

Western Rotorcraft

November 2011



URA, Inc. Officially Launched

The Utah Rotorcraft Association, Inc. (URA) held its first membership and board meetings October 8, marking its official launch as an independent, tax-exempt, not-for-profit charitable organization separate from [PRA Chapter 2](#). From this point forward, URA will focus on fund-raising specifically to advance the availability of education and training for personal rotorcraft enthusiasts, whether members or not.

Donors may deduct gifts to URA for tax purposes.

Short-term goals include ensuring the availability of dual flight instruction in gyroplanes centered around the Rotors Over The Rockies regional meet, including partially subsidizing expenses for instructors willing to bring aircraft to the event. This will allow enthusiasts to plan vacation and travel around known availability of training resources at least once per year, and demonstrate market demand for training to encourage better availability of commercial training providers throughout the region year-round.

Another early focus of URA, Inc will be the equipping of one or more meeting facilities for webcasting of meetings and instructional sessions.

See URA minutes and election results on page 2.

Above (L-R), CFI Brock Steiner took former Northwest Antique Aircraft Association ([NWAAC](#)) President Bernie Sutton for his first-ever gyroplane flight at [PRA 73](#)'s October 8 meeting. Chapter 73 President Bob Johnson says Bernie "really enjoyed it and he can't wait to tell those who failed to come about it." [Sport Copter](#)'s Jim Vanek, also a CFI, also flew some introductory flights after the meeting

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Monthly News for PRA Chapters 1, 2, 15, 31, 38 & 73 and the Utah Rotorcraft Association, Inc.

Regional Report

Paul Plack, PRA NW/Mtn Rep



Two weeks after [El Mirage](#), the folks in Utah held the official meetings to finish splitting PRA Chapter 2 and the Utah Rotorcraft Assoc., Inc. into separate organizations. The treasury, website, and this newsletter stay with URA, a new 501(c)(3) which will be able to issue tax-deduction receipts to donors. Separate websites are being prepared.

It's official - Rotors Over The Rockies 2012 will return to the Brigham City Airport ([KBMC](#)), Thursday-Sunday, June 7-9. The huge hangar will be available again in 2012. If your group would like to arrange a formal presence at the event and be provided a room to hold a meeting at ROTR, let me know.

The availability of scheduled gyroplane dual instruction with CFI Mike Burton returned to [Airgyro Aviation](#) in Spanish Fork, UT the week of September 26. There is a single SparrowHawk trainer available, but Airgyro has also finalized a deal to become a distributor for [AutoGyro USA](#), and a [Calidus](#) (enclosed tandem) will be online for training by early next year.

URA, Inc. will be working to secure a commitment from an additional CFI with a trainer to be at ROTR. If interest warrants, an expense pool to cover the presence of a DAR for Private (and higher) checkrides will be coordinated. We already have commitments for airworthiness and annual condition inspections for gyros to be available again at ROTR again in 2012.

[PRA](#) is already beginning plans for the big 50th anniversary convention at Mentone, IN, to be held Tuesday-Saturday, July 31 - August 4, 2012. The end of Homer Bell's Bean Patch Fly-In following the 2011 edition may bring 30-50 additional helicopters to Mentone. [Powrachute](#) has already committed to bring its annual "Extravaganza" powered parachute [event](#) back in 2012, so this looks to be the largest convention in decades. If you'd like to arrange a carpool or group camping, stay in touch.

There is momentum building for the personal rotorcraft sport in our region. If you've had your dreams on hold waiting for instruction or other needed services, the time is at hand!

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Oct. 8 Membership Meeting

The first membership meeting of the [Utah Rotorcraft Association, Inc.](#) was called to order at 11:07am MDT by President Doug Barker at Airgyro Aviation. Of the corporation's three initial members, Secretary Paul Plack was the only other member present, qualifying as a quorum with 67% of members present. Doug was chosen unanimously to chair the meeting pending election of directors and officers. Pending membership applications and proxy forms from Lyle Carson, Michael Burton, Steve Pearson, Steve Smith, Joel Rowley, Kevin Eaton, and Claudius Klimt were received and approved, bringing total membership in the corporation to nine, with five present at this meeting, and four represented by proxy.

Changes to the bylaws, which will now allow shorter notification periods and the use of electronic communication to replace both physical meetings and paper documents, were approved unanimously. A motion to set the terms of board members at two years, with half the first group of directors serving three-year terms on a one-time basis to create staggered election dates, was approved unanimously. A motion to allow the directors to assign three-year and two-year terms at the first board meeting was passed unanimously.

Nominations were opened for directors. Mike Burton was nominated by Doug, seconded by Lyle; Paul Plack was nominated by Lyle, seconded by Doug; Doug was nominated by Paul, seconded by Mike, and Claudius Klimt was nominated by Doug, seconded by Paul. With no further nominations proposed, a motion to close nominations and elect all four nominees by acclamation was passed unanimously. The meeting was adjourned at 11:28am. (Paul Plack, Secretary)

URA October 8 Board Meeting

The [URA](#) board meeting was called to order at 11:28am MDT at Airgyro Aviation, with Doug Barker chosen unanimously to serve as interim meeting chairman, and Directors Mike Burton and Paul Plack also in attendance, qualifying as a quorum (75%).

The board unanimously voted to set directors' terms for Doug and Mike to end in June, 2014, and for Paul and Claudius Klimt to end in June, 2013. A motion to

appoint Doug as president, Paul as secretary, and Mike as treasurer passed unanimously.

A motion to postpone determination of the board's next meeting date pending discussion with Claudius Klimt was passed unanimously. The meeting was adjourned at 11:56am. (Paul Plack, Secretary)

PRA Chapter 2 October 8 Meeting Report

[Chapter 2](#)'s meeting was called to order at 10:19am MDT by Pres. Doug Barker at Airgyro Aviation with five members present: Doug, Secretary/Treasurer Paul Plack, Vice President Mike Burton (CFI), Steve Pearson and Lyle Carson. A crash of the updated Anymeeting.com software on Paul's computer prevented webcasting the meeting.

The minutes of the September meeting were approved as published. Doug reported funds on hand of approximately \$650, with pending expenses for the website, and no other outstanding bills. The report was accepted.

During introductions and announcements, Mike noted that gyroplane dual training is available immediately at Airgyro in a GBA SparrowHawk, and Airgyro will soon have an AutoGyro Calidus (enclosed tandem) powered by a Rotax 914 available for training as well. Lyle Carson noted he's still having difficulty troubleshooting low power output on his Air Command's Rotax 532 engine.

A motion to adopt new Chapter 2 bylaws in preparation for the completion of the separation of PRA Chapter 2 from URA, Inc. was approved unanimously. A subsequent motion to donate all monies remaining in the treasury after payment of website expenses to URA, discontinue a formal Chapter 2 treasury, and eliminate the treasurer's position was passed unanimously.

A discussion of possible winter webinar programs brought forth ideas including a presentation of the photographs taken by member Claudius Klimt during his recent transcontinental flight in an AirCam, a historically-based presentation by Dr. Bruce Charnov, and a talk on rotorblade manufacturing by a representative of Sport Copter. It was decided informally to hold the November 12 meeting at Curt Pittman's hangar at Brigham City Airport, and to attempt to organize a party in December.

The meeting was adjourned at 11:07am. Members present regrouped at noon in the Airgyro hangar to see a new Butterfly Monarch single-place gyroplane recently acquired by member Glenn Kerr, then met for lunch at Cafe Rio in Spanish Fork. (Paul Plack, Secretary)

Western Rotorcraft



Welcome to...

Ken Brock PRA Chapter 1
of Southern California

October 8 Meeting Report

[Chapter 1](#) met at 11AM. At the meeting we had Terry, Jeff, Teddy, Karen, Dejan and Richard. It was our first opportunity to meet after the Fly In, and all of us were very pleased at how well the Fly In turned out!

We are currently making plans on how to make next year's gathering run better and smoother. We are looking to acquire some additional tables and chairs, as well as another tarp for guests to sit under comfortably. It never hurts to prepare early! We are closer to getting the gyro glider up and going for next spring. We are going to discuss getting some Chapter blades so we can get people up in the air and familiar with the gyro. A motion that those individuals wanting to train on the Chapter 1 glider should be Chapter 1 members was approved.

This year we changed the design on the T-shirt and we still have a number of them available. We have Large and X-Large left. If anyone would like to purchase one, contact Karen: Justmek2k@gmail.com. T-Shirts are \$15.00 each.

It's almost that time again – Membership dues! The dues - \$25 – are due in December, 2011 - just a friendly reminder from our Treasurer, Karen.

Also from Karen - I would like to thank everyone who helped make this fly-in a success. A lot of work goes into making each fly-in a success not only for the chapter but for everyone who attends. Arlen Curtis from Walnut Creek, CA and James and Marcie Farthing II from Oceanside, CA joined Chapter One during the fly-in.

The post fly-in meeting was pretty short and to the point, and we adjourned at noon, and followed up with our BBQ! (Terry Smith, President)





Arizona Rotorcraft Club

PRA 15 October 15 Report

We had a nice turnout and a fun time at our October meeting. A big welcome to our newest members Mike Willett and Al Bright, PPG fliers who are both building Hornet gyrocopters in the Tucson area. We also had visitors who brought toys to play with, radio control airplanes and unicycles. I'm looking forward to more fun get-togethers in the future. We talked about a camping trip to the Wilcox Playa to check it out for gyro flying. It could be a closer version of El Mirage but we need to learn more about the playa surface, birds in the area and any permission issues. Mike and Al have been there and would be our guides.

We also talked about another Chapter 15 fly-in. This time it would be a scaled down version for pilots and club members. It would be easier to plan and manage and that leaves more time for fun and flying. We will pick a date and you are all invited to fly in or drive over to the San Manuel airport.

Copperstate Air Show is October 21 and 22. It looks like Mark, Britta and Thomas will fly over from San Manuel and I will drive up from Tucson and meet them, probably for lunch. We will have our cellphones and hopefully will see Mark Sanders, Cal Bowens and maybe even some folks from Chapter one. Keep an eye out for Hong in his electric wheelchair.

Does anyone regularly log on to the Rotary Wing Forum? It would be great to receive updates on the gyro world and send that info to club members. Anyone should feel free to contribute. Just call or email, thanks.

Annual elections are coming up. Anyone interested in getting more involved should throw their name in the hat. It's a good group but it takes a few people to hold it all together. I will continue to be president, unless someone else wants the job, we could also use a vice president, a secretary to take notes and keep us on track, and Mark Rhoads may stay on as treasurer. Call or email me or Britta if you are interested or want more info. Looking forward to cooler weather and seeing you all again!
(Carl Matter, President)



San Diego Rotorcraft Club

PRA 31 October 15 Report

[Chapter 31](#) had a special tour of the "Classic Rotary Museum" instead of our normal meeting. It was more like a mini-adventure as I flew two groups of members to Ramona airport (KRNM) instead of driving. Doug Hahn, Dan McCarthy, Rick Eichmann and I were in the 1st group which departed at 12:45 PM from Gillespie KSEE and was greeted by a Museum staffer on a golf cart which we followed to the Museum.

Got a call from Dave Bacon and Jeff Jones (pictured below) who were now waiting for me at Oceanside Airport (KOKB) that it was below minimums, so I checked weather and changed airports to Carlsbad (KCRQ) only a few minutes drive from Oceanside. Various members and friends droves up, among them were Ives Able, Russell Hedges and others, and we had tours at different times.



The plane easily beat Dave and Jeff there, and because of the delay we were a few minutes late. Yet there was our escort waiting for us. As I shut down the plane Jeff remarked "I love that smell" (fuel) and

I said "Me too but that's not right." More on this later.

The Museum consists of several hangers all with rotorcraft in various stages of competition. In the main hanger there were many unique helicopters, a McCulloch J2, and the Bensen B-8M "KoddraCopter," the one on the cover of a PRA magazine that is being refueled from a truck on the El Mirage Dry Lake bed, and flew for 1,000 hours continuously.



We also saw a Piasecki H25A-PH, Hiller UH-12B, Russian Ka-22 KAMOB, Monte-Copter Model 15 Triphibian, Kaman K-600/HUNK-1, Adams -Wilson Model 101 Hobbycopter, Hiller HJ-1 Hornet, and many others. The museum asked us to find them a qualified pilot to fly the J2.

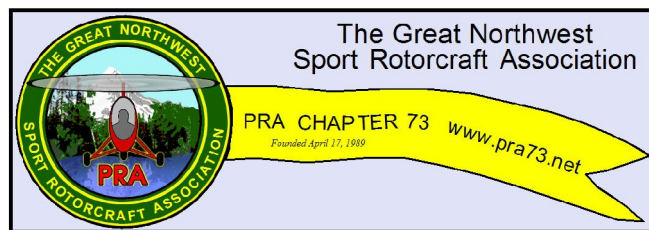
We had a great time right up to taking the first group back to Gillespie, when we discovered the fuel line was leaking! Grounded in Ramona, call the wives that were gracious enough to come pick us up, so it still turned out to be a great deal of fun! My motto still holds true: If you have time to spare go by air, if time is a joke go by boat! (John Rountree)



PRA 38 October 15 Report

The Colorado Rotorcraft Association ([PRA 38](#)) had its quarterly meeting 10am, Saturday October 15th, at Meadow Lake Airport. Our speaker was (VP) Dick Goddard. Dick gave a 45 minute PowerPoint presentation on Colorado Rotorcraft Pioneers (see p.7). There were great photos of the early (PRA 57) gyro glider towed behind a pick up, and several shots of the Windryder prototype and production models.

After the meeting and refreshments, I gave five demo rides in my Xenon. By the looks and smiles, I would say that was a highlight for at least two young men who flew with me. (Mark Shook, President)



October 8 Meeting Report

1:05pm PDT - [Chapter 73's](#) monthly meeting called to order by Pres. Bob Johnson. Introduction of members & visitors. Thanks to all who brought food, especially Hester and Orval for the great, hot home-made soup. There was also sub sandwiches and cake.

Projects: Brock is working on a SparrowHawk gyro.

Members asked to check roster to verify or correct information. Minutes of last meeting approved as printed in Western Rotorcraft. Treasurer's report by Bob Johnson, treasurer, accepted.

Bob had 250 PRA 73 tri-fold brochures printed for \$195.00. Take some and pass them out. We also have a few PRA 73 business cards for you to carry and give out to interested people.

Membership applications are available. \$20 April to April. \$25 if you want newsletters mailed to you.

Our club donated 5 club patches for Kevin Richie to take to El Mirage for the raffle. Bob read Kevin's report on El Mirage.

Welcome new member Gary Powell.

Jackets: Do we need to order more...maybe upgrade. Think about it for a later decision.

Officer Nominations: No new nominations today. Final nominations and vote at November meeting.

1:28pm - Adjourned. (Jim Miller, Vice President)



Online Build Threads

The [Rotary Wing Forum](#) is providing personal rotorcraft enthusiasts with an ability we've never had before - to look in on build projects worldwide. Some builders have even used online threads with photos to document their projects for the FAA, and the pool of expertise is considerably deeper online than in a local PRA or EAA chapter. Here are three projects which have recently been documented on the forum.

Brock Steiner ("brs" on the forum) is a new CFI currently instructing in Sport Copter's tandem machine, but he's also working on his own SparrowHawk. Brock has taken on some modifications to change from the tall, cruciform tail of the original kit to one similar to the Sport Copter 2; create more tailwheel ground clearance; change the steering scheme from rudder-linked to castering with differential braking; and change from hand brakes to toe brakes.

The photo shows a mockup of the position of the new tail, (original in the background,) smaller in area but on a longer arm. Brock says it saves on the order of 20 pounds, but he's still undecided exactly how far back it will be positioned.

George Jacobs ("gyrojake" on the forum) is a custom boat builder and award-winning gyro designer who's assisting a Dominator owner with a series of mods to his original kit. The co-builder is a big guy who needed more room and more horsepower. So the frame has been modified (George says he can no longer reach the rudder pedals!) and power will come from a modified Rotax 670 two-stroke snowmobile engine sourced from "Rotax Rick" at Red Gold Rotax Engines & Overhauls. Rick's 670s get custom heads and dual ignition, upgraded rods and an aftermarket exhaust, and claim 87 horsepower at 6800 RPM with a broad power band, using the same engine mounts as a 582.

This machine has now flown, and while it needed a few tweaks, a lack of power was reportedly not one of the issues. The brakes were deemed inadequate and will be upgraded, and a centrifugal clutch will be added to tame low-RPM vibrations.

Gabor Kovacs ("choppergabor") of Port Orange, FL is helicopter CFI who loves gyroplanes, but he's a big guy, and decided he needed something bigger than his earlier GyroBee project. He's named his one-of-a-kind, scratch-built gyro "Behemot," and everything about it is stout. This build thread has wandered, and includes lots of good-natured ribbing from Gabor's friends, but it includes lots of terrific photos of Gabor's work as it progresses.

Gabor hasn't said for sure what he'll use for an

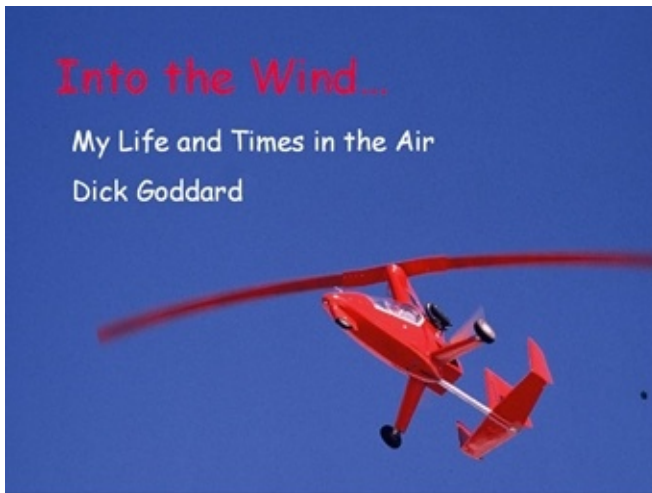
Rotary Wing Forum

A Meeting Place for Rotorheads



engine on this heavy-duty single-place, but the Rotax 670 has again been mentioned as a possibility.

To find these build threads, using the electronic version of this issue of Western Rotorcraft on your group's website or at www.utahrotorcraft.org, click on the photos above, and you'll be taken straight to the start of each thread.



Chapter 38's Dick Goddard

October 8, [PRA 38](#) was treated to a PowerPoint by Chapter VP Dick Goddard (title slide above). Dick was involved in the early development of McCutchen Skywheels rotorblades and the WindRyder gyro.



Above: First Windryder prototype at Front Range Airport, "a scary day for all of us." Jim McCutchen in red shirt, Stan Hitson in blue shirt. Below: Demonstrating the gyro at an airshow in Ft. Collins, CO.



Above: Second prototype. Dick recalls, "much more stable with the vertical stabilizers." Below: Third generation prototype built one year later. "Note; all structural composite, no metal frame. I demoed this at Sun n' Fun in Lakeland, Florida, 1987, afterward at Ft. Walton Beach...about a week later McCutchen took it to Oshkosh where it won first place as best new experimental aircraft. Its top airspeed at sea level was 110 mph with a 65-HP Rotax."



Dick says he has many photos from the era waiting to be digitally scanned.

Do you? We'd love to see some of the local history of the personal rotorcraft sport in your area.

See if someone in your chapter has a scanner, and consider sharing your memories with your chapter, and here in the pages of WR. We have some great history among our chapters here in the west!





PRA Supports AOPA, EAA Petition to FAA

The [PRA](#) Board has voted to support a petition to the FAA submitted by AOPA and EAA, seeking to allow training received from Sport Pilot CFIs to apply toward higher ratings such as private. PRA is calling for all members and all people concerned with the sport of personal rotorcraft, sport and general aviation to submit comments to support this petition.

The PRA suggests using the following wording or similar wording adapted to your own style:

Dear FAA,

The biggest issue affecting safety in gyroplanes is the small number of instructors and the difficulty in receiving proper flight instruction toward a pilot certificate.

The fact that training provided by gyroplane CFI-SPs has not counted toward higher ratings has discouraged gyroplane Sport Pilots from pursuing their CFI-SP.

This petition will encourage more gyroplane flight instructors, and encourage current gyroplane Sport Pilots to advance their training experience by working toward higher ratings.

NOTE: The petition's proposed change to 61.109, Aeronautical Experience, does infer that the deletion should apply to each subsection. But, to be clear, the example in the petition is the "AIRPLANE" subsection. This change should apply to all subsections - gyroplane, etc.

The PRA Board and the Regulatory Committee thank everyone who takes the time to voice your opinion on this matter. Comments on these petitions have shown to be effective in many issues and your efforts do make a difference. PRA would also like to thank Greg Gremminger of Magni USA for his sample wording and action on this issue.

Editor's Note: Use [this link](#) to go directly to the comment submission page. Try not to use the above form verbatim, but adapt to your own personal style.

Consider composing your message first in a word processor and spell-checking, then pasting it into the box in the online form. There is a 2,000-character limit on comments, and you'll have a time limit. Follow directions on the submission page carefully.

PRA Online Ground School

[PRA](#) VP and CFI Tim O'Connor is offering online ground school for Sport Pilot/Gyroplane, including 21 total hours over seven weeks, Thursday nights from Jan. 5 - Feb. 16, 2012, from 4-7pm PST. Tim's prior online students have been very successful in passing the FAA test. Students supply some materials, and there will be homework. Cost is \$199.95, or \$99.95 for PRA members. Details at [pra.org](#).

Upcoming Rotorcraft Meetings

KBRA (PRA 1) Saturday, November 12, 11am PST. Teddy Udala's hangar, El Mirage, CA. [Info](#): (562) 493-3960

PRA 2 Saturday, November 12, 10am MST. Curt Pittman's hangar, Brigham City Airport (KBMC). Details and directions: [www.pra2.org](#)

ARC (PRA 15) Saturday, November 19, 11am MST. San Manuel Airport ([E77](#)), Arizona. Info: [Carl Matter](#) at (520) 795-1333.

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

CRA (PRA 38) Next quarterly meeting TBA, Meadow Lake Airport ([KFLY](#)), Peyton, CO. Updates, flying and driving directions at [www.copterpilots.org](#).

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

Gyroplanes for Sale

PITBULL - 14 hours TT. Rotax 503, electric start & prerotorator, hyd. brakes. Incl. two rotorheads, 24' Rotordyne and 25' Sport Rotors; two tail wheels, and tandem-axle trailer which can carry all. \$11,000 for lot. Clint Martindale, (503) 775-7372. (OR, 11/11)

AIR COMMAND - 221 hours TT. Single-place, pod, extended keel. Rotax 503, dual carbs, CDI. New 23'-x-7" Sport Rotors, redundant mast, PowerFin prop, instruments. E-LSA, logs in order. **REDUCED - \$8,500**. Britta, (520) 840-0951. (AZ, 7/11)

Wanted to Buy

ROTORBLADES & HUB BAR - Seeking 25' Rotordyne or McCutchen rotorblades with hub bar for two-place gyroglider. Contact Steve Pearson, [huntjunkya@aol.com](#), (801) 910-6117. (UT, 10/11)