

Western Rotorcraft



September

2012





Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club (**PRA 15**)

Third Saturday, 11am MST, Various Locations
Next meeting at KBFFI/El Mirage
Carl Matter: keenuk@aol.com

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

Second Saturday, 11am PDT
El Mirage Dry Lake, CA
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 Sep 29, 2012
10am MDT, Meadow Lake Airport, CO
Mark Shook: Mark@CopterPilots.org

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

Second Saturday, Noon PT, Scappoose Airport
Sep 8, 2012: [SportCopter](http://SportCopter.com), Scappoose, OR
Jon Dailey: jon@sportcopter.com


Bonneville GyroFlyers (**PRA 2**)

Second Saturday, 10am MT
Sep 8, 2012: Airgyro Aviation, UT
Doug Barker: president@utahrotorcraft.org

Utah Rotorcraft Association

Next Members Meeting TBA
Next Board Meeting TBA
Details to Members by E-mail
info@utahrotorcraft.org






Ken Brock Freedom Fly-In
Hosted by Chapter 1
El Mirage Dry Lake
El Mirage, CA
September 28th - 30th, 2012

Bring your Camping Gear - Not much in the way of Facilities. There are Motels in Adelanto (13mi) and Victorville (20 mi). We will have Porta Potties on site.



Bring Money - B.L.M. Entry Fee to Lake: \$15/Day, \$30 per week (B.Y.O.G.!!!) (Bring Your Own Gas!)

Directions:
From I-15 - Take 295 to Adelanto, turn West on Rancho Road, RT on Kofa Road, LT on El Mirage Road, go West 5 mi, to Mountain View Road, turn right to B.L.M. Center for Lake access. Go to far Northwest end & look for Gyro flying! (GPS coordinates will help pinpoint location).
From I-5 - Take Hwy 14 to East Palmdale Blvd and head East, LT on Ave 248, RT on Ave F / El Mirage Road, LT on Mountain View Road to B.L.M. Center for Lake access. Go to Northwest end & look for Gyro flying! (GPS coordinates will help pinpoint location).



Friday Night STEAK BBQ (\$15 Donation)
Followed by Evening Gathering on Lakobed
Chapter 1 provides utensils and plates for Friday Night Steak Dinner

Cookout Saturday Night!
Please bring you own meat to cook on our Club furnished FREE fire.
The Club furnishes: FREE Salad-Breads-Bread-Soft Drinks & Coffee.

For More Info:
Call Teddy (562) 493-3960 or Terry (951) 315-2195
E-Mail PRA.Chpt.1@gmail.com
Visit Our Website: www.PRA-1.org

Event Calendar

Fri-Sun, Sep 28-30, 2012, CA
[**Ken Brock Freedom Fly-In**](#)

Saturday, Oct 13, CO
[**Rocky Mt. Gyro Fly-In**](#)

Wed-Sun, Apr 17-20, FL
Bensen Days

Thu-Sat, Jun 6-8, 2013, UT
[**Rotors Over The Rockies**](#)

Mon-Sun, Jul 29 - Aug 4, WI
[**EAA AirVenture Oshkosh**](#)

This Month in WR - Mentone Memories, 3, 12; Chapter Reports, 4-6; New CAA Publication, 6; , Texas Training, 7; Classifieds, 12.

On the Cover - Chapter 1's Jeff Jones taxis for takeoff at the 2011 Ken Brock Freedom Fly-In at El Mirage, CA. The 2012 event starts September 28.

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From the Editor

It doesn't seem too long ago I was noting the start of the rotorcraft fly-in season in the west. Now, it's already time to think about packing for El Mirage!



This year has brought several events of significance to our sport. [PRA's](#) board decided at Mentone to adopt a policy which has been employed by some other organizations to involve chapters more deeply in the recruiting process - a revenue split. Chapters which bring new members into PRA will get 50% of the proceeds from first-year dues, and 10% of subsequent renewals. There remains some work to be done on the PRA website to make this work, so stay tuned.

At the same time, PRA has established its best relationship in years (maybe ever) with the FAA, being recognized as an official partner in producing safety programs. Letters of Deviation Authority (LODA) are once again being issued routinely to gyroplane flight instructors who qualify, thanks to efforts of PRA over the past few years. The organization deserves our support more than ever.

Representation of personal rotorcraft interests in the western US got two big boosts at Mentone. [Chapter 38](#) (Colorado) President Mark Shook was chosen to head the PRA Advisory Committee, a group which brings recommendations to the PRA board, a task formerly delegated to the Life Members. [Chapter 2](#) (Utah) President Doug Barker was reelected to the board and takes over as secretary. The higher level of activity by enthusiasts in the west the last few years has also contributed to more awareness within PRA of our unique needs.

I hope everyone was inspired by the progress our sport made this season. I've set a goal of owning and flying my own gyroplane next season, and have a reasonable road map in place to make it happen. What lies ahead for you?

Fly Safe!



Mentone Memories

Above - Chapter 2's Glenn Kerr appears to be having a pre-flight conversation with his Rotax 670 on the taxiway at Mentone. The 670 didn't listen, and threw a rod over a bean field. Glenn made a safe landing. Rotax Rick honored the warranty and has replaced the engine.

For official coverage of PRA's big five-oh at Mentone, see the August issue of PRA's *Rotorcraft E-Zine*. For some photo contributions posted by attendees on the Rotary Wing Forum, follow the links below.

Christine Toevs's [photo thread](#).

PRA VP Tim O'Connor and others account for the [various aircraft they saw](#) at the convention.

Vance Breese [wraps up his observations](#).

Photos above, below by Christine Toevs.





Bonneville GyroFlyers (PRA 2) August 11 Meeting Report

The August 11 meeting of [Bonneville GyroFlyers](#), PRA Chapter 2, was called to order at 1:10pm MDT by President Doug Barker at the home of Steve and Rose Pearson in Draper, UT. Also in attendance were Secretary Paul Plack and members Steve Pearson, Steve Smith, Glenn Kerr, Curtis Lund and Greg Hardy and guests Rose Pearson and Glenn's daughter Lindsey.

The minutes of the July meeting were approved as published in Western Rotorcraft. Doug reported that there is still work to do to get a bank account opened for the group.

A motion was passed unanimously to accept membership applications from Gerald Marsh of Joseph, UT, who is restoring a Bensen with mods to improve stability, and Jay Gunderson of Cave Junction, OR, who is building a single-seat Dominator with a Corvair auto conversion for a powerplant.

Doug reported on the PRA's new initiative, approved by the board at Mentone, to do a revenue split with

chapters recruiting new members for PRA. A discussion of issues affecting PRA's image in the west followed, with general agreement that finding ways to make the Mentone, IN airport purchase a more tangible benefit to members everywhere would be helpful.

It was decided to have our September 8 meeting at Airgyro Aviation in Spanish Fork ([directions](#)), and the October 13 meeting at Brigham City Airport.

A motion to adjourn was approved at 2:15pm, and all present enjoyed a picnic lunch and Mentone photos from Doug and video from Glenn. (Paul Plack, Sec'y)

In photo above, L-R: Steve Smith, Paul Plack, Greg Hardy, Doug Barker, Curtis Lund, Glenn Kerr. Photo by Steve Pearson.

PRA Chapter 2's new dues structure is \$24/year including electronic delivery of Western Rotorcraft, or \$30 including WR by mail. Get details on joining or renewing at www.pra2.org.



Colorado Rotorcraft Assoc. (PRA 38) Aug. 25 Meeting Report

The August 25 meeting of [Chapter 38](#) was called to order at 10:10am MDT by President Mark Shook. Introductions were made. Present were: Mark Shook, Todd Rieck, Bruce McCombs, Al Spratford, Thomas Fernandez, Dick Doucherty, and Frank Nelson. Todd Rieck and Mark Shook gave a recap of their experiences flying Mark's Xenon at Mentone 2012.

Mark Shook reported that the PRA board has voted to end the free online access to Rotorcraft magazine. Starting in September, only members will have access to the PRA magazine. Chapters are encouraged to solicit their members for membership in the PRA. PRA will now split the initial dues with the chapters 50/50 or \$21.00 each. (Of the over 30 members of PRA38, less than 10 are current PRA members. This should be near 100%.) The dues split is intended to tie the chapters and the PRA closer in a mutual support role to grow the PRA. As soon as we have details from PRA HQ, we will pass it on and ask all chapter members to join or renew their membership in PRA through the chapter.

Mark has been elected chairman of the new PRA advisory committee made up of all Life Members of the PRA and other selected members. The PRAAC is charged with presenting one proposal for improving the organization at each annual PRA board meeting, and the PRA board is required to act on the proposal with an up-or-down vote.

The subject of our September Rocky Mountain Gyro



Fly-In Event was the main topic of discussion. Due to several chapter members that were unable to make the Sept. date, and no two-place machines available, it was unanimously approved to move the date of the fly-in to the new October 13th date to coordinate with EAA chapter 72's pancake breakfast and fly-in on that date. We will have our own Rotorcraft parking and display area on the East Ramp next to Hangar 8400 Cessna Drive.

American Aviation has donated three additional tie down spaces next to our Rotorcraft Ramp for the day for our use. Frank Nelson and other chapter members have volunteered to provide an airport shuttle bus



running back and forth between the EAA airplane ramp on the west side and the Rotorcraft Ramp on the East side of the main runway 15-33 at A-1.

The hangar will be available on Friday 10/12, Saturday 10/13, and Sunday 10/14 for participating rotorcraft. We will display Saturday from 9am to 12 noon as well as fly demonstrations. A gyro tour of the local area will be scheduled for those who wish to participate. Flying will take place all three days at pilot's discretion.

The next PRA38 chapter meeting is Saturday, September 29 at 10am. Chapter member Cobus Burger will discuss his plans to get his CFI gyro add on rating and offer flight training in Colorado in a new Phenix two-place tractor gyro when it is available, as well as discuss the development and availability of the Phenix gyrocopter. More info at www.phenix.aero.

There being no other business, the meeting was adjourned at 12:40pm. The group then headed to Bruce McComb's hangar to help him mount his rotor blades on his Little Wing Gyro. (Todd Rieck, Sec'y)

Photos provided by Mark Shook. Top of page 5, Mark with three Xenons at the PRA convention in Mentone, IN. Top of this page, Mark lands on the runway at Mentone. Below, Phenix gyroplane.



HANDLINGSENSE LEAFLET 4
GYROPLANE HANDLING AND PERFORMANCE



CAA's "HandlingSense"

Britain's Civil Aviation Authority (CAA) has responded to a spike in accidents involving two-place gyroplanes with a leaflet outlining the primary causes and some practical strategies to avoid them. Produced by the British Rotorcraft Association (BRA) based on input from its instructors, this is among the most useful documents on the topic to appear in recent years.

Leigh Allison, who divides his time between the UK and Kenya and is familiar with recent CAA actions, noted recently on the Rotary Wing Forum that single-place solo training toward the Private/Gyroplane certificate was nearly outlawed by the agency, which was convinced it was more dangerous than solo flight in modern two-place gyros. A recent cluster of accidents in tandem machines brought a closer look.

The introduction section of the document notes, "This leaflet is intended to improve and share knowledge of flying gyroplanes to help pilots to achieve greater understanding of their aircraft..."

The full PDF document is available for free download from the CAA at [this link](#).

Texas Training by Lindsay Fischer

Editor's Note - Lindsay Fischer of Chapter 38 first shared with me his training dilemma about two years ago. He was facing even more difficulty than most of us do in finding gyroplane flight instruction because of his location (Colorado) and assumptions about his abilities due to his age.



He has turned his plight into an inspiring example of what can be done with commitment to a goal. The following is lightly edited from a submission he subtitled, "The Tale of One Club Member's Compressed Effort to Add-On Rotorcraft-Gyro Privileges in an LSA Gyro to His Commercial License."

One of the big blocks in developing a larger group of gyro pilots is the difficulty in getting instruction. The fault belongs to the FAA, and all that, including the refusal to allow an S-LSA gyro, and to be difficult in granting LODAs for E-SLAs. But that's the current world and we must live with it. I wanted to be legal to fly LSA gyros. Lots of people (I am sure) fly without worrying about license issues because the FAA is not paying any attention and our pilots are all under the radar, unless there is a bad crash with significant personal injury. Maybe it takes a death to get the FAA's attention.

So I called around. All the obvious names were booked up. I spoke or wrote to Gremminger, Menzie, the guys in Phoenix, and the group in Utah (Mike Burton) and no luck.

Then Thomas Fernandez gave me the name of Desmon Butts (top-right) in Houston so I called him. The telephone number is 907-841-2409. He had a free week just two weeks forward so I said "I'll be there on Monday, August 21st." We agreed to meet at 8:30am at the Texas Flight hangar at David Wayne Hooks airport at Tomball, Texas, about 30 miles north of Houston and I would stay for a week. I hoped to get a sign off by Butts as the first CFI and by someone else - another CFI - as the check airman. This is all it takes for an add-on, since I have a commercial license with instrument rating for airplane SMEL and glider. I have more than 1500 hours fixed wing, 225 hours in



advanced glass sailplane, 141 hours as a trike pilot and held a BFI for that discipline and some 300 foot-launch hang glider flights.

By the way, last year in May I went to Macon, Georgia and got 9 hours of instruction in "Black", Steve McGowan's Parsons, and might have finished there except for the fact that we had to cut it off early because of a McGowan family emergency. They say that if you can fly Black you can fly anything. Yes, but - The MTO is very sophisticated and you really need instruction no matter what else you have flown. Maybe we should say if you can fly Black and an MTO you can fly anything. But I doubt it. Each is its own master and you need to be careful if you are going to be its man.

Anyway, I hurried up and got a plane reservation from Denver to Houston on Sunday, the 19th, and a rental car reservation and a motel reservation. So far so good.

I arrived at the airport in Tomball on Monday morning at the appointed hour and saw a guy working on a MTO Sport. This is a tandem from AutoGyro, the German company which is the largest builder of gyros in the world. I said "Mr. Butts, I presume" and he said "Mr. Fischer, I presume" and from then on I found the week to be both fun and valuable. Butts is an excellent mechanic and does a very careful pre-flight every time. He also is a very good pilot and a



very good instructor. We flew 4 hours on Monday (three flights), four hours on Tuesday (2.75 hours cross country and 1.25 hours locally), four hours on Wednesday (each flight one hour locally), and two one-hour flights on Thursday (locally). The training flights involved a lot of touch and go; very slow flight at full power and 30 kts speed to just hold position; low-power, low-speed (5 to 10 kts) to do vertical descents at 300 to 400 feet pitching over, recovering 55 kts, and then landing; aborted takeoffs; rotor handling on the ground; and so on. On take-off we used full power and I finally got reasonably good at placing the stick mostly back, feeling it when the nose got light, pinning the nose with forward stick and then waiting for 55 kts, when the plane just flew itself into the air.

Tuesday we went cross-country south to just east of the large downtown buildings in the center of Houston, then south to the water. This involved going down the ship canal, seeing all the refineries and eventually seeing the Texas Monument (a tall shaft) and the battleship Texas moored there for tours by tourists. Then we crossed over water to Anahuac and landed on a small local strip, used the facilities and then did two or three touch and goes. Then we went over to a cell phone tower and did turns on a point and after that S-turns over a road. I nailed both of those (lots of experience in the last umpteen years of flying - licensed in 1954) and then we flew back home. Going down we were west of the George W. Bush Intercontinental Airport and coming back we were east of it. A monster facility. The second flight on Tuesday came late in the day and was more of the same, around the patch locally. I was getting smoother but I wasn't there yet.

One thing is critical in the MTO. You must keep the stick forward until the rotor is at least at 150 rpm and preferably 200. At only 130 rpm the rotor will flex down, and hit the prop and take out the tail feathers. So when you land and stop, you either give no power and push forward and put on the rotor brake, or you put on full power right away while the rotor is still spinning at above 200 rpm.

A second very important thing is getting rid of your instinct to do things like you did in a fixed wing. For turns I was taught in a Cessna 140 tail-dragger to lead in with the rudder and follow with aileron and to lead out with the

aileron and finish with the rudder. No, no, no. The gyro has very little if any adverse yaw, so you do very little with the rudder except for a very tight turn and use the rudders mainly to be sure that you are tracking straight and are not crabbed on touchdown.

A third and important thing is forget about climbing out or descending down to landing by gauging the angle of the fuselage. That changes from time to time. Instead you fly climbs and descents by the airspeed needle. In the MTO 55 to 60 and preferably 60 on climb out; absolutely 55 and nothing else all the way around on the way down to land. And, like a fixed-wing, a good landing comes from a stable approach (meaning in this case no deviation from the speed of 55) and gets lost if the approach is unstable. I liked to gauge the angle from my eye to the numbers. When that looked right I pulled the power and glided at 55 and it worked like a charm. If I was a little low I would add just 500 rpm and that would not destabilize but would just give me that little extra distance needed from the IP to the numbers.

And a final new and different thing from my experience - in 2006 to 2011 I flew a RANS S-7 more than 475 hours in Colorado, Kansas and Oklahoma among other windy places and know a lot about light planes in crosswinds - even gusty cross winds. In the fixed wing all the way down one had a steep drop of the windward wing (so you were in a heavy slip to hold the center line of the runway) and at the same time had a heavy foot on opposite rudder to hold the nose straight down the runway. On landing you crunched the aileron even more sharply to hold the windward wing down and held the nose with the strong other foot. But in the gyro I finally became convinced by Butts that things are different. You don't use 10% down into the wind. You might use as much as only 3%. You don't punch the rudder. You carry some rudder in the opposite direction but very little. This works. When you are very low - close to the runway - probably in ground effect where you are into the flare, you discover that any lateral translation virtually stops and the rudders are virtually centered. For an old-time, high-wind regular pilot this was mind-bending and it really took some time for me to quit fighting the instructor and instead do what he suggested.

Anyway on Wednesday it was four more flights, mostly local, doing what the English call circuits

and bumps (and we call touch-and-go) and descents and aborts and so on. By now I felt much more on top of the procedure. Butts said nothing either plus or minus but I felt that he was seeing improvement also. You should appreciate that the MTO is a Cadillac in the gyro world – a little heavy, a little faster than most, really a sophisticated, not to mention fairly expensive, beast. So it does take a while to speak its language. And I suspect it demands continued attention, and never any neglect, if you are going to fly it safely and smoothly.

Then came Thursday and close to the end of my week. Butts and I had two one-hour flights in the morning. All of the same stuff – I mean drills - and I felt that I really was smoothing up. More right, and less wrong or perhaps just not the best.

At three o'clock the check airman showed up. I felt this was a good sign although Butts seemed a little hesitant. I think part of that was my age. I am 77. I find that people just assume there are deficits from old age, and there are, but they are very personal to the given old guy. My legs are recently my only physical deficit (the sciatic nerve) and my small tightly wound area of the cortex that stores and brings out names does not work as well as it should. But I can keep that fairly under cover. I also have a pacemaker but it is single wire, has been in since 2005 and all that time the heart rhythm has not been felt by me. The diagnosis is atrial fibrillation but I could get a special issuance if I wanted to spend the money on annual testing. I also take an anticoagulant so I have less likelihood a stroke than you do, either in the air or on the ground.

Anyhow the check airman was a very good guy – a deputy sheriff with the rank of sergeant running the local sheriff's air support wing. He looked really official in his uniform with a big, big pistol in a holster on his belt. The local sheriff uses two MTOs instead of expensive helicopters – the gyro does 90% of what a helicopter can do at 10% of the cost. They cover a big area for surveillance and patrol and for assistance. The only time you need straight down and straight up is a medical – a car accident – and then the hospital sends its copter. Desmon built the two gyros for the sheriff and then trained Don Plant, the check pilot, who now trains all the other air officers. Plant impressed me both as cop and as pilot,

and I can evaluate cops because for 13 years I was municipal court judge (working one-third time and keeping a full time practice going in the other two thirds time and nights and weekends). Cops testified in front of me every day and I instinctively came to know the good from the average from the very few bad ones.

So the check airman and I got ready to go flying. The idea was that he would pick up weaknesses and Butts and I would fly the next day early and put on a patch – or at least try to do so - where necessary. And fortunately when we went flying it was about my best session so far although in the landing and taking off area I could have been a little better. Then we went and did short landings and take offs on a small tight semi-private field about 3 or 4 miles to the west and then I flew on the tree line a four-leg box pattern around a very big pasture. Very smooth. Then we did the turns around a point – a big tree in the center of a small island in a moderately sized pond. It was such a beautiful landscape from the air. We then returned, finished up the hour and I think I was a little smoother in the final T-and-Gs. After our return we talked in a very nice conference room at Texas Aircraft and he asked questions and I think I demonstrated a very good command of the FARs, the AIM and current issues. I am a big reader and apparently very fast and at the same time retentive reader and I read monthly the AOPA magazine, the EAA magazine, Flying, Kitplanes, Powered Sport Flying, and whatever comes from the PRA. And every other month Air and Space from the Smithsonian.

So I would guess you would say I am informed. Also during the week Butts and I had reviewed sectional charts and their symbols and the AIM on the definitions of airspace and what are the VFR rules for visibility and distance from clouds. And we also discussed MOAs and other more restricted airspace. So I was kind of loaded for bear. Actually the check airman seemed to pick up on that and so the review of rules and regs and that sort of thing seemed satisfactory to him.

So now we get to Friday, my last day there. Desmon and I were to fly at one o'clock and not sooner because of medical commitments both for Desmon and his wife. But everything got bollixed up and Desmon called in to say he would not make it until two. He actually arrived at 2:15. We then decided just to talk – sort of

dry-labbing the flight – first I do this, then I do that, I watch out for this mistake and so on.

The check airman arrived at 3 but did not realize where we were until 3:15. We were getting nervous waiting for him. He then said "let's get going" and what I liked to hear most. "We don't need to repeat what we did yesterday. Today will be in the pattern. " I felt a lot better but still was nervous and taxiing out I killed the engine once on the mag check and once on the run up of the rotor by failure to add power as the rotor spun faster. The problem there was the instructor in the back seat had always added the little power necessary and I didn't realize it. Anyway the back seat said he was not concerned about this and we proceeded to do touch-and-goes with variations for the next hour. To my very pleasant surprise all the practice of the previous week seemed to jell and I was better, smoother, just more professional than ever before. The landings and the takeoffs, with the exception of perhaps one and possibly two, were very smooth and the poor ones weren't that poor. Safe, workable, but definitely not what I wanted or presumably the check airman wanted.

Then we came back in and the two instructors conferred and I was asked to pull out my log book and they would sign the necessary endorsements. I had crafted what I thought were just the right add-on endorsements and had pasted them in the back of the book. They looked at the endorsements and signed. Then I filled out the FAA paperwork with my information and signed it and they signed for the recommendation and the confirmation of proficiency. Desmon kept the original and will send it in. In the process the check airman made some very nice compliments to my performance and I really appreciate that.

They then stressed the need to continue regular flying – don't get stale and then fly – use an instructor in the future when appropriate – and remember that every gyro flies differently and don't go flying a strange gyro without a thorough briefing from an instructor and some current two place instruction. From what I had learned and experienced in the previous week I thoroughly endorse everything they said and will, to the best of my ability, follow their advice.

After this final advice I thanked both Butts and Plant very, very much; we shook hands; and we three got in our respective land vehicles and went our separate ways. I returned to the motel and next morning started to wend my way back to Colorado Springs.

I hope to go to Michigan no later than the last week of September, where there is a two place under construction for me, participate in its early completion, assist in flying off its test hours after say the first 15 to 20 hours by a person who is fully familiar with the type, and then bring the beast home to COS. I will keep it where A&P mechanics are always available so there is no tendency to skimp on maintenance or fixing any perceived problem and perhaps, when I have enough time in the machine, I will get an LSA CFI rating for gyro and at long last we will have in Colorado a place where people can train at least in the warmer eight months of the year without traveling to some far off location. Wish me luck and good flying.

Editor's Note - Getting the Sport Pilot/ Gyro add-on, if you already have another certificate in a powered category/class, requires prep and can challenge logistics, but it doesn't have to take a lot of time. Lindsay did it in a single trip to Texas. Two of us did it the week of Rotors Over The Rockies in June.

While most experimental gyros can legally be flown solo with a Private certificate in another category/class, getting the Sport Pilot/Gyro makes you legal to carry a passenger in day/VFR conditions in any gyro which meets the LSA limits. It also becomes a qualification which does not expire, unlike a 90-day solo sign-off. It also allows to get a flight review in a gyro.

If you've had this on your to-do list, plan the work, then work the plan! We never know when existing CFIs or training machines will become unavailable. Ron Menzie has long offered multiple instructors and training gyros in Arkansas, and it's encouraging to read of Lindsay's good experience in Texas. Anyplace you can find two gyro CFIs, you can get this done.

Lindsay, we'll look forward to hearing of a successful conclusion to your quest to get the Sport Pilot CFI ticket!



Welcome to...

Ken Brock PRA Chapter 1 of Southern California

August 11 Meeting Report

[Chapter 1](#)'s meeting was called to order at 11am PDT by President, Terry Smith. Members present: Grace, Dee, Karen, George Dejan, Ted, Doug, Waldo, Richard, Terry and Rick.

Karen made up a volunteer list for the [fly-in](#) which was passed around to members during the meeting. Terry will e-mail it out to all members. All members are welcome to volunteer during the fly-in.

Karen said T-shirts and goody bags have been ordered.

Terry said that at Mentone they had beautiful awards. The awards had a gyro on them. He was going to ask Tim O'Connor to send him a picture of them.

Dee and Dejan talked about making a gyro piñata for next year.

Terry said he will be working on the two signs that will be displayed during the fly-in to let people know what the events of the day are going to be and the time.

Terry will be ordering more plates and silverware for Friday night BBQ.

Karen said she had received two raffle donations since last meeting. A gyro book called *Flying the Gyroplane* by Martin Hollmann. She had seen on the internet a book called *AUTOGIRO, The Story of the Windmill Plane* written by George Townson. It was available at Hannan's Runway in Magalia, CA. She wrote asking for a donation and Mr. Bill Hannan sent back a letter saying the book is no longer marketed, but that he and his wife were donating a copy of the book from their personal archives for our raffle. The book was not autographed so Mr. Hannan sent a check that



George signed in 1968. Dee said she had a drill press she would donate for the raffle. Chapter member Dave Wilson has to sell his custom gyro he is building. It looks like a beautiful build (above), and he is only asking what he's invested in it, \$5,200. [Contact Chapter 1](#) for more details on this gyro!

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



Ken Brock Freedom Fly-In
Hosted by Chapter 1
El Mirage Dry Lake
El Mirage, CA
September 28th - 30th, 2012

Chapter 1 hosts the Ken Brock Freedom Fly-In this month. For GPS coordinates, directions and general information about this meet visit www.KBFFI.com.

The US Bureau of Land Management's admission fee to the lake bed is per-car, not per-person. (\$15/day or \$30/week)

Put a carpool together and save!

Gyroplanes For Sale



SPORT COPTER LIGHTNING - 2.2L 85 HP Jabiru engine, elec. pre-rotator, elec. start, new Warp Drive prop, rotor blades, trailer, ramps & blade mounting tripod. \$23K invested. Asking \$16,500. Delivery available. Frank Diebold, (406) 266-8438 or fediebold@gmail.com. (MT, 6/12)



RAF 2000 GTX-SE-FI - 160 hours TT. Completed in 2009 with GBA CLT conversion and tall tail. Subaru 2.2L, Becker radio & transponder, recent annual, logs in order. \$49,300 includes 20 hours dual instruction. Curt, (435) 730-0828. (UT, 12/11)

Engines for Sale

ENGINES: Subaru EJ 22, \$350; EJ 22 block complete, \$200; EA82 block complete, \$200; Geo 3-cylinder with prop and gear reduction, \$1500. (623) 386-7043, las2280@qwest.net. (AZ, 2/12)

BMW R1100 80 HP adapted for aircraft. Includes oil coolers, computer, wiring, redrive, prop. Bench run but never used on aircraft. Paid \$5,500, asking \$3,500 OBO. (406) 266-8438, fediebold@gmail.com.

Wanted to Buy

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

Classified ads in Western Rotorcraft are available free to members of any participating PRA chapter. Contact your chapter (see page 2) for details.

Final Look at Mentone

Chapter 2's Chuck Strough took these, and you can find more of his photos at [this link](#). Top to bottom: A PPC flies at sunrise; a Magni is adorned in a custom paint job based on the Angry Birds video game; and this welded-steel-frame gyro has features including a fuel tank on the mast and VW power.

