusty Nance has stepped down as PRA President due to his impending military deployment. Newly elected officers are Rick Marshall, President; Tim O'Connor, VP; Stan Foster, Secretary; and Robert Rymer was reelected Treasurer. A summary of meetings and election results is expected in a future edition of Rotorcraft magazine.

Doug's Thoughts

What an exciting time to be involved in the World of Rotorcraft. For any of you that follow the Rotorcraft Forum, you will have seen a lot of new threads about proposed changes for the PRA (Popular Rotorcraft Association.) While it is about time (it has almost been run into the ground) it is still exciting to hear of the proposed changes and see the excitement it is creating. I am seeing lots of people stand up and say, "Count me in, what can I do?" John Rountree (All_In on the forum) has been working hard to completely rebuild the organization's website and enhance its ability to attract new members and provide value to keep them involved. The job is way too big to do alone, so he has recruited dozens of volunteers to help him. It is exciting to see all the people willing to step up to the plate in order to save the organization.

As I look at some of the ideas being proposed, I realize we're already working on doing many of these things for our small organization. In a way we're setting the pace and showing them how it can be done. While the PRA in general has been losing members until it's in serious financial peril, we're growing at an impressive rate. Every month we have new members join... (*continued on page 5*)

Doug's Thoughts (from page 4)

...and our list of rotorcraft is growing quickly, too. We are working on an electronic version of our newsletter so it can be sent to anyone that has an interest, but we will still have a hard copy available for members who will pay dues and help cover the cost of getting it sent to them.

I hope you will join us at our meeting in September. It will be more of a social event and potluck dinner, coupled with flying some rotorcraft and enjoying a very fun day with one another. We are still going to meet at 10 AM on the 12th but bring some food and plan on spending several hours. We encourage everyone to bring your family with you if you can. The more your family knows and feels comfortable with our group the easier it will be for you to come spend time with us on a regular basis. We intend our September meeting to be more like a little mini event (like we had last year) but with more rotorcraft flying. So come and join us. We'll see you there!

Experimental Helo Magazine just wrapped up its fifth year of publication, a noteworthy feat for any new print publication, let alone one serving a niche such as experimental helicopters!

Congrats to Stu and Kathy Fields, who are truly involved in a labor of love. In the September issue, Stu offers tips for novices on choosing the best value in a kit helicopter, and offers a separate article on scratch-building a helo. Kathy previews forthcoming website features, and you'll find helo-oriented coverage of the Arlington Fly-In and the Central High Sierra Helo Meet.



Industry News (from page 1)

...and claims 115 MPH top, 100 MPH cruise, climb rates of up to 1800 FPM and a range of 200 miles. In the US, the AK1-3 will be introduced as a kit qualifying under Experimental Amateur Built. There's already a year-long waiting list. See more at www.aerocopter.com.ua, or at www.rotorfx.com.

Boeing Unmanned Airborne Systems, which officially took over the UAS portfolio of Boeing IDS on June 15, has acquired two unmanned projects to suit varying missions and budgets.

The Hummingbird A160T (top, right) came aboard in 2004 when Boeing acquired Frontier Systems of Irvine, CA. The craft has a 35-foot fuselage and a 36-foot speed-optimized rotor, endurance of more than 24 hours with a payload of 300 pounds, and can fly at up to 140 knots at 30,000 feet.



On August 5, Boeing announced receipt of a half-billion-dollar contract to demonstrate autonomous cargo delivery for the US Marine Corps using the Hummingbird. In tests to be performed between now and February, the A160T will be called on to show it can deliver at least 2,500 pounds of cargo from one simulated forward-operating base to another in fewer than six hours per day, for three consecutive days. The goal is to provide an alternative to trucks, and elimination of risks to personnel, in delivering supplies.

CAMCOPTER S-100 - On August 11, Boeing UAS announced an agreement to represent the CAMCOPTER S-100, (below) built by Schiebel Industries AG of Austria. The S-100 is an autonomous helicopter which can be programmed to fly autonomous missions via a point-and-click computer software interface, or be directed manually with a joystick. It also can operate under adverse weather conditions and beyond line-of-sight on land and at sea. Its data link range extends up to 200 km (120 miles), with a service ceiling of 18,000 feet. The machine has military applications, but will also serve a variety of civilian missions.



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**LAST COMPLIMENTARY
NEWSLETTER!**

Details, page 1.

NEXT MEETING:

Sat., Sept. 12, 10am
AirGyro, Hangar 75
Spanish Fork Airport
Meeting & Annual BBQ!
Big News on ROTR 2010!

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