

# ***Western Rotorcraft***



***Rotors Over The Rockies Event Guide  
ARC Camp-In/Fly Out Report  
June 2013***





## Regional Organizations Meetings & Contacts

### Arizona Rotorcraft Club (**PRA 15**)

Next Activity: Jun 15, 11am MST  
[Pima Air & Space Museum](#), Tucson, AZ  
 Carl Matter: [keenuk@aol.com](mailto:keenuk@aol.com)

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

Second Saturday. El Mirage Dry Lake (CA)  
**Next Meeting Special Date: Jun 15, 7am PDT**  
 Terry Smith: [terry.smith@earthlink.net](mailto:terry.smith@earthlink.net)

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

Third Thursdays, locations vary (CA)  
 For info on next meeting contact  
 Dave Bacon: [davesconcretepumping@msn.com](mailto:davesconcretepumping@msn.com)

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

Next Meeting: Sep 13, 10am MDT,  
[Meadow Lake Airport](#) (CO) Hangar 8400  
 Mark Shook: [Mark@CopterPilots.org](mailto:Mark@CopterPilots.org)

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

Next Meeting: Jun 8, Noon PDT, [Sport Copter Scappoose Industrial Airpark](#) (OR)  
 Jon Dailey: [jon@sportcopter.com](mailto:jon@sportcopter.com)

### Bonneville GyroFlyers (**PRA 2**)

Next Meeting: June 8, 10:30am MDT  
 ROTR Hangar, [Brigham City Airport](#) (UT)  
 Doug Barker: [president@utahrotorcraft.org](mailto:president@utahrotorcraft.org)

### Utah Rotorcraft Association

Next Members Meeting TBA  
 Next Board Meeting TBA  
[info@utahrotorcraft.org](mailto:info@utahrotorcraft.org)



## 2013 Calendar

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

**Sat-Sat, Jun 15-22 (OR)**  
**[Alvord Desert Fly-In](#)**

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

**Tue-Sat, Aug 6-10 (IN)**  
**[PRA Convention & Fly-In](#)**

**Fri-Sun, Sep 13-15 (CO)**  
**[Rocky Mt. Rotorcraft Fly-In](#)**






**Fri-Sun, Sep 27-29, (CA)**  
**[50th Anniv. Ken Brock Freedom Fly-In](#)**

**This Month in WR** - ROTR News, Gyroglider Training, 3; Chapter Reports, ARC Camp-In/Fly-Out, 6; Classifieds, 12; Rotors Over The Rockies Event Guide, R4-R8.

**On the Cover:** Mike Burton taxis for takeoff in a Calidus at Brigham City Municipal Airport (KBMC). Above: Curt Pittman taxis for takeoff in his RAF at Rotors Over The Rockies 2011 at Brigham City.

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Weather Forecast for Brigham City UT				
10-Day Forecast for 84302 weather station KBMC <span style="float: right;">View Calendar</span>				
Tuesday, 4	Wednesday, 5	Thursday, 6	Friday, 7	Saturday, 8
 73   46 °F Clear	 77   48 °F Clear	 81   50 °F Clear	 72   52 °F Clear	 68   48 °F Partly Cloudy
0% Chance of Precipitation	0% Chance of Precipitation	0% Chance of Precipitation	0% Chance of Precipitation	0% Chance of Precipitation

## From the Editor

As I'm writing this, [Rotors Over The Rockies](#) officially starts in just seven days. We have early-birds arriving earlier than ever this year, on Monday, June 3. We've not thought of expanding the event to additional days because we didn't know if we had the support, but it has been suggested to us that with many attendees traveling considerable distances to get here, three days just isn't enough to justify the trip, especially if rain or winds should cut flying time any of those days.



days? Be sure to let us know this year what you'd like to see next year. Those who only come for three days could still do so, but we may start extending forums and activities to earlier in the week.

The long-range forecast (at top) from [Weather Underground](#) ([www.wunderground.com](http://www.wunderground.com)) looks sensational for ROTR week. It's going to take a bunch of flying to win this year's Dead Dinosaur Award! Click the forecast graphic at the top of the page at any time to get updated forecasts.

## Gyroglider Training



A conscious effort was made this year to move some of the forums into evening hours, because it's almost cruel to compete with prime flying hours. There is no shortage of content if we want to schedule forums four or five days instead of two or three, and we have to staff the event on early-bird days anyway. Does it make sense to expand ROTR to four or five



The use of unpowered gyroplanes pulled by cars and trucks has a long history in the sport, and apparently a decent safety record. They appear to have taken a back seat to training in powered two-place gyros, in part because training with a CFI in a powered machine makes much more



*Above: Folding gyroglider built by members of Chapter 2. At right: Butterfly boom trainer. Page 3 bottom left: Chapter 1 gyroglider.*



sense if you're pursuing a pilot certificate. Gyrogliders also require experienced tow drivers, spotters, and large, flat, smooth spaces. Since they are not legally considered aircraft, your local airport is not required to allow access.

Glider, in fact, is a misnomer when applied to most of the unpowered, towed gyro trainers of recent times, because most are not equipped with the functional rudders needed to be safely released. The priority in gyroglider design seems to have been to provide a safe platform for letting newcomers experience the excitement of flight accompanied by a pilot, or to allow ultralight enthusiasts a legal way to practice before flying a powered machine.

Recently, there has been renewed discussion on the Rotary Wing Forum about the value of gyrogliders in transitioning students from the two-place machines in which they've received dual training to the much lighter, more responsive single-place machines in which most do their first solos. The recent accident in Valkaria, FL, in which a student recently signed off to solo may have gotten into PIO in a pitch-stable design, has led to more discussion of the possible role of gliders in transition training.

At least three chapters in the western US have recently had members operating gyrogliders. Chapter 1 has glider flights available at meetings just about every dry month of the year at El Mirage. The Butterfly, LLC has been promoting the idea of using a single-seat gyro

towed on a boom (above) as the keystone of an instruction program for buyers of its ultralight gyro kit. In an era marked by rising costs and regulatory burdens, the gyroglider keeps popping up as a proposed solution.

What would it take to put together a program using an actual glider, one which could be released for free flight? What would it take to integrate such a program into airport operations in areas where no dry lakes exist? Could a gyroglider be legitimized with an EAB registration, airworthiness inspection and N-number, meet the FAA's glider standards, and be operated by people with the appropriate ratings and endorsements, thereby opening up airport access and insurability? These are questions I've been researching recently, and I'd appreciate any thoughts you might have.

The FAA's definition of a glider is found in FAR 1.1: "Glider means a heavier-than-air aircraft that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine." Nothing there specifies fixed wings, so a true gyroglider capable of free flight would seem to qualify.

This definition also seems to leave open the pursuit of a glider rating or add-on in a gyroglider, which has some interesting implications. New glider students with less than 40 hours logged in heavier-than-air aircraft face only 10 hours minimum total instruction, including dual





Above: Chapter 62's boom trainer in Texas.

and solo requirements, to qualify for the practical test. If you already have more than 40 hours logged, the minimum requirement for the add-on is just three hours total. Could this be a safe, legitimate and much less expensive path into flying for newcomers?

The N-number does bring new issues. There are several methods available to launch a glider - foot-launch, a tow aircraft, winches, auto-towing - and the FAA requires an endorsement before you use any method other than the one demonstrated on the practical test. The test itself might have to include a demonstration of soaring technique, something difficult in a gyro.

The main purposes in getting a gyroglider "legitimized" would be more options for places to operate and a chance for insurance. The real questions are, however, would students want this? What would it be worth? Would this be a useful bridge between dual training and solo?

What about gyrogliders as an end game? If you could fly every nice weekend in a machine with much lower costs and fewer regulatory burdens than a powered gyro, would that be interesting enough to scratch the flying itch, or is this only a stepping stone to powered flight?

Your thoughts are welcome. You can e-mail me at [editor@utahrotorcraft.org](mailto:editor@utahrotorcraft.org), or just tap me on the shoulder at Rotors Over The Rockies.

Fly Safe!



## ARC May Activity Report

The Arizona Rotorcraft Club (PRA 15) Camp-In/Fly-Out event was held the third weekend of May. There were four gyros and nine participants in attendance.

Jim Franklin from Los Angeles, CA received training before and during the event and soloed his Air Command for the first time on Sunday morning (at top). Congratulations Jim! For the Saturday fly-out, Cal Bowens and Mark Rhoads flew to the Bensen Municipal Airport for the pancake breakfast. The flight was memorable as it was a beautiful day, with awesome scenery along the San Pedro River Valley. (Mark Rhoads, Sec.)

It was a small group of pilots and enthusiasts who attended our camp in/fly-out in San Manuel and we all had a good time. We had a short meeting on Saturday. Mark talked about the fly-out and Cal talked about plastic fuel tank repair.

That evening we had a hot dog dinner in the gyro hanger (see top of page 7).

Al Bright knows how to have fun. He brought all his toys to the camp-in, a bicycle, a quad, a PPG and a gyro and he used them all in one day. Saturday morning Al, Mary and I went exploring down to the San Pedro River.





*Clockwise from top left: San Manuel Airport; Albert flies the gyro-glider at Pinal Airpark; Carl's bumpy shortcut on the tracks; "Albert the Explorer."*

Park. Photo of Al at the controls (Albert flying trainer) Don't worry, it is safely tethered to the back of Mike's pickup with a 50 foot steel cable. I am proud to report I can now take off, maintain controlled level flight at 5 feet of altitude for the 7000 foot length of the taxi-way and land safely at the other end. It was a little scary at first but I am getting the hang of it.

There were lots of big healthy trees but no water. On the way back we took a shortcut along the RR tracks, I can tell you it looks a lot smoother than it is.(photo of me on the tracks) Al's friend Mary was along for the adventure weekend and snapped some memorable photos.

I have been getting some valuable stick time in Al Bright and Mike Willett's gyro glider at the Pinal Air

This is their original trainer that they modified for powered flight with a 503 Rotax. They both learned to fly the glider before the powered version. Then the rotor head and blades went on Al's Hornet and the old KB gyro sat unused in the hanger until Tim Ramsayers KB showed up with a good rotor head and a set of Rotor Hawk blades. So they removed the 503, straightened the tail offset and put on the old





Above: Hot dogs in the hangar with Chapter 15.

cheek plates to convert it back to a glider trainer. Thanks guys.



Our June event is a visit to the Pima Air and Space Museum at 6000 East Valencia Road in Tucson. On Saturday, June 15th at 11am we will meet in the air conditioned café. After lunch be prepared to get an eyeful of old aircraft of all types from a hang glider to the SR-71 Blackbird. We are taking a summer break from flying events until the Ken Brock Freedom Fly-In at El Mirage in September. Hope to see you there. (Carl Matter, Pres.)

## Bonneville GyroFlyers May 11 Meeting Report

Following the arrival of an Autogyro Calidus flying in from [Airgyro](#) in Spanish Fork, the May 11 meeting of Bonneville GyroFlyers, [PRA Chapter 2](#), was called to order at 10:44am MDT by President Doug Barker in the pilots lounge at Brigham City Municipal Airport. Also in attendance were Secretary Paul Plack and Treasurer Steve Pearson; members CFI Mike Burton, Kevin Eaton, Glenn Kerr, Curtis Lund and Lyle Carson;



Above: Doug Barker looks on as Glenn Kerr readies his Butterfly Monarch for its first flight of 2012.

and guests Mark Erwin and Bob Howen. Steve and Mike had arrived in the Calidus.

The minutes of the March meeting were accepted as published in the April edition of Western Rotorcraft. Steve reported a treasury balance of \$192, and his report was accepted.

Members who participated in the field trip to Oregon in April recalled their experiences at the Evergreen Aviation & Space Museum, the opportunity to sit at the controls of the Hughes H-4 "Spruce Goose," and the hospitality shown the group both by Brett Zefting at the Columbia Gorge Airport on Friday, April 12th and Chapter 73 at its annual BBQ on Saturday the 13th. Members were encouraged to plan ahead to be available for carpools to the 50th anniversary Ken Brock Freedom Fly-In at El Mirage in September.

Doug reported on his attendance at a training session earlier in the morning at the Ogden-Hinckley Airport for members of EAA Chapter 58, which is based there. Due to new commercial service by Allegiant Air at Ogden and the resulting TSA presence, the training is required for pilots who wish to be issued security badges allowing access to the apron. Doug reported that the new security measures will not interfere with plans of those who wish to fly cross-country from Brigham City to Ogden for the traditional breakfast flight on the Friday (June 7) of Rotors Over The Rockies ([ROTR](#)), but it will no longer be possible for other patrons of the Auger Inn restaurant to walk out the door to the apron to view the gyros and helicopters. Transient pilots without badges are now required to leave the apron through



*Above: The arrival of the Calidus at Brigham City Municipal draws curious looks from the locals.*

a TSA checkpoint, are issued a temporary gate code to allow them to return to their aircraft, then enter the restaurant through the public entrance outside the airport.

A discussion of our readiness for ROTR followed. Steve Pearson has agreed to review and edit the clips to be shown from the movie "The Great Skycopter Rescue," part of CFI Marion Springer's presentation on the making of the movie on Friday evening, June 7. Steve volunteered to oversee the collection of donations during the event, and Lyle offered to assist. Glenn was asked to consider a forum on how to prepare and upload video from GoPro cameras to YouTube, and Mike offered to help as a presenter, pending scheduling and availability.

Steve proposed that volunteers be sought to staff a table offering information on the event, Chapter 2 and URA; a computer terminal for accepting membership applications; and a central point for scheduling introductory flights and other instruction with CFIs Mike Burton and Desmon Butts. Paul will attempt to procure a thrust test gauge for tests on the apron using a tie-down as an anchor point.

It was observed that, in his role as president of both URA and Bonneville GyroFlyers and secretary of PRA, Doug is frequently sought out by visitors to the event, and needs to be relieved of some duties in order to be more available. Curtis and Glenn offered to take charge of preparing breakfast on the mornings of the meet, a duty which has fallen to

Doug in the past.

Paul reported that the first of the earlybird ROTR campers have requested a Monday arrival this year, and approval will be sought from the airport. He added that a number of tables adequate for the banquet have been volunteered, but at least 40-45 additional chairs are still needed. Paul also reported a full slate of forums are confirmed, awaiting only scheduling, and that as many as possible will be scheduled in evening time slots to avoid interfering with the best flying hours.

Attendee introductions were handled as the last item of business. Mark says he has a background in electrical engineering, is new to the gyroplane sport, and is hoping to build an electrically-powered gyro.

Kevin has received the first parts shipment for his Butterfly Ultralight gyro kit, and will report on build progress as it proceeds. Glenn has rented an L-shaped hangar at the end of the new row of T-hangars at Brigham City, and has his Butterfly Monarch based there. Lyle is still working out some engine tuning issues on his Air Command gyro, and hopes to have it ready for ROTR. Curtis expects to take the FAA Sport Pilot/Gyroplane knowledge test before ROTR. Doug reports progress has resumed in his build of a Butterfly Super Sky Cycle.

The meeting was adjourned at 11:48am, followed by a walk-through of the large hangar the city will make available for ROTR. (Paul Plack, Sec.)





  
**Colorado Rotorcraft Association**  
**May 4 Meeting Report**

On Saturday May 4, 2013, The Colorado Rotorcraft Association, [PRA Chapter 38](#), held it's quarterly members meeting and BBQ at the home of Mark and Julie Shook at Meadow Lake Airport.

In attendance were Mark S. Shook, president; Dick Goddard, vice president; Todd Rieck, secretary; Bruce McCombs, John Riedart, Mark Treidel, Ken Dolgan, Tony and Jennie Steffani, Frank Nelson, Dawn Nelson, Bob Schaper, Tom Martino, and Rachal Ann Goddard.

The benefits of chapter and PRA membership were discussed with a challenge to all chapter members to join the national PRA.



Each member present was invited to give a brief introduction and share what he flies or has flown and

how he got into rotorcraft. The introductions took the better part of the first hour, and were quite interesting and informative. It was learned that both Tony Steffani and Mark Treidel are building new Sport Copter Vortex M-912's (only Mark's will have a Viking engine and will be called a Vortex MV-1).



We then discussed three important upcoming rotorcraft fly-in events, Rotors over the Rockies in Brigham City, Utah in June; Mentone in August; and our own September fly-in. It was suggested that we may want to add an event in Fowler, Colorado sometime this year as that airport is lower in altitude (4428 MSL) than Meadow Lake Airport (6874 MSL) .

After the meeting, a BBQ was held with brats, hamburgers and all the usual BBQ/picnic accompaniments.

After lunch, rides were given in the Xenon (below). Rachal Goddard, who has worked many weekends on her Dad's single place gyrocopter, got her first ride in both a gyro and a helicopter, Tom Martino's Turbine Enstrom 480 (above). (Mark Shook, Pres.)





## May 11 Meeting Report



Meeting called to order at 1:04pm. Board members present: Jon Dailey, Pres.; Gillan Bradley, Vice Pres.; Bob Johnson, Treasurer; and Richard Ecker, Secretary. Approx. 12 members/visitors present.

Jon asked to approve the meeting minutes for April. It was seconded and approved. Bob gave his Treasurer's report. Bob mentioned we have sold some more of our new club t-shirts. He also made a spreadsheet of our club budget of income and expenditures for members, which will be posted in our member's section of our website [www.pra73.net](http://www.pra73.net).

**Members' Gyro Progress** - Kevin Richie now has a V dipole antenna installed on his Vortex. Gillan Bradley built and installed the antenna. Kevin stated he can now hear pilots talking from a great many other airports in the Portland and



surrounding areas. It is a great improvement from the "rubber duckie" stock antenna on his radio. ([Here is the link](#) to the Rotary Wing Forum thread.)

It was mentioned that the staff at Sport Copter are working on installing the new Viking aircraft engines in the Sport Copter Vortex. Gillan stated that Brock was working with his propeller setup on his Sparrowhawk.

**Old Business**- "Crazy Bob" stated he just ordered plans for a Little Wing gyro. He is collecting gyro parts and is planning to build an original trike design based somewhat on the Little Wing. He will be using a Honda Goldwing engine. Our Alvord Desert camp out is coming up in June. Jon printed up a list of all of the gyro/aviation videos and books in our club library. Members are encouraged to check out the materials.

Jon said he had rewritten article #5 of the club's bylaws about the cost to members for newsletters printed and mailed to them. Previously, it stated that active members annual dues are \$20, and \$25 annually if you want our club newsletter mailed to you. It now states that active member dues are \$20 per year. Also, a line 3 has been added, stating that if you want a mailed copy, the cost to members would be the going postal rate plus the time, paper and ink from the member mailing it out.

Kevin Richie stated that Gillan Bradley has been flying his Sport Copter Vortex almost daily. Gillan added that he's flying around to many different airfields in our area.

Kevin then added that he has been flying his Sport Copter rotor blades on his Vortex (previously on his Lightning). Ten different men have flown his gyro with the same blades with no nicks or issues.





The Question was raised of what is the definition of ground effects. Multiple members engaged in the conversation.

**New Business** - Jim Shawcross brought up that it would be beneficial for gyroplane discovery flights to be available at different airshows and events in our area. Members entered into a discussion of the logistics of the availability, costs of gas and cost of discovery flights. It was also brought up that we could follow up on people that had taken a gyroplane discovery flight in an email and/or phone call to sustain the enthusiasm to build our sport and club.

We discussed the raffle for the gyrocopter model collection. It was agreed that we should sell tickets to more than just our members, but advertise it in the newsletter. Raffle tickets will be \$2 each or 3 for \$5.

The meeting was adjourned at 2:12pm. (Richard Ecker, Sec.)


  
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## From the Internet

This [2008 video](#) (above) was recently mentioned on the Rotary Wing Forum as an inspiration for one poster to investigate gyroplanes. Take a fun ride on a Bensen!

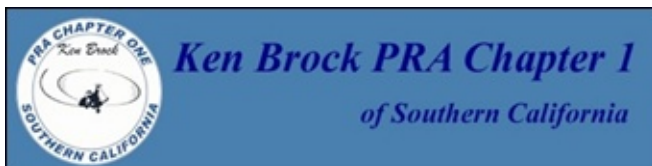
An interesting question was posed last month on the [Pilots of America](#) forum. (This forum uses the same software and looks very similar to the Rotary Wing Forum, but has many more posts and participants.) The question was:

"CFIs, have you ever had to tell a student to quit or give up on flight training just because he wasn't good at learning to fly? Is it even possible for a CFI to tell a student to give up on flight training just because he fails to master the skills required for a pilots license?"

The responses are interesting whether you're a CFI, student or prospective student. We hear that changing instructors part-way through your training wastes time and money. There may be cases in which it's the only way to progress. Find the thread using [this link](#).

## Congrats, Curtis!

Curtis Lund of Bonneville GyroFlyers, PRA Chapter 2, passed his Sport Pilot / Gyroplane Knowledge Test at Westminster College in Salt Lake City on Saturday, May 25. Chapter 2 members loaned Curtis a chart plotter and electronic E6B calculator for his study, and he took PRA's online ground school over the winter. Curtis has started flight instruction with CFI Mike Burton at Airgyro Aviation. His goal now will be to prepare for his practical test within the two years before credit for the knowledge test expires. Good luck, Curtis!



## May 11 Meeting Report

The meeting of [PRA Chapter 1](#) was called to order at 11am PDT by Terry Smith, Pres. Present at meeting: Linda Acquistapace, Karen Keene, Doug Hahn, Wbaldo Gonzalez, Ted Udala and Dejan Samanc.

Terry set up a PA system he had purchased to use at the fly-in. We want to have music during the day. Terry said he can hook-up laptop to the system so we can use it for Friday and Saturday nights. Main discussion at the meeting was [the fly-in](#). We only have three more meetings (June-August) to get things done. At September's meeting we will hopefully have everything ready.

Terry has been working on design for T-shirts and a patch. He showed members the designs and asked for their opinions and any suggestions. Ted felt that we should stay with the Ken Brock logo on the shirts and not have something completely different. Terry and Ted will be working together to get a design so T-Shirts and patches can be ordered.

Member Dave Wilson has a friend who has been designing the awards for us. We are hoping to see a sample at the next meeting. Karen suggested that the portable hand washer be set up and used this year at fly-in. She will ask at the next meeting to see if someone will make another one.

There will be car races on the lake bed in June and July the same Sat as our meeting. If Peter is able to help with use of the glider on the lake bed we will change meetings to the third Saturday in June and July. Ted said he would talk to Peter. Once Terry finds out he will be e-mailing everyone.

Karen e-mailed Jim Franklin to remind him of meeting and he said he was in AZ taking lessons from Britta. Said he hoped to be flying on the lake bed at the next meeting. (Terry Smith, Pres.)



## Gyroplanes for Sale

**Rigid Boom Gyroglider** - Modified Bensen gyro frame. 20' Dragon Wings rotor blades. Rigid boom 21' long, folds to 11' for transport. The boom connects to a 2" trailer hitch and can be pulled with a car or a pickup truck. 1.5 HP electric prerotator, rotor tachometer. Intercom with wires that go through the boom into the tow vehicle with headset. One Ultracom helmet with headset and mike included.

The rigid boom trainer (pictured above) is an inexpensive way for a club or individual to obtain stick time in a single seat glider pulled by a motor vehicle. \$3,000. Trailer customized with blade box, boom storage tube, more, \$1000 with purchase of trainer. Brian Booth, (817) 219-4731. (TX, 6/13)

## Engines for Sale

**Subaru EJ 22**, \$350; EJ 22 block \$200; EA82 block \$200; 30 foot RAF fiberglass rotor blades SN0049 \$2000 OBO. Lynda Schallman, (623) 386-7043, [las2280@qwest.net](mailto:las2280@qwest.net). (AZ, 5/13)

## Rotorcraft Parts for Sale

**Rotax 503** dual carb, fresh rebuild, includes B-box. \$1500. Rotax electric starter, fresh rebuild, \$250. Contact Clint Martindale, (503) 775-7372. (OR, 3/13)

**24-foot Dragon Wings**, Parsons two-bearing head (all new bearings), 12-gallon seat tank. \$1500. Mark Rhoads (520) 840-0186, Tucson. (AZ, 02/13)

Contact your chapter (see page 2) to place a classified ad.





# ***Rotors Over The Rockies***

***Thursday-Saturday, June 6-8, 2013, Brigham City, UT***

**Great flying, friends, food and fun!** This year, [ROTR](#) returns to [Brigham City Airport](#) in a 120,000 sq. ft. hangar with indoor restrooms and classrooms for forums, inspection services, and spectacular scenery! Register for awards, come early for flight instruction, meet pilots and builders, and talk with manufacturers' reps!

**2013 Highlights** - Come early for instruction from one of *two* gyroplane CFIs, or get your Sport Pilot Gyroplane add-on by flying with both. Get helicopter flight instruction, intro flights and scenic tours from Whirlybird Helicopter. Attend CFI Marion Springer's presentation on the making of "The Great Skycopter Rescue," a 1982 movie in which she served as a stunt pilot.

**Enjoy forums** on a variety of rotorcraft topics. Talk with authorized reps of gyroplane kitmakers Aviomania, Butterfly, and AutoGyro USA. Weigh or get a static thrust test for your gyroplane. Participate in informal flights with other attendees. Register your aircraft for awards to be announced at Saturday evening's closing banquet!

**[Schedule and Forum Details - Page R-2](#)**  
**[Airport & Safety Information - Page R-3](#)**  
**[Flight Instruction, Misc. Info - Page R-4](#)**



## ***Rotors Over The Rockies 2013 Event Schedule***

<b>Mon Jun 3</b>	<b>4pm</b>	<b>Earlybird camping opens.</b>
<b>Wed Jun 5</b>	<b>6a-9p</b>	<b>Gyroplane Flight &amp; Ground Instruction / Desmon Butts, Brigham City Helicopter Flight &amp; Ground Instruction / Whirlybird Helicopter CFIs, Ogden</b>
<b>Thu Jun 6</b>	<b>6a-9p</b>	<b>Gyroplane Flight &amp; Ground Instruction / Mike Burton, Desmon Butts, Brigham City Helicopter Flight &amp; Ground Instruction / Whirlybird CFIs, Brigham City/Ogden</b>
	<b>8am</b>	<b>Pilot Briefing, ROTR HQ</b>
	<b>9am</b>	<b>Writing &amp; Photography for Media / Paul Plack</b> Guidelines for amateur writers and photographers submitting material to publications.
	<b>5:30pm</b>	<b>Autogyro MTO Sport &amp; Calidus Q&amp;A / Mike Burton &amp; Desmon Butts</b> Mike and Desmon are both distributors and instructors for these modern German gyroplanes.
	<b>6pm</b>	<b>CFI Roundtable - Q&amp;A with Gyro CFIs Britta Penca, Marion Springer, Desmon Butts, Mike Burton</b>
	<b>7pm</b>	<b>Basic Aircraft Antennas / Paul Plack - Build, mount , tune and avoid performance pitfalls.</b>
	<b>7:30pm</b>	<b>History of the Gyroplane / Vance Breese - Vance's popular presentation from Mentone.</b>
	<b>8:30pm</b>	<b>From GoPro to YouTube - Video for Beginners / Glenn Kerr, Steve Pearson, Mike Burton</b>
<b>Fri Jun 7</b>	<b>6a-9p</b>	<b>Gyroplane Flight &amp; Ground Instruction / Mike Burton, Desmon Butts, Brigham City Helicopter Flight &amp; Ground Instruction / Whirlybird CFIs, Brigham City/Ogden</b>
	<b>8am</b>	<b>Pilot Briefing, ROTR HQ Cross-Country Breakfast Flight to The Auger Inn, Ogden Hinckley Airport</b>
	<b>4pm</b>	<b>PRA Update / Q&amp;A / Doug Barker, Secretary, Popular Rotorcraft Association, Inc.</b>
	<b>5pm</b>	<b>Group Dinner at Maddox Family Drive-In</b>
	<b>7pm</b>	<b>The Making of 'The Great Skycopter Rescue'/CFI Marion Springer</b> Movie excerpts and Marion's stories about the making of this 1982 feature film.
<b>Sat Jun 8</b>	<b>6a-9p</b>	<b>Gyroplane Flight &amp; Ground Instruction / Mike Burton, Desmon Butts, Brigham City Helicopter Flight &amp; Ground Instruction / Whirlybird Helicopter CFIs, Brigham City</b>
	<b>8am</b>	<b>Pilot Briefing, ROTR HQ EAA Young Eagles Rally, Brigham City Airport</b>
	<b>8:30am</b>	<b>Aviomania Gyroplanes / John Rountree</b> John will share details on development and Genesis kit availability in the US.
	<b>9:30am</b>	<b>Butterfly Gyroplanes / Doug Barker</b> Doug will present details on Larry Neal's innovative line of gyroplanes.
	<b>11am</b>	<b>Gyroplane Static Thrust Tests - Mid-field apron tie-down area, Brigham City Airport</b>
	<b>5pm</b>	<b>URA Awards Banquet (Dinner, \$10 donation)</b>
<b>Sun Jun 9</b>		<b>On-Airport Camping remains open until noon MDT.</b>

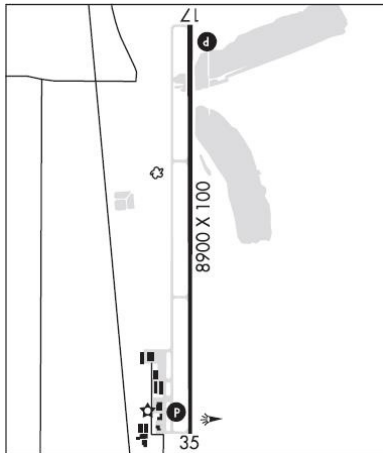
*All times MDT. All times tentative subject to instructor availability, weather and equipment failures and may be adjusted without prior notice to maximize opportunities for attendees to fly in optimal conditions.*





# Rotors Over The Rockies 2013

## Airport, Event & Attractions Info



**KBMC** - Elevation is 4,229' MSL; standard pattern is left for both 17 and 35 at 1,000' AGL (5,229' MSL.) Birds north of rwy. Ag planes may conduct frequent operations. Density altitudes may exceed 7,000 feet. (Click image above and scroll down for current AFD data from FAA.)

### Nearby Airports

- Logan, UT ([KLGU](#)) 17.1 nm
- Ogden, UT ([KOGD](#)) 21.6 nm
- Preston, ID ([U10](#)) 33.8 nm
- SLC, UT ([KSLC](#)) 46.1 nm

### Points of Interest

- [CAF Warbird Museum](#)
- [Promontory Point](#)
- [Great Salt Lake](#)
- [Temple Square](#)
- [Bonneville Salt Flats](#)
- [Brigham City Info](#)
- [ATK Rocket Garden](#)
- [The Auger Inn](#)
- [Maddox Family Drive-In](#)
- [Hill Aerospace Museum](#)
- [Lagoon Amusement Park](#)
- [Park City Olympic Park](#)

**Brigham City Airport** - ([KBMC](#)) is in Class G airspace up to 700' AGL. (Click diagram at left for full FAA AFD info.) There are sparsely populated areas nearby to explore safely at low altitude.

**Fuel** - On-field JetA 9am-7pm; 100LL self-serve 24/7 with credit card. Ethanol-free 88 octane unleaded gasoline [available in Ogden](#), 23 miles/25 minutes south of airport; ethanol-free 91 octane unleaded gasoline [available in Logan](#), 33 miles/44 minutes northeast of airport.

**CTAF - 123.05 Mhz.** All rotorcraft announce "clear" on CTAF when starting engines, props or rotors. (Will be heard on PA system). All engine starts are to be in designated areas, or minimum 500' from pedestrians.

**Traffic Pattern - Gyroplanes** use left pattern at 500' AGL (4,729 MSL) for both runways 17 and 35, well inside a typical fixed-wing pattern. Calm wind runway is 35. Fly downwind approximately over Airport Road, outside camping/parking areas. No takeoffs or landings on taxiways per management. No mid-field departures approved.

**Traffic Pattern - Helicopters** use standard pattern when practical; use right pattern when necessary to avoid fixed-wing traffic.

**Camping is free** on the airport starting June 3, but no showers or electrical/water/sewer hookups for RVs available.

**Motels** - **Days Inn**, exit 362 just off I-15 offers discount for Rotors Over The Rockies. Mention the event when booking (\$75). **Crystal Inn**, exit 364 approx. 3 miles off I-15 (\$90). **Howard Johnson**, exit 362 approx. 3 miles off I-15, offers a discount for stays of three or more nights (\$47). Check reviews to determine suitability before booking by phone or internet.

**Camping alternatives:** KOA, 1040 W 3600 S - (435) 723-5503  
Golden Spike RV Park, 905 West 1075 South - (435) 723-8858

**Hangar** - Indoor overnight parking is available for small rotorcraft with two-bladed rotors for a \$20 per-aircraft donation covering Tuesday-thru-Saturday nights on a first-come, first-served basis.

**Reserve Hangar in Advance using the button below:**



*(Transaction completed via PayPal using credit card or PayPal account.)*

**Directions to Airport** - From I-15, take Utah Exit 365. Turn east at the bottom of the ramp and proceed about 200 yards, then turn left on Airport Road. Look for a large billboard overhanging the road – just before you reach it, turn right on 1800 S, and look for signs and/or parking personnel.

**Awards** - Aircraft will be judged for awards including Grand and Reserve Champion Rotorcraft, Innovation, Farthest Traveled, Dead Dinosaur Award (most flying in the opinion of the judges), and Pilot & Machine (judged by fellow pilots.) Awards will be presented at the Saturday Banquet.

**Climate** - Average weather in early June is daily highs in the mid-70s, nightly lows near 50, and dry. Airport elevation is 4,229 so bring sunscreen, a hat and lip balm, and keep hydrated.

**Questions?** Contact [Doug Barker](#), (801) 628-7598.



## ***Rotors Over The Rockies 2013 Flight Instruction Information***



**Michael Burton, CFI (Gyroplane)** - Mike (at left), [Airgyro Aviation](#)'s Chief Flight Instructor, holds an FAA certification to instruct in gyroplanes and fixed-wing aircraft, and has logged over 6,000 combined hours.

Mike is an especially effective instructor with a 95% success rate in instructing private and commercial students. Mike will be at ROTR with an Autogyro Calidus starting June 6. Contact him at: [gyroinstructor@gmail.com](mailto:gyroinstructor@gmail.com)



**Desmon Butts, CFI (Gyroplane)** - Desmon (at left) is based in Tomball, Texas, but has recently traveled to provide flight instruction in Florida, Maryland, Virginia, Oklahoma and Kansas. 2013 is his second year at ROTR. Desmon will be instructing in an Autogyro MTOSport starting June 5. Contact him at: [texasautogyro@yahoo.com](mailto:texasautogyro@yahoo.com)

In addition to Mike and Desmon, we're pleased to also have the most experienced and the newest gyroplane flight instructors in the US joining us!



**Britta Penca** (at left) earned her gyroplane instructor rating in March, and offers flight training in an Air Command tandem gyro based at Coolidge, AZ.

Britta is a former president of PRA Chapter 15, based in Arizona. Her husband, Mark Rhoads, is also active in the sport.



**Marion Springer** (at left) captured her career in [her book](#), Born Free: My Life in Gyrocopters. She'll talk to us about her stunt work in the 1982 movie, The Great Skycopter Rescue, in a presentation Friday evening at ROTR.

Take a moment to say hello to both Britta and Marion, get flights with Mike and Desmon, and get answers to your questions at the CFI Roundtable, Thursday evening at 6pm in the classroom in the main hangar.



**Whirlybird Helicopter** - [Whirlybird Helicopter](#) supports ROTR each year by providing helicopters and CFIs to offer introductory flights, flight instruction and scenic tours.

Whirlybird will serve attendees from Ogden and Brigham City airports during ROTR, and the helicopter instructors will be on-hand to answer your questions about helicopters, careers and flight training.

Reach Whirlybird at (801) 726-3627, or via e-mail at: [info@flywhirly.com](mailto:info@flywhirly.com)

### ***Other Services Available at ROTR 2013***

**Airmotive Service** - Full-service FBO on the field with 100LL and Jet-A fuels, airplane flight instruction and rentals, mechanics, aerial application and photography, guest services: [www.airmotiveservice.com](http://www.airmotiveservice.com)

**Lucky Duck Aviation** - Whirlybird's affiliated fixed-wing flight school, based at Ogden, Has a Cessna 172 available for airplane training and flight reviews during ROTR. Get details [here](#).

**Jim Gilchrist, DAR** - Airworthiness and annual condition inspections, including experimental gyroplanes from a local who knows gyros. Contact Jim at [kdhflightpath@msn.com](mailto:kdhflightpath@msn.com) or (801) 560-4470.