

Western Rotorcraft



***PRA Chapter 38 Elects Officers
URA Membership & Board Meet
Win for UK Single-Place Gyros
Kitmakers Form Association
Rotors Over The Rockies
July 2012***



Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club (**PRA 15**)

Third Saturday, 11am MST, Various Locations
Summer Hiatus - Meetings resume in Sept.

Carl Matter: keenuk@aol.com

Ken Brock Rotorcraft Assoc. (**PRA 1**)

July 21, 2012, El Mirage Dry Lake, CA
Meet on lake at 7am PDT for glider flights

Terry Smith: terry.smith@earthlink.net

San Diego County Rotorcraft Club (**PRA 31**)

Third Thursday, Various Times/Locations (CA)

Dave Bacon: davesconcretepumping@msn.com

Colorado Rotorcraft Assoc. (**PRA 38**)

Next meeting August 25, 2012

To be added to e-mailing list, contact

Mark Shook: Mark@CopterPilots.org

Great NW Sport Rotorcraft Assoc (**PRA 73**)

Second Saturday, Noon PT, Scappoose Airport

July 14, 2012: [SportCopter](http://SportCopter.com), Scappoose, OR

Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers (**PRA 2**)

Second Saturday, 10am MT

July 14, 2012: Spanish Fork Airport

Doug Barker: president@utahrotorcraft.org

Utah Rotorcraft Association

Next Members Meeting June 2013

Next Board Meeting TBA

Details to Members by E-mail

info@utahrotorcraft.org



Event Calendar

Mon-Sun, Jul 23-29, 2012, WI

EAA AirVenture Oshkosh

Tue-Sat, Jul 31 - Aug 4, 2012, IN

PRA Golden Anniversary Convention

Fri-Sun, Aug 10-12, 2012, OR

NWAAC Wings & Wheels

Fri-Sun, Sep 14-16, CO

Rocky Mt. Gyro Fly-In

Fri-Sun, Sep 28-30, 2012, CA

Ken Brock Freedom Fly-In

This Month in WR - ROTR Report, 3; Chapter Reports, 9-12; URA member, board minutes, 8; , Industry News, 6; Doug's Thoughts, Classifieds, 12.

On the Cover - CRA President Mark Shook (in yellow Xenon) and Secretary Todd Rieck (in Air Command) taxi for takeoff at Chapter 38's June meeting.

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From the Editor

As I write this, it's a month since we wrapped up the fifth annual Rotors Over The Rockies at Brigham City Airport in Utah. I must observe that even though we've held the meet there for the past three years, every year has had a distinctly different feel.



In 2010, we were crammed tightly into Curt Pittman's hangar at times (above) to escape passing rain showers. We had record cold temps, with Friday's high of 53°F breaking the date's cold-temperature record by eight degrees. (Average high for the date is about 78°.) It was a bummer for the ice cream vendor, and a big pancake breakfast arranged by the county search & rescue crew didn't get many takers. Brigham City decided, based on the experience of that weekend, to move its annual Heritage Arts Festival from the second Saturday each June to the third Saturday in hopes of more reliable weather, making it one week later than ROTR.



In 2011, we were offered the chance to rent a 120,000-square-foot, city-owned hangar (above) which had only three aircraft renters utilizing the floor space, so we took the chance that we could cover expenses with donations from visiting rotorcraft owners, and accepted the deal. We finished

the event with a slight surplus. Weather was much better. We didn't get much walk-up attendance from locals, since we were no longer on festival weekend. Attendance by rotorcraft enthusiasts was up, and the "vibe" reflected that.



In 2012, there were a few more year-round renters in the hangar, but still room for attendees to park machines at night, so we rented it again, in part to get the nice classroom, kitchen and indoor bathrooms. This year had a very different feel, as URA achieved its first major goal - getting two gyroplane flight instructors, with machines for training, together at the same place and time.

Glenn Kerr and I took advantage of this rare opportunity, and got the Sport Pilot/Gyroplane add-on to our Private/Airplane certificates. Several others came from as far away as Washington state and even Florida to get dual training with [Mike Burton](#) in a Sparrowhawk or [Desmon Butts](#) in the MTOSport.

Attendance this year was down overall, but several attendees (above) commented that they appreciated the smaller crowds. There was time to talk, fly and train. There was always a chair available at the excellent forums. We had some newcomers who were thrilled to spend quality time with veterans of the sport, get their questions answered, and see a variety of gyros up-close. We never felt torn between welcoming curious townsfolk and spending time with friends. For the first time, the spectacular canyon flying available near the airport was caught in video.

Glenn and I had much tighter schedules as we prepped for our Sport Pilot proficiency checks. I spent 3.1 hours of dual time with Mike Burton, two hours of review on the knowledge portion, a total of three hours flying with Desmon Butts and another 1.5 hours of ground time on the oral portion of the proficiency check. It also took some running around to solve the logistics of printing paper forms when the FAA website couldn't provide functioning

online versions. I had to cancel both forums I'd planned to present, and pass up an opportunity to fly solo. Glenn noted that he didn't get to spend as much time as hoped flying with friends. It was still a great time, but both Glenn and I were left feeling we'd missed much.

After the event, URA was faced with a decision on how to proceed in the future. Our sport desperately needs more exposure, but if we promote ROTR to the general public, the city will require us to buy event insurance from this point on. Our entire budget this year, including hangar rent, banquet and awards, was around \$500. Insurance could more than double that. It's a non-starter at a venue where we can't charge admission, operate food concessions or derive revenue from camping.

At the URA membership and board meetings on June 28, we made the decision to keep ROTR focused on benefits to enthusiasts of experimental gyroplanes and helicopters, and find other ways to conduct public outreach. ROTR will aim to be, first, an annual source of educational and training resources and inspection services, especially those needed by gyro pilots. With the number of active gyroplane fliers within our ranks growing, we'll look for opportunities to "invade" other fly-ins and established events under the banners of our respective PRA chapters, promote the sport that way, and let URA, Inc. stay focused on education and training activities, including ROTR.

Part of this decision means keeping ROTR on the weekend of the second Saturday in June, and passing up the foot traffic that could come through association with Brigham City's [Heritage Arts Festival](#). We're choosing to take our chances on cool weather and passing showers instead of risking more extreme density altitudes for visiting fliers. The second weekend also avoids a date conflict with the Hiller Vertical Challenge in California, a helicopter show.

A major accomplishment for ROTR in 2012 was demonstrating that we could keep two gyro CFIs busy all weekend. Mike and Desmon both logged over 16 hours of dual instruction. While we don't know how often Desmon will make the trip from Texas, there are other gyro CFIs who have recently come online, and more who are about to. We will work to have a second CFI to back up Mike Burton at ROTR every year from here on out. There are also some budding Designated Pilot Examiners in our regions, opening the possibility that we might have attendees able to take full checkrides at ROTR 2013.

Thanks to all of you who have supported the growth of ROTR. We already have two forums scheduled, plans to repeat the breakfast flights, and have a very unique program lined up for Friday night in 2013. We look forward to sharing details when they're final.



ROTR Thrust Test Results

**Temp: 82°F Dew Point: 29°F Baro: 29.72
Elev: 4230' MSL - DA: 6934' HP Factor: 81%**

- (1) 510 lb.** - SparrowHawk, Mike Burton (2)
Sub 2.5L, 170 HP, Warp Drive (3) 72", N/A°
- (2) 380 lb.** - Air Command, Lyle Carson (1)
Rotax 583, 90 HP, Warp Drive (3) 68", 5°
- (3) 310 lb.** - Dominator, Steve Pearson (1)
Rotax 582, 65 HP, Sport Prop (3) 68", 12°
- (4) 280 lb.** - GyroBee, Thomas Fernandez (1)
Rotax 582, 65 HP, PowerFin (3) 64", 10.5°
- (5) 230 lb.** - Sport Copter, Kevin Richey (1)
Rotax 503, 50 HP, GSC (2) 64", N/A°
- (6) 220 lb.** - Bensen B8M, Erik Jonsson (1)
McCulloch, 72 HP, Wood (2) 48"-x-16 (est. ~6°)

At top: Lyle Carson (standing) watches CFI Mike Burton prepare for the first flight test of Lyle's single-place Air Command, which pulled a whopping 380 lb. of static thrust at over 6,000' DA. With engine tuning still not finished, that number could rise yet more. This machine should be a great performer!

ROTR 2012 Awards

Grand Champion Rotorcraft - N63189
Steve Pearson, Draper, UT - RFD Dominator

Pilot & Machine - N920CC
Glenn Kerr, Kearns, UT - Butterfly Monarch

Farthest Traveled with Aircraft - N446QT
Dead Dinosaur (Most Flying) - N446QT
Desmon Butts, CFI, Tomball, TX - MTOSport

New PRA Chapters

There is a new PRA Chapter 65, the [Central Texas Rotorcraft Club](#), which was officially chartered in the past few days, and there's a report a group in central Washington state is trying to gather the required five PRA members to form a chapter based at Quincy Airport. A few years ago, I made some notes to myself about attributes successful PRA chapters appear to have in common.



Most successful chapters have:

- Enthusiastic leaders
- A regular time and place for meetings
- Proximity to a major population center
- A chance for newcomers can see gyros fly
- Active fliers & builders to draw interest
- Dreamers to help with administration
- Flight instruction and intro flights
- Close ties to a gyro business
- Well-developed communications
- Dues to cover at least modest projects

If the ties to a business surprises you on this list, think PRA 73/Sport Copter, PRA 2/Airgyro, PRA 1/Brock, PRA 18/Calumet, PRA 26/Rotor Flight Dynamics, etc.

It is rare to see a chapter grow or even survive long without most of these building blocks.



I was prompted to ponder all this by the sudden demise of Chapter 30 in the Seattle area a few years ago. In rapid succession these folks lost Randy Coplen's SparrowHawk dealership and the availability of CFI David Overman. Chapter President Randy Rogers (crouching above, preparing to fly with CFI John Hardy, seated) had a crash with his RAF 2000 and left the gyroplane sport, costing the group its

enthusiastic leader, its most active flier, and the only two-place gyro regularly providing intro flights. The chapter never did have a treasury.

Chapter 30 still was in a big metro area, could have met regularly at Auburn Airport, and had a fairly large Yahoo e-mail group. But without the other key pieces the group faded quickly into inactivity.

When Ken Brock's manufacturing operation shut down following his death, Chapter 1 looked for a couple of years like it might disappear.

Will these new chapters be able to put together enough of these seemingly-essential components to survive and thrive? It's a little easier to get started than it was a few years ago. Chapter 65 has a good start on a sharp-looking website, and the option to affiliate with the regional Southwest Rotorcraft newsletter. A new chapter east of the Seattle area could be a part of Western Rotorcraft, and opt for free website hosting with URA. The Rotary Wing Forum is a great aid in finding and notifying prospective members of your new group.

But will there be the business ties, airport activity and mix of fliers/dreamers which power most successful chapters? If not, and these new chapters succeed anyway, we'll all learn something, and I'll have to revise my list.

Meanwhile, look at your own organization, and see how many of the ten attributes above you have in place. If you've lost any recently, could a slump be sneaking up on you? If there are some you've never had, could they be added?

Fly Safe!

G-YROX Update

The attempt by Irish pilot Norman Surplus (at right) to circumnavigate the globe in his MTO3 is still mired in bureaucracy. Norman need to fly out of Japan, which has no rules governing cross-country flight by gyroplanes in its airspace, and needs three weeks to process a specific route request. Russia and China have both denied permission to enter their airspace, blocking access to the Bering Strait for a crossing into Alaska.



Read details, and suggestions on how readers can help, at <http://gyroxgoesglobal.blogspot.com>.

New Association for Kitmakers

The difficulty in finding training in experimental gyroplanes has been a formidable issue for years, but a new initiative from the world of fixed-wing kitplanes may provide some common ground in the search for solutions. A number of industry sources are reporting the formation of the Aircraft Kit Industry Association (AKIA), an association which will work to "increase flight safety, promote experimental aircraft, and defend the freedom of individuals to build their own airplanes," according to the Aircraft Owners & Pilots Association ([AOPA](#)).

Dick VanGrunsvan of [Van's Aircraft](#) is reportedly the new group's president. Builders have completed and flown almost 7,750 airplanes built from kits supplied by Vans Aircraft. Vans kits are currently the best selling single-engine piston airplanes in the world by a considerable margin. AKIA's vice president is said to be John Monnett, designer of the [Sonex](#) line of kitplanes. Monnett is especially well-known in the sailplane segment, but his VW-powered, single- and two-seat kits are also becoming famous for value. Dave Gustafson of [Wicks Aircraft Supply](#) is AKIA's first secretary.

Gustafson tells AOPA's Dave Hirschman that manufacturers already committed to the organization include Kitfox, Lancair, Sonex, Vans, and Zenith, and suppliers Aircraft Spruce and Wicks Aircraft Supply. Gustafson says preserving the FAA's current major portion requirement will be a priority. He tells Hirschman, "The 51 percent rule is unique—and it means everything to us."

The Experimental Aircraft Association ([EAA](#)) has been quick to express support for AKIA. EAA President Rod Hightower states, "The fact that the aircraft kit manufacturers are organizing themselves into an association demonstrates how the kit designing and manufacturing business is maturing. Just as with the General Aviation Manufacturers' Association member companies, for instance, aircraft kit manufacturers share common issues and challenges and the new association will help kit manufacturers address those concerns."

The US National Transportation Safety Board ([NTSB](#)) studied accidents in 2011 involving experimental aircraft and issued a press release on May 22, 2012 which led with the observation that "10 of 102 experimental amateur-built (E-AB) aircraft accidents involving aircraft built by their owner crashed on their first flight. And of the 125 E-AB accidents involving an aircraft that was purchased used, 14 of the new owners crashed on their first flight."

NTSB noted that organizations such as EAA, manu-

facturers and type clubs already have a wealth of information available to help builders prepare safely for their first flights and develop rigorous Phase I flight test plans, yet those plans and adherence to them is not consistent. The board has not yet posted its final report online, but hints it may call for closer scrutiny of Phase I flight test plans and better pre-flight functional tests of fuel systems to cut the number of EAB accidents related to powerplant failures in flight.

NTSB is not expected to recommend the FAA move to open the availability of compensated training in experimental aircraft. AKIA appears to have that issue among its early priorities. Gustafson tells AOPA the new group believes it can improve safety by providing flight training in EAB aircraft, adding, "The group is composed of some very independent and strong-willed people who are united behind the same set of common issues."

The Aircraft Kit Industry Association did not appear to have a website or Facebook page as of our deadline. URA will follow developments closely as AKIA gets up and running.

UK Flips on Single-Seat Gyros

An impending ban on the use of single-place gyroplanes for solo training in the UK, widely seen as a concession to politically -connected importers of expensive tandem machines, has been called off after a swarm of negative public comments. Leigh Allison reported the following on the [Rotary Wing Forum](#):

"There was concerted action by many UK gyro pilots who all contributed at a very late stage to this result, so a big thank you to them, and to the CAA for reacting so promptly to these concerns."

In an e-mail, Cliff Whittaker, Head of Licensing & Training Policy for the UK CAA explained, in part:

"In recent weeks the CAA has received a number of e-mails and letters concerning...whether or not pilots who have yet to gain their licences should be permitted to fly single-seater gyroplanes.

"We have decided to amend Standards Document 44 to allow the sole owners of kit-built/homebuilt gyroplanes to undertake the solo flying exercises only of the PPL(G) syllabus, in their own aircraft, subject to certain conditions being complied with."

Opponents of the policy change argued that requiring students to rent tandem machines for solo work which could be done in their own single-place gyros posed a financial hardship with no increase in safety.



AHIA Launches Newsletter

The new Australian Helicopter Industry Association has chosen to call its newsletter Helicopters Australasia, and announced that the monthly e-publication will remain available free of charge. AHIA Quality & Safety Lead Auditor Rob Rich reports:

"In addition, we have provided a Board Room Briefing on the developments both off-shore and on-shore in China. Each edition will research an area for potential growth and present to you as a standalone Board Room Briefing. Hopefully, this may assist executives in building a better knowledge base of a new product; or maybe a better understanding about a nation's helicopter industry."

Helicopters Australasia is starting with a distribution base of almost 1,600 subscribers in Australia, and over 3,000 in other parts of the world. The inaugural July, 2012 edition includes a thoughtful, in-depth accident analysis applicable to all rotorcraft pilots who might fly in night VFR conditions.

Request a free subscription by contacting Rob at robsrich@bigpond.com. AHIA is not yet announcing a website, so read the first edition of Helicopters Australia and Board Room Briefing via the links section in the [URA Public Library](#).

From the Rotary Wing Forum



A group of friends with gyros recently completed a round-trip cross-country from the midwest to California. A total of eight gyros reportedly took part, and Murphy's Law did not take a holiday!

Read the thread titled "Mid-West to West Coast Flight" on the [Rotary Wing Forum](#), or follow [this link](#). John Rountree of Chapter 31 will have more details and photos in the August edition issue.



OpenAirplane to Launch

[OpenAirplane](#) is trying to establish a national network of FBOs which will accept each other's assessment of the qualifications of rental pilots without an instructor check-out at each location.

While the announcements so far don't mention helicopters, which could be complicated by insurance limitations, or experimental gyroplanes, which can't by regulation be rented except for instruction under a LODA, this still bears watching.

The founders of OpenAirplane say, "We'll make renting a plane as easy as renting a car. We'll help operators get better utilization of their fleets, and help pilots fly more."

Currently, if an experienced, current, proficient pilot with lots of time logged in Cessna 172s is traveling on business to another city, and wants to rent a 172 to increase productivity, he will generally be required to buy a one-hour checkout flight with an instructor at every FBO to which he goes.

On the recreational side, the current system also discourages vacationers from renting while they travel. In a survey by OpenAirplane, 96 percent of respondents said they would fly more at locations away from home airport if the process were simpler.

Some FBOs also require a renter who hasn't flown one of its aircraft for 90 days to go through another checkout. OpenAirplane says its network providers would consider a pilot current in his checkout if he's flown in the past 90 days at any other network FBO. If an FBO's insurance company balks at covering in-network pilots without location-specific checkouts, OpenAirplane has a launch insurance partner, Starr Aviation, which would love to take the business.

Warning to the careless - This network access to your qualifications works both ways. Mistreat a rental plane, and there will be a whole bunch of FBOs that would prefer you rent elsewhere!

Founders Rod Rakic and Adam Fast report an enthusiastic response from FBOs so far. They hope to roll out the program later this year. Sign up for updates via e-mail as the program develops at www.openairplane.com.

URA Membership Minutes

The June 28, 2012 meeting was called to order by President Doug Barker at 7:10pm MDT. Also participating online were Secretary Paul Plack, Treasurer Mike Burton, and members Steve Pearson and Lyle Carson. All other members were represented by proxy. The minutes of the October 8, 2011 meeting were approved as published in the November, 2011 issue of Western Rotorcraft. Doug reported a current roster of ten members in URA. Mike reported a balance in the treasury of \$605.08, with under \$100 in outstanding expenses unpaid from Rotors Over The Rockies (ROTR), and a significant portion of that offset by revenue yet to be collected.

There was no Old Business.

New Business - In a report on ROTR, Doug noted that two gyroplane Certified Flight Instructors were on-hand with training aircraft, enabling both informal training for attendees and Sport Pilot proficiency checks for Paul Plack and Glenn Kerr. Both gyro CFIs, Mike Burton and Desmon Butts, reported over 16 hours of flight instruction logged during the event, with additional hours billed for ground instruction. Whirlybird Helicopters did not report total hours of training, but considered the event successful. Doug suggested URA try to make the availability of two CFIs a priority again for next year. Paul reported Desmon Butts does not expect to be at the 2013 event at this time, but there are at least two other candidates who have indicated they expect to attend.

Also considered successful was the organized thrust test. Doug noted that thrust tests, like several other features of the event, were not well organized or didn't happen when scheduled due to the workload for a limited group of committee heads. Forums were very well-received, and Doug especially praised the presentation on the ArrowCopter test flight program by Chris Kurz. Paul questioned whether too many forums were scheduled during flying hours, and if more programs might be moved into evening hours. There was a general agreement with this idea. Also receiving approval to be repeated were the group dinner at Maddox Family Drive-In, lasagna menu for the banquet, and cross-country breakfast flights to Ogden on Friday and Logan on Saturday.

The following ROTR chairmen are needed for 2013:

- Event Chairman
- Ogden Breakfast Flight Coordinator
- Logan Breakfast Flight Coordinator
- Banquet Chairman
- Awards Chairman
- Photo/Video Contest Chairman
- Thrust Test Chairman
- Forums Chairman

Regarding flights out of Brigham City to breakfasts elsewhere, Doug noted the need to depart on schedule, especially if non-fliers are carpooling to the other airport with the expectation of being joined by the pilots on a timely basis. Doug also praised the photos and videos from the event, which were published on the Rotary Wing Forum and YouTube. Paul suggested photo and video contests with cash prizes for the best content posted to an official event thread on the Rotary Wing Forum during ROTR.

Following a discussion of possible insurance requirements, a motion to recommend to the board that URA schedule Rotors Over The Rockies 2013 at Brigham City Airport, June 6-8, pending acceptable insurance requirements by the city, was approved unanimously.

Doug opened discussion on a "wish list" of donated equipment for support of Rotors Over The Rockies, including a computer, printer and big-screen digital TV with inputs for computer media.

Forum suggestions for ROTR 2013 included two planned by Paul in 2013 (Aircraft Antennas, Writing for Publications) which got canceled due to schedule conflicts. Doug reports he's in discussion with The Butterfly, LLC to hold a national owners gathering at Brigham City in conjunction with ROTR 2013, including a presentation by Larry Neal.

Reporting on the status of the URA website, Paul noted that PRA Chapters 2 and 15 are now taking advantage of an offer to share URA's hosting plan. This results in reduced costs to chapters, and increased exposure for some URA links.

Doug started a discussion on whether we should ask other groups sharing our web hosting service to share its costs. Paul explained the value to URA in providing the service at no cost, and the group agreed. A motion to continue with the current hosting service, which will require an expenditure of about \$175 in August, was approved unanimously.

In a report on Western Rotorcraft, Paul noted PRA is pleased with the national distribution system. June saw total subscribers to Rotorcraft E-Zine, Western Rotorcraft and Southwest Rotorcraft, the three e-publications participating so far, pass 2,500. The only advertising content in Western Rotorcraft so far is from PRA Chapter 73, which has covered its annual postage costs through an ongoing ad from Sport Copter. Other potential advertisers were discussed. A new group trying to form a PRA chapter based at the Quincy, WA airport will be invited to join the Western Rotorcraft newsletter co-op.

Members were invited to remain on the URA Webmeeting Channel for the board meeting. The membership meeting was adjourned at 8:10pm.

URA Board Meeting Minutes

The June 28, 2012 meeting of the board of directors was called to order by President Doug Barker at 8:10pm MDT. Also participating online were Secretary Paul Plack and Treasurer Mike Burton, representing a quorum of 75% of the board. The minutes of the October 8, 2011 meeting were approved as published in the November, 2011 issue of Western Rotorcraft.

There was no Old Business.

New Business - A motion to accept the recommendation of the membership to schedule Rotors Over The Rockies 2013 at Brigham City Airport, June 6-8, pending acceptable insurance requirements by the city, was approved unanimously by the board.

Paul noted that URA had two stated 2011-2012 goals: Finding and equipping a meeting place equipped for distance learning and online meetings, and providing a second CFI at ROTR. He noted that the second goal had been achieved.

In brainstorming 2012-2013 goals, Mike mentioned getting a DAR and DPE at ROTR next year. Doug suggested we carry over the 2011 goal of a permanent clubhouse equipped for online meetings. Paul asked if there were EAA chapters with which we might collaborate. Doug noted the Ogden EAA chapter (58) may be a candidate.

Paul agreed to distribute a list of both wish-list items and proposed 2012-2013 URA goals to directors for further considerations and additions, with an eye toward further discussion and decisions.

The meeting was adjourned at 8:46pm EDT.

AZ Rotorcraft Club June Report

There was a rotor blade swap meet at San Manuel, where Mark Rhoads and Al Bright met. Mark has been flying 24-foot Dragon Wings and wanted to try Al's 25-foot double tip-weighted Dragon Wings. They each made a few passes that morning and Mark has been testing them more since.

So far Mark has noticed that in spite of their slower speed the longer blades have more float. He has come in at a normal approach to the end of the runway and with the extra blade lift he lands mid-

field. The 24 foot blades were turning at 400-410 rpm and the 25's turn at 360. There was a slight vibration so he balanced the blades by adding a couple washers to the outside blade bolt on one side. He marked the center of the hub bar and checked runout with a home made indicator clamped to the mast. Then he carefully adjusted the side to side play of the hub bar between the towers by adding shims made from aluminum pop cans. And then he got out some polish and a buffing wheel and made them look better than new. Now the blades are shiny, balanced and they run true. He thinks the tip weights also make the blades feel smoother.

Al says the shorter, lighter blades spin up faster for shorter take-off and faster climb out speed. His flying rotor speed has increased from 280 to 320. He also likes that they are more responsive. The down side is that they also slow down faster and feel "squirley". If he keeps them he might add tip weights to make them smoother. And be aware that he approaches the runway a little hotter and the usual flare doesn't work as effectively with the smaller blades.

Parts swapping, just one more reason to support your local gyro community.

The next day we had an informal get-together at the only cool place in Tucson, Mike Willett's swimming pool (below). Mike served up delicious burgers and brats on his grill complimented with yummy side dishes and washed down with lemonade, regular and hard style for the adults. We talked about rotor blades, El Mirage, and Mike showed us his Hornet gyro which is nearing completion. I hope everyone else is having as much fun and staying cool. (Carl Matter, Pres.)

The AZ Rotorcraft Club, PRA Chapter 15, takes a hiatus during the hot Arizona summers. The group's next meeting will be at El Mirage in September.





Welcome to...

Ken Brock PRA Chapter 1 ***of Southern California***



June 9, 2012 Meeting Report

The meeting was called to order at 11:05am by President Terry Smith. Present at the meeting were Richard, Wbaldo, Moe, Ampy, Karen, Doug, Ralph and Jeff.

Terry said we were unable to set things up to use the gyro glider due to the races on the lake bed. He was hoping to be able to set something up for June 23rd, but now we are looking at July (see page 2). He would like to do once a month if possible.

Terry showed a few more items he brought for the raffle, and made two stands so we can write down the events of the day for the fly-in.

Karen will be making a list of volunteer jobs for the fly-in so everything will be covered. She was going to be ordering T-shirts and if anyone wants a size other than large or X-large, let her know and she will add it to the order.

Glenn Porter, who last year made a fantastic Benson Gyro weather vane, will be donating another weather vane for raffle this year. He said it will be like Vance's gyro.

Moe mentioned that anyone getting a ride on the gyro glider at the fly-in should sign the waiver we have pilots sign. We decided to order a handicap portable toilet this year. Karen had contacted the company about getting one.

Terry showed everyone a gyro sticker that we will have at the fly-in. Each goody bag will have a gyro sticker in it. Jeff suggested we put two more wind socks out, one at each end of the flight line, during the fly-in. With the shifts in wind that occur on the lake, the more the better. Richard said he would make another hand-washing station for the fly-in so we would have two of them.

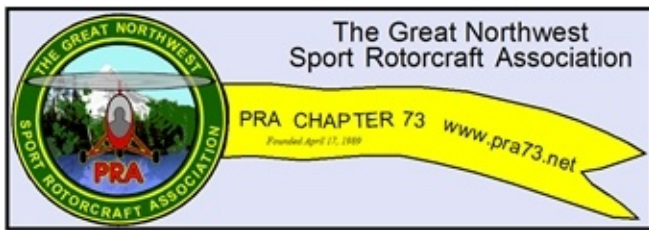
We still have t-shirts left from previous fly-ins, sizes below. They are \$7.00 each or three for \$20.00 plus \$6.00 shipping.

| | |
|------------------|------------------|
| 2008 X-Large – 2 | 2009 X-Large – 2 |
| 2010 Large – 2 | 2011 X-Large 9 |

Contact Karen at justmek2k@gmail.com

Terry moved the meeting be adjourned and Moe seconded the motion. The meeting was adjourned at 11:55am.





June 9, 2012 Meeting Report

The meeting was called to order by President Jon Dailey at the [Sport Copter](#) hangar. We approved the Treasurer's report as read by Bob Johnson. Minutes were approved as printed in the June edition of Western Rotorcraft.

Advertising for Sport Copter started this month. A check has been sent to Utah Rotorcraft Association. Info about Alvord Desert event was discussed. (ROTOR - Rotors Over The Oregon Range?)

Old business, New business, and the logo discussion were all postponed. We signed up one new member and one renewed member.

Clint Martindale has 7x25 Sport Rotors
\$1500, 503 Rotax rebuilt \$2500, Rotax starter rebuilt \$300

Thanks to Jon for the spaghetti, and thanks to those others who brought food to the Pot Luck. (Bob Johnson)



June 16, 2012 Meeting Report

The meeting was called to order at 10:10 am by President Mark Shook at 8400 Cessna Drive, Meadow Lake Airport, Falcon, CO 80831. Present were members Steve Rollert, Thomas Fernandez, Dick Doucherty, Mark Treidel, Dick Goddard, Lindsay Fischer, Mike Couillard, Mark Shook, and new member, Jeff Mitchell. Agendas and calendars of upcoming events were passed out.

Mark noted that chapter membership had grown from the original five members to 29 with the addition of our newest member, Jeff Mitchell from the Denver metro area of Colorado.

The first item of business was the election of new officers. Mark Triedel nominated Mark Shook President, Todd Reick Secretary and Dick Goddard Vice President. ([Chapter 38](#) has no Treasurer as we collect no dues.)

Mark Shook stated that it had been his intention to establish the chapter and serve the first year to get it started, and then turn it over to other chapter members. Dick Goddard seconded the motion, and said that Mark was doing a good job of informing the members and keeping the website up to date. After several minutes there were no other nominations. By a unanimous affirmative vote, the current officers were re-elected to serve another term.

The subject of meeting schedule then came up. The

policy of quarterly meetings will continue, with one or two "Open Hangar" mini meetings added during the summer. These will have no agenda or minutes, just a time when the hangar will be open and available with chapter officers present if anyone wants to drop by and chat or bring a machine and fly, or fly in.

The next item of business was a report from Rotors over the Rockies by Tom Fernandez. We also discussed who would be interested in going to Mentone in late July, or KBFF at El Mirage in late Sept. Chapter 2 has set a good example of how to have a successful event. We need to learn from them and use some of the ideas that have made ROTR successful. That brought up our last item of business, our May fly-in.

We have held the Rocky Mountain Fly-In in May for two years now. While attendance and participation grew slightly this year, the weather was NOT ideal. Temps in the 40's with wind from the north at 20 gusting to 30.

After much discussion, it was agreed we should move our fly-in to late late summer or early fall and increase the event to three days. The Third [Rocky Mountain Gyro Fly-In](#) will be held Sept. 14, 15, and 16th, 2012 at Colorado Springs Meadow Lake Airport.

A motion to adjourn for refreshments and flying was passed unanimously. (Todd Reick, Sec., Mark Shook, Pres. Photos on cover and page 11 by Mike Couillard. Find more fly-in photos at [this link](#).)

Rotorcraft & Parts For Sale

SPORT ROTORS 25'-X-7" - \$1,500. Also Rotax 503, rebuilt, \$2,500; Rotax starter, rebuilt, \$300. Clint Martindale, (503) 775-7373. (OR, 7/12)

SPORT COPTER LIGHTNING - 2.2L 85 HP Jabiru engine, new prop, rotor, trailer. \$16,500. Also, BMW R1100 80 HP adapted for aircraft. Includes oil coolers, computer, redrive, prop. \$3,500 OBO [Frank Diebold](#), (406) 266-8438. (MT, 6/12)

SPORT COPTER VORTEX - Rotax 618, 8"-x-25' rotor, adjustable pitch hub. 44 hours TT. Asking \$28K. Randy, Yacolt WA. (360) 772-4255. (WA, 4/12)

ENGINES: Subaru EJ 22, \$350; EJ 22 block, \$200; EA82 block, \$200; Geo 3-cyl with prop and gear reduction, \$1500. (623) 386-7043. (AZ, 2/12)

Wanted to Buy

Mini 500 helicopter tail rotor blades.
Please contact Hong, alphawheels@yahoo.com.

On to Mentone! **Doug Barker, Pres, URA**



Well, we're only three weeks away from the biggest and best gyro event ever, [PRA's 50th Anniversary Convention](#) in Mentone, IN, July 31 through August 4. This year is looking to be an incredible event and YOU really should take the plunge and go!. My normal traveling companions are flying there instead of part of my carpool. So I have some extra room, and would sure like some traveling companions. I have found that the trip there and back and the friendships that are developed are one of the best parts of the whole experience. So I sincerely hope that someone will decide to join me in this adventure.

I plan to stay in a tent at the [PRA Airport \(C92\)](#), so costs will really be minimal. They have food available there and the whole trip can be done for a few hundred dollars and a week of your time. If you have never been to a PRA convention, you owe it to yourself to see what it's all about! Please give me a call and let's talk about doing it together! I guarantee it will be a memorable experience.

We just finished up an incredible [Rotors Over the Rockies](#). I believe everyone had a good time and most found what they were looking for. For those of you that I didn't get the chance to spend any one-on-one time with, I am sorry there was so much going on that it just doesn't allow for all the socializing I would like to have done. One thing that will help us to do even more next year is to get more people involved. (See page 8 for available chairmanships - Ed.) I can assure you that if you will make a small commitment to the planning and execution of the event next year, you will get way more out of the event than you ever have before.

I know human nature is such that we all hesitate to volunteer, but we earnestly are asking for some people willing to help us make this event even better. Some of these jobs can even be done by some of our long-distance members, so take some time to seriously consider our plea for help and let me know which position you would be willing to head up. It is because of the great people that so willingly give of their time and talents to help us grow that we have become the incredible organization that we are. And lots more stuff is just around the corner. What an exciting time it is to be involved in Personal Rotorcraft Flying.

See you soon! - Doug