

Western Rotorcraft



Weather Perfect for Rotors Over The Rockies

Paul Plack, PRA NW/Mtn Regional Rep

The fourth annual Rotors Over The Rockies, June 9-11, featured cool, mostly sunny weather and turned out to be another year of growth in its primary goal - bringing together the training and inspection resources so hard to find for fans of personal rotorcraft in the NW/Mtn Region.



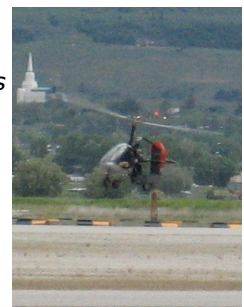
For the second year in a row, an out-of-state visitor had a successful Airworthiness Inspection on an Experimental Amateur Built gyroplane, as Lyle Carson (at right above) of Pocatello, ID got his restoration of what had been a basket-case

Air Command single-place passed under the watchful eye of DAR Jim Gilchrist (at left in photo in left column). Lyle has minor squawks to correct, which can be documented by mail when done, and his long, sometimes frustrating project will finally be ready to be test-flown.



Dave Jefferson came to the event from the Oregon coast a week early with his friend, Brad Moore, to get instruction from Mike Burton in Brad's machine. Dave went from zero formal instruction to 12 hours and his solo sign-off, and made his first three solo takeoffs and landings Friday at [Brigham City Airport](#). Brad got in some night instruction with Mike. (See "ROTR," page 2.)

Top: Mike Burton flies Kevin Richey's Sport Copter at ROTR. Above, Brad gets photos of Dave's first solo. At right, one of Dave's three solo landings. More ROTR news, photos in this issue. Also, Chapter 1 prepares for [KBFFI](#), Chapter 2 now a 501(c)(3) corporation, upcoming meetings, single-place Air Command for sale, and much more!



ROTR (from page 1)

Kevin Richey, a member of Chapters [2](#) and [73](#), generously stayed for nearly a week after the formal end of ROTR, and offered me the chance to use his single-place Sport Copter to knock out the solo flight requirements for the gyro add-on to my Private Airplane certificate. I got the 100-mile solo cross-country done, reached the required ten solo hours, and now need only three solo takeoff and landings into a tower-controlled airport to be ready to head to Arkansas for three final hours of dual and a checkride with Ron Menzie. My goal is within sight, possibly within this calendar year.



The event also featured instructional forums, a 20-mile cross-country breakfast flight to Ogden on Friday morning, awards and a terrific lasagna dinner Saturday night, inexpensive helicopter intro flights (thanks to [Whirlybird Helicopters](#)) for anyone who wanted one, and the chance to see old friends and make new ones.



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But the real measure of the success of this event, for me at least, is in seeing it develop into an opportunity for gyroplane enthusiasts within a day's drive in every direction to find a reliable, annual source of the training and inspection services we need to get and stay legal. Based on some industry trends, I expect ROTR to be able to announce another major step toward that goal next year.



Mark your calendars for Thursday-Saturday, June 7-9, 2012, and join the fun!

Left column, from top: Paul Plack on approach to [Nephi Municipal Airport](#) in Central UT during solo cross-country; Whirlybird Helicopters brought three machines for intro flights. Right, from top: (L-R) Glenn Kerr, CFI Mike Burton and Kevin Richey review instructions for Glenn's taxi practice; closing banquet featured baked lasagna, caesar salad, garlic bread, and choice of desserts in a dining room which looked out on both the tarmac and the hangar.



Welcome to...

Ken Brock PRA Chapter 1 of Southern California

PRA Chapter 1 held its June meeting on the 11th, with members Dee, Ampy, Karen, Teddy, Ralph, Richard, Jeff, Moe and Rick attending and Vice President Chuck Bagby calling the meeting to order. We also had visitors to the meeting, Dejan Samanc, Ken Rotunno, and Marion and Bobby. Dejan also became Chapter 1's newest member - Welcome Dejan!

Karen sent out letters for donations and heard back from Aircraft Spruce, who donated two \$25 gift cards, and Purple Polish. Jake from Purple Polish said he would be sending items for the raffle at the end of July. Bruce Charnov will be donating a framed gyro picture, one of his autographed books and is hoping to have a DVD to donate. He had to order more and is hoping they will be here by the fly-in. Also, Chapter 15 had a few items left from their May fly-in so Karen suggested that Chapter One purchase these items for their raffle. Members voted on it and Karen will contact Britta about purchasing the items. We are slowly but surely getting everything prepared for the fly-in.



We also have a unique-looking item for raffle this year! Jeff donated a very nice helicopter rock (above) for Saturday evening raffle. Once again, we are planning on putting together a "goody-bag" to hand out at the fly-in. As of now, we're not sure what will be in there, but look forward to a new DVD being in there. Tim Chick - a fantastic video creator! - has put together some old video that Dan Donnelly had originally made. Terry from Chapter 1 offered to get more of them made for the goody bags.



Dee felt the fly-in T-shirt design should change each year. While we enjoy the current design, having a new one each year would make them more unique. She was willing to design a new one and bring it to July's meeting for members to see. This way Karen will have it by the end of July so she can place an order.

Karen volunteered to purchase all the items needed for the fly-in (water/soda, charcoal, coffee and coffee items etc.) This way everything is purchased and easier to keep track of. Use of the gyro glider was discussed, but no firm decision has yet been made. We'll know more as time gets closer.

Much was accomplished during this meeting, and it was adjourned at 12:20. The cook-out followed shortly! (Terry Smith, President)





PRA 2 June Chapter Report

There was no formal business meeting held in June due to Rotors Over The Rockies. The July meeting will be held at Airgyro Aviation at the Spanish Fork Airport. We'll review Rotors Over The Rockies, and elect new officers to serve only until our October 8th meeting. That requires a little explanation.

Our new entity, Utah Rotorcraft Association, Inc., has been approved, but currently has only our existing officers as initial members. Our October 8 meeting will be the new corporation's first official membership meeting. We'll need to elect a board of directors, which will then choose new officers. At that point, the old, informal URA will cease to exist.

One of the changes will be a requirement that we have 51% of all members present to constitute a quorum at a membership meeting, so you'll need to designate a proxy for times when you can't be present. Signing and returning a proxy form will make you eligible for automatic induction into the new entity.

This sounds complicated, but it should be nearly transparent to individual members, and the ability to accept tax-deductible donations will be well worth the extra effort. We'll devote some space in the September and October editions of Western Rotorcraft to explain the changes and answer any questions.

In the meantime, if you have any nominations for new officers for the July 9 interim election, please forward them to me: secretary@utahrotorcraft.org. To be eligible, nominees must be members in good standing of both URA and PRA, and willing to commit to regular attendance at meetings. Those we elect will serve until the October 8 meeting.

Then, consider who would make good directors of Utah Rotorcraft Association, Inc. If you'd like to serve but don't feel qualified because you're not yet building or flying a personal rotorcraft, please reconsider. These positions call for clear thinking and diligence, but you don't need to be a builder or pilot to help administer a small corporation. There's no better way to contribute to the advancement of the sport until you're actually ready to live the dream. The time commitment will be minimal, and the learning opportunity valuable.

URA's existing officers have already discussed goals for fundraising, which according to our charter must be focused on education and training. Obvious opportunities are development of more consistent availability of internet facilities to conduct webinars, and the funding of a gyroplane trainer which would be available in our region. If you have any other ideas for how the new URA can help us promote the sport, please let us know. (Paul Plack, Secretary)

ARIZONA ROTORCRAFT CLUB PRA 15 June Chapter Report

There will be no formal meetings of Chapter 15 through the summer months. The next meeting will be during the [Ken Brock Freedom Fly-In](#) at the El Mirage Dry Lake in California, Sept. 22-24, 2011.

ARC's Britta Penca sent the following note:

"I feel sad that we couldn't join you for (ROTR) this year. We saw Thomas's photos and it looks and sounds like you had a great event! This year Mark and I are focusing on downsizing our property and gyro fleet so that we can be in a position to buy a new gyro and an enclosed trailer in order to travel to shows more. The housing market is tough, but Mark has done a beautiful job remodeling our home so I am hopeful that we can attract the next steward of this place. It is very sweet and deserves owners who can love it like we do. (Horse property-and we have no more horses). So if you know anyone who wants to live north of Tucson, seven miles from the airport on an acreage, send em our way!

"Congrats on a great Fly-In! - Britta"

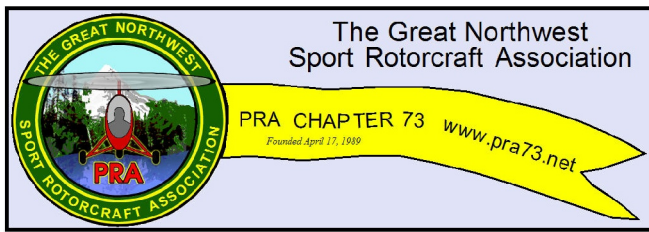
SAN DIEGO ROTORCRAFT CLUB PRA 31 June Chapter Report

There was no formal meeting of [Chapter 31](#) June 16, due to lack of a quorum to conduct business. John Rountree will e-mail plans for the next meeting to members of the [Chapter 31 list](#).



PRA 38 June Chapter Report

The group's next activity will be announced when details are finalized, but is expected to be a joint event with EAA Chapter 72 in August or September at Meadow Lake Airport (KFLY), 14 miles northeast of Colorado Springs. Updates will be posted when more info is known at www.pra38.org.



PRA 73 June Chapter Report

Minutes for June 11, 2011 - Opened meeting at 1:30pm with eight people. Two new members joined our club today, Robert Miller and Ron Lemmon (below, with Kathy Lemmon). Dan Darling (bottom of right column) flew in from Hood River, OR and Ron Lemmon taxied into the meeting from his hanger.



Project report from Clint states that his Pit Bull is just about refurbished now and ready to go.

Minutes were approved as written in the last newsletter. Treasurer's report was approved as given by Bob Johnson, President and Treasurer.

Old Business - Bob looked into having the club's patch made. He found out that The Krelman Company would make us a four inch diameter sewn patch for these amounts, in a six week turnaround time: 100 @ \$1.86, 200 @ \$1.26, 300 @ \$1.13, and 500 @ \$0.95. The patch will look like the anniversary logo that we had on our April 9th meeting. The club approved that we order 200.

The Northwest Antique Airplane Club, [NWAAC](http://www.nwaac.com), decided not have it's annual fly-in this year, so we will not have to do all of that planning. Instead, NWAAC will have a "Wings and Wheels 2011" on Sunday August 14th. The South Columbia County Chamber of Commerce, Port of St. Helen's, Columbia Aviation Center and NWAAC are planning this special event. NWAAC will host a pancake breakfast from 8-11am with proceeds to benefit NWAAC.



Above, L-R: PRA 73's Clint Martindale, Ron Lemmon, President Bob Johnson with Ron's Rotor Lightning.

The Wings and Wheels event is scheduled from 11am to 4pm at the Scappoose, OR Airport and will feature antique aircraft & cars, entertaining displays, demonstrations and open houses for the whole family. Admission will be \$5 per person; children under 7 free. There will be a \$20 family cap on admission (rules apply). Proceeds from Wings and Wheels benefit the South Columbia County Chamber of Commerce. (If you are interested in helping with the pancake breakfast, contact any NWAAC board member: www.nwaac.com.)

Arlington, WA's [fly-in](#) is July 6-10. [Oregon International Airshow](#) at Hillsboro is August 19-21.

At the meeting today we sold two club jackets to the two new members and now we only have one large jacket left. Better get it while you can.

Last month we tabled the discussion on canceling our meeting times for January and February and maybe during the Portland Rose Festival month. It was decided to keep those meeting days.

New Business - Bob read a discount notice from AOPA for an Airmanship CD Series. He was wondering if the club wanted to acquire this training info for the members. We decided not to do it.

The club discussed gyroplane ownership, or the possibly of a few members partnering to buy a gyro to cut the costs down. We voted not to do that. The meeting was adjourned at 2:10 pm. (Clint Martindale, Pres. Bob Johnson)



Doug's Thoughts

PRA 2 Pres. Doug Barker

What a great way to kick off the summer! Rotors Over the Rockies finally got a break on the weather and we had a great event. I just wanted to say a big "Thanks" to everyone who participated and made it such a great event.



Another monumental step has been accomplished as we just received our approval letter from the IRS on our 501(c)(3) application. We are now tax exempt and can give people a legal charitable donation slip for any donations made to the organization. This is a huge step towards taking this organization to the next level. We need everyone's ideas and involvement to develop a game plan and goals.

Next month is also the month we elect officers, so it is vitally important we have as many members as possible present. Also for members of URA, dues are now payable, \$24/year and can be paid at utahrotorcrafterg.org or at our next meeting on July 9 at Airgyro. The tour we had planned for the Hexadyne facility is being pushed back to August to give us more time to take care of important Chapter business this month. It should be a very interesting meeting, so see you all there.

Joint Ownership Opportunity

For most of us, having the finances to pursue our dreams is a major limiting factor in our lives. Joint ownership is an idea that has been used widely in aviation for years, but may not have been used to its potential, especially in recreational rotorcraft circles. Sharing costs and pooling resources just makes sense when you don't have the funds to do it on your own. For years many of us have discussed the idea of putting together a joint gyroplane project, but it just hasn't ever gotten off the ground.

It's time to put some careful consideration into just how serious you are about finding a way to get into the air under a set of rotors. Every organization needs a mix of pilots and soon-to-be-pilots, and even some dreamers. Everyone is welcome and encouraged to participate with us at whatever level you find yourself, and there is a place for everyone.

However, for those who really want to start flying, but just haven't been in a position financially to take on the dream you have been developing for years, let me suggest you consider modifying your dream slightly, to make it fit into a scenario that can make it possible for you to start moving forward with your dream in the near future rather than leaving it in the

"someday" category. Right now, today, we each have a golden opportunity to get involved in a joint project that can make it possible for you to be a part owner of a single-place gyroplane, for an investment of \$5,000, a number I believe is achievable for most people if it's truly a high priority, even if you have to go to a Credit Union and get a unsecured loan.



Some of you have been looking at how you could get started in this sport and have seen that you could buy an older, used machine like a Bensen for about that kind of money. However, I have come up with a plan that can put you into a state of the art, dream machine (the Butterfly Aurora above) with a Rotax 912S, 100-HP, four-stroke engine, loaded with all the extras (a machine that cost \$55,000 to build) that the owner is willing to make available for this joint project at a price of \$35,000. With seven partners that means an investment of only \$5,000 each.

If we are not able to get commitments from enough people soon, the current owner will have to make it available on the open market and it will be gone soon. We have a few people that are saying "count me in", but not enough partners to make the deal work yet, so we are still looking for more people who are serious about getting into the air sooner rather than later. You will never have another chance to buy into this nice of a gyroplane, with instant equity, all the features you have dreamed about, plenty of power to fly even larger pilots at our altitude, all for a \$5,000 investment and a total variable cost to fly per hour of \$26.60. It just doesn't get better than this.

Covering all fixed and variable cost and flying an hour every weekend would cost less than \$150 per month. That's less than what it would cost to rent fixed wing plane for one hour. So if you are even slightly serious about getting into the air this year rather than someday, get in touch with me and let me go over the numbers with you in more detail and let's see if you belong in this group. You can e-mail me at doug@domaworld.com or call me at (801) 628-7598.



ARC Days Recap **PRA 15 Pres. Carl Matter**

I declare it was a huge success and a good time was had by all who attended (May 13-15). We had visitors from California, Arizona and New Mexico. The morning flying weather was perfect. There were seven gyros flying and five more on display. This year we were joined by three powered parachutes. If you think gyros are unusual, wait till you see a guy with a spinning propeller strapped to his back walk right into the air and fly away. Some lucky attendees got to see the view from above in a two-seat gyro, or in a fixed wing classic Ercoupe or even more classic Luscomb flown by our local pilots, Parrish and Warren Traweek.

Friday evening about 40 people enjoyed an interesting slide show with Bruce Charnov. He is a human encyclopedia of gyroplane history. I'm glad we have someone who is compiling all the data and even more glad that he generously shares it with us.



Saturday evening we had a delicious pot luck supper followed by the entertaining tales of Marion Springer (left), "The Flying Granny." Who else has flown passengers in an Air & Space 18A, a McCulloch J2 and an Air Command side-by-side trainer? She told funny stories about the early days of becoming a CFI and the frustrating

check rides with trainers who had fewer hours than she did. Luckily she survived those days and the students who tried to end her career early. You can still see her flying around El Mirage in her Mac-powered Benson. If you want to know more, you'll have to read her book, [Born Free](#).

Then Chuck Copeland brought out actual Super 8 film and a projector to share home movies of Chapter 15 in the 1970's. Tim Ramseyer spotted himself and another founding member, Fritz Chamberlain, who was wearing an orange jumpsuit while flying his Bensen. In those days everyone showed up at the dirt airstrip, ultralights, gyrocopters and small planes. Much like the camaraderie we shared this weekend.

Then, Tim showed a clip from years back when he and Garold Brown performed for a small plane crowd at a radio-controlled airfield. They both flew Bensens but when Tim pulled the lever on his retractable gear his machine took on a streamlined shape unlike any other gyro. His flying was impressive, too.

The two awards this year were Farthest Flown given to Mark Sanders (shown at right at KBFFI 2010) and Pilot and Machine given to Paul "Rocky" Watson.



No one actually flew to the event in their gyro but Mark showed up first on Tuesday and flew every day starting with a cross country to Benson and then Tombstone Arizona with Mark Rhoads in his custom Dominator and Britta Penca in her single place Air Command (at right). If there were only two gyros in the air this weekend, one was probably Mr. Sanders, sometimes with a happy passenger. By Saturday he had racked up 11 more hours in his Sparrowawk.



Rocky (below) came to us from New Mexico. He brought a highly modified center-line-thrust Gyrobee. It was like an Easter egg hunt looking for all the little things he had done to make that gyro uniquely his own. He set it up and flew during the weekend and talked to lots of curious onlookers until Sunday afternoon when he folded the mast and rolled it into his self made covered trailer for the ride back home.



Ben Suissa drove out from Yuma with his Sport Copter and did some fancy flying. Ron Menzie did training in the Air Command tandem. Cal Bowens and Walt George flew a pair of RAF machines. A few

ARC Days (from page 7)

people flew out to the airport in their small planes but most drove cars or came out on motor-cycles. I was happy to see folks who had once flown or had an interest in gyros come out to the event.

On Sunday an old timer from Green Valley, a retirement community south of Tucson, drove slowly along the flightline looking at the remaining machines. I invited him and his wife into the hanger for a cold soda and he told us about building his Bensen in Minnesota in the late 1950's. It must have been one of the first. He said he had to make everything. If I ever get stuck and think how difficult it is to put all these parts together I am going to remember meeting this guy who hand carved his rotor blades and realize how easy I've got it. In the end he was too scared to fly it. But he attached some ski's and said it made a great winter sled.



Karen and Teddy (above) drove out from El Mirage and were a big help organizing information and entertaining our guests. Their Chapter 1 puts on a great event at the end of September, the Ken Brock Freedom Fly-In. I encourage you to experience all the fun of a dry lake bed for yourself.

Gyro count: two RAF's, one Sparrowhawk, one Air Command tandem, two Air Command singles, one Dominator, one Sport Copter, three Gyrobees and the one and only Angel.

I want to say a big thank you to everyone who came to our event. I had a great time.

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Gyroplane for Sale



AIR COMMAND - 214 hours TT. Single-place w/ pod, extended keel stability mod. Rotax 503, dual carbs, CDI ignition. New Sport Copter 23'-x-7" rotor blades, redundant mast, PowerFin prop. Airspeed indicator, altimeter, engine & rotor tachs, EGT, CHT, Hobbs, compass. N6149H, registered E-LSA, logs and paperwork in order. Flies like a champ! \$9,000 firm. Contact Britta 520-840-0951. (AZ, 7/11)

Classified ads are free to members of participating PRA chapters. Contact your chapter for details.

Upcoming Chapter Meetings

KBRA (PRA 1) Saturday, July 9, 11am PDT.
Teddy Udala's hangar, El Mirage, CA.
[Info: \(562\) 493-3960](tel:5624933960)

URA (PRA 2) Saturday, July 9, 11am MDT.
[Airgyro](#), hangar 75, [Spanish Fork Airport](#).
Details: www.utahrotorcraft.org.

ARC (PRA 15) Sept. 23-25, El Mirage, CA
Contact Britta Penca at (520) 840-0951.

SDCRC (PRA 31) Meets third Thursday. Locations vary (CA). [Request](#) e-mail notice from John Rountree.

CRA (PRA 38) Date to be announced, Meadow Lake Airport ([KFLY](#)), Peyton, CO. Watch for updated details at www.pra38.org.

GNWSRA (PRA 73) Saturday, July 9, 12n PDT, [Sport Copter](#), Scappoose Ind. Airport, OR ([KSPB](#)). Potluck at 12n, mtg 1pm. Details: www.pra73.net.

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