

Western Rotorcraft



***Autogyro on the 51% List
El Mirage Reports
October 2013***



2014 Event Calendar

Jan 16-19 – US Sport Aviation Expo

Sebring (FL) Regional Airport ([KSEF](#))
www.sport-aviation-expo.com/

Mar 26-29 – Bensen Days

Wauchula (FL) Municipal Airport ([KCHN](#))
www.bensendays.com

Apr 1-6 – Sun 'n Fun

Lakeland-Linder Regional Airport (FL, [KLAL](#))
www.sun-n-fun.org

Jun 10-14 – Rotors Over The Rockies

Brigham City (UT) Regional Airport ([KBMC](#))
www.utahrotorcrafterg.org/ROTR.html

Jul 28 – Aug. 3 – EAA AirVenture

Wittman Regional Airport (WI, [KOSH](#))
www.airventure.org

Aug 5-9 – PRA Annual Convention

Mentone (IN) Airport ([C92](#))
www.pra.org

Sep 25-27 – Ken Brock Freedom Fly-In

El Mirage Dry Lake OHV Recreation Area
www.kbffi.com

Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club ([PRA 15](#))

Next Activity: Oct 19, [Coolidge Airport](#) (AZ)
 Carl Matter: keenuk@aol.com

Ken Brock Rotorcraft Assoc. ([PRA 1](#))

Second Saturday, [El Mirage Dry Lake](#) (CA)
 Next Meeting: Oct 12, 11am PDT
 Terry Smith: terry.smith@earthlink.net

San Diego County Rotorcraft Club ([PRA 31](#))

Third Tuesdays, locations vary (CA)
 For info on next meeting contact
 Dave Bacon: davesconcretelpumping@msn.com

Colorado Rotorcraft Assoc. ([PRA 38](#))

Next Meeting: Oct 19, 10am MDT,
[Meadow Lake Airport](#) (CO) Hangar 8400
 Mark Shook: Mark@CopterPilots.org

Great NW Sport Rotorcraft Assoc ([PRA 73](#))

Next Meeting: Oct 12, Noon PDT, [Sport Copter Scappoose Industrial Airpark](#) (OR)
 Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers ([PRA 2](#))

Next Meeting: Oct 12, 10am MDT
 Hill AFB Museum (UT)
 Doug Barker: president@utahrotorcrafterg.org

Utah Rotorcraft Association

Upcoming Meetings TBA
 Members will be notified by e-mail
info@utahrotorcrafterg.org

This Month in WR – Contact & Meeting Info, 2; Autogyro Models Make FAA 51% List, 3; Ken Brock Freedom Fly-in Reports, 4-8; Chapter Reports, 6-11; St. George Fly-In in 2014, Classifieds, 12.

Photos this month provided by Carl Matter, Doug Barker, Mark Shook, Michael Burton, Terry Smith, Jon Dailey, Bobby Martin (Rotary Wing Forum).

On the Cover: Bob Aspergren's "Nut Tree Gyro" flies above the El Mirage Dry Lake at the 2013 Ken Brock Freedom Fly-In. This single-place gyro, powered by a Continental O-200, has made the 300-mile cross-country from Nut Tree to El Mirage.

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From the Editor

If you ask gyroplane enthusiasts what's holding the sport back, you'll usually hear "difficulty of instruction" or "the safety record" near the top of the list. I've been convinced the most significant issue is the unavailability of factory-built gyros in the US. I've often thought that if the build process for a 51%-eligible gyro could be brought down to a few days, allowing it to be done with a week's vacation spent at a build center, that might be close enough to attract customers who wanted to fly, but not build.



A significant step toward that goal came with publication by the FAA in late 2011 of a revised checklist for use in determining whether a gyroplane meets the "major portion" (51%) requirement to be registered as Experimental Amateur Built. That checklist, which considered input from DAR Tom Milton and Magni USA importer Greg Gremminger, grouped fabrication and assembly tasks in a manner friendlier to kits with pre-drilled holes and other shortcuts. Kitmakers, especially Autogyro GmbH in Germany, took advantage of the changes to produce kits for the US market which could be built quickly.

Word spread that construction of some European kits was taking just a few days. Distributors seemed to downplay such talk, possibly out of concern that the FAA might rethink the revised checklist.



Well, the muzzles are now off. [Airgyro Aviation](#) posted (above) on its Facebook page September 3 that the Autogyro kits (MTOSport, Calidus, Cavalon) have been added to the FAA's list of kits accepted for 51% compliance, meaning DARs can bypass that determination at the time of inspection.

The very next day, Bobby Martin of Grandview Baytown, TX started a [thread](#) on the Rotary Wing Forum about his build (with a helper) of an Autogyro MTOSport in just four days (photos at right).

I expect that soon we'll see the promotion of week-long stays at build/training centers which will send customers home with a new, Experimental Amateur Built gyro, a Repairman Certificate and a few hours of training. If this accelerated process produces an acceptable safety record, it may lessen the hardship for gyro owners caused by the FAA's arbitrary ban on factory-built LSA gyros in the US market.



This may also be the beginning of the critical mass the gyroplane market needs to get over other obstacles. More gyros will mean more exposure, more sales, more instructors. The quick-build era has come to gyros, and I believe it will be a good thing.

How long till we see a single-place kit designed to be built in a Saturday afternoon? It certainly should be possible within the new FAA guidelines. Traditionalists may be horrified that kits are being "dumbed down" this far, but it certainly addresses one of the major stumbling blocks to the growth of the sport, namely, lack of factory-built aircraft.



El Mirage 2013

**Doug Barker
President, URA**

The 50th anniversary of the Ken Brock Freedom Fly-In is over and life is slowly getting back into its normal routine, but not without leaving me with memories that will forever be a part of my life in rotorcraft.



The El Mirage lake bed (shown at pilot briefing, above) was about the same as it always is. It was perhaps a bit cooler at night than usual, (OK let's be honest, it was downright cold at night) which is really amazing when you consider how hot it got during the day. I guess that's what deserts are like but it really seemed to hit the extreme ends of the spectrum this year. But it is an incredible place to bring a rotorcraft (especially a gyro) and have fun. And this year there was plenty of that going on.

I believe we had more fixed wing aircraft fly in and join us this year than I ever remember seeing before. We had bunches of ultralights and experimentals, and even some certified aircraft came to check us out. That's in addition to all the trikes and powered parachutes and paragliders that are usually part of the mix. Plus there seemed to be a lot of people on dirt bikes and four-wheelers who stopped by to see what was going on in Gyro Cove this year.



In addition to all of that, we had the widest selection of homebuilt rotorcraft I have ever seen. Now, the national convention at Mentone may have more total numbers of rotorcraft than El Mirage, but I think El Mirage draws a wider selection of unique, homebuilt rotorcraft than any other event I have ever been to.

Those who chose to join us were exposed to some of the most interesting and unique designs around in the rotorcraft world. There was a sweet CH7 tubine helicopter (at top) there, and another unique single-seat helicopter (above) that I believe was an original design (at least I have never seen anything like it before.) There was a very nice, restored Bell 47 offering rides to as many people as he could possibly take, just because he wanted to share his great love



for flying with as many people as possible. The owner (a helicopter CFI) even allowed me to take the cyclic for a while and show what I could do.



We had a couple of first-timers with us this trip and they both got opportunities to get rides and check out the lake bed from the air. Hopefully, they will share their stories in their own words, but I can tell you it was a life-changing experience for both.



As usual, Vance was there with the Predator (above) and spent his time introducing new people to the wonderful world of gyroplanes just as fast as he could haul them.



There was a lot of flying going on and with this location it is very easy to be very up close and personal with all kinds of flying.



One of my favorite moments was when a couple of gyro pilots decided to get into a dog fight and see who could get on the other's 6 O'clock position. It just doesn't get any better than this!

I just want to issue a Big "THANK YOU!" to all those who traveled to be a part of this, and for all those who brought machines and shared what they have with those still in the dreaming stage. It warms the heart to see such a giving attitude. No one was there demanding what's in it for me, and no one was telling anyone what they had to do. There were just people opening up and sharing with other people and everyone had the time of their life.



As usual, it was a time of renewing friendships and making new friends. I will long remember the people I spent time with and got to know better on this trip. This year was a bit unique in that I was not only there representing the Utah Rotorcraft Association and [PRA Chapter 2](#), but I was also there as president of the PRA, so many of the conversations I found myself in centered around what is happening with [PRA](#) and where I felt it was headed. There is obviously a great interest in the good of the organization. I had many people offer suggestions and share their thoughts with me.

I also met people who inspired me with stories of things they had done in their lives. Our organization is made up of some incredible people and the more I get to know them, the more I really like being around them. I am excited to be a part of this organization and proud to call you all my friends. If we have not personally met yet, please take the time to introduce yourself the next time we are in the same general vicinity, because I want to get to know you better and be able to call you friend also.

For those that weren't able to come this year, all I can say is you really missed out. (But you already knew that, didn't you?)

I suggest you put this event on your calendar for next year, and then do whatever you have to do to work it out so you can attend it. I promise you that you will be glad you did



AZ Rotorcraft Club PRA 15 September Activity Report

El Mirage was our big event for September and the start of our flying and meeting season. Thanks to Terry, Teddy, Karen and all of their Chapter 1 helpers (above) who made the Ken Brock Freedom Fly-In happen again this year. At our meeting we voted to donate \$100 to their club treasury to show our support for the KBFF. Karen said it was much appreciated.



There were 13 [Arizona](#) members present: George Bass, Clay and Brenda Sarriugarte, Mark Sanders, Mark Rhoads, Britta Penca, Mike Willet, Al Bright and Mary, Walt and Diane George, Marv Wessel and me.

We enjoyed nice weather this year. The lakebed opened up just in time, the wind let up Friday morning and resumed Sunday afternoon. After we left I heard the BLM park closed due to the government shutdown. So it appears that Ken was up there looking out for us with the scheduling. Al remarked that it is a real tribute that we still meet and celebrate gyros in his name.

I made the trip over with Mike on the maiden voyage of his "new to him" motorhome. Al and Mary in their truck and camper with the tool boxes were close by, within five miles, or ham radio earshot. It was a slow journey but we made it without any major issues. I learned that if you trim the carpet from under the gas pedal you get an extra 5 mph. On the way back Clay and Brenda joined the caravan and we met up with Don Bouchard (Boo) at a gas station. Gyrocopters on trailers are easy to spot, unless it's under a big blue cover. Mark Rhoads was tired of



having Mother Nature wash his gyro so he made a tent for it on the back of his car trailer (above).

He welded a frame and had an upholstery shop sew up a cover. He designed it all himself and it works great. When the gyro is out it becomes a shaded seating area and by removing a few bolts the whole thing comes off and he has a car trailer again.



I was lucky and got to go up in the air Thursday with Mark Sanders (above) and Friday with Mark Rhoads (top of right column). The first thing I noticed was the lake bed looks smaller from the air.



It was fun to zip along the flightline (below) and wave to everyone and then go explore the nearby desert and mountain terrain.



Cal Bowens would have been there but he was waiting for a replacement fuel tank for his RAF. It was coming all the way from South Africa! George Bass had a short drive over; he is the new caretaker at the Trona, CA airport. Clay spent some time getting light on the mains.

There were three others doing the same thing on the big flat lake bed. Rick and Swani from California and Quinn from Oregon. Quinn crow-hopped, then soloed his Air Command Saturday for the first time. He said it was a lot different from the two-place machine he trained in but he was getting the hang of it.

Mike and Al both spent some time in the air. And both decided they need more horsepower than their 500cc 2-strokes can put out. Boo (Dr. Subaru) says the Subaru flat four is the way to go and Mike is leaning that way. Al is too but he has a VW to experiment with in the meantime. Our surprise visitor was Marv who flew over in his Mooney and landed on dirt for the first time. I was envious of his one-hour,



Above: Clay, Al & Mike. Below: Kevin Richey



45-minute travel time. Not as much as Kevin Richey who drove south for 2 days to see us.

Marion and her girls were there under a shade tent to meet and greet anyone and everyone. I love to see them there. Marion is thinking of a new book based on flying notes she made to help instruct her grand daughter Lonny. Linda Springer celebrated a birthday on the lakebed complete with singing and cake!

Friday and Saturday nights were a cookout on the Brock's grill. The Saturday raffle big winners seemed to be Mike Burton and Kevin Richey who said the secret is buying more tickets. Mark Sanders won a nice BBQ grill donated by Kevin Richey. Coincidentally it was made in Portland from a propane tank by an out of work drywall installer.

The best machine award went to a little streamlined gyro powered by an aircraft engine (see cover). It could cruise at 80 and top out at 100 mph and it looked like a mini version of Vance's Predator. Friday and Saturday night movies on the lakebed attracted about 25 viewers for The Road Warrior and You Only



Live Twice, starring Little Nellie (above).

On Sunday, Mike, Al, Mary and I zipped over to the coast for an ocean swim in Malibu. All that water was a welcome change from a dry lake. When we came back through on Monday morning, Kevin, Quinn and Dave Bacon were sitting around a breakfast table and Teddy was flying overhead. I was glad to see them squeezing every last drop of fun from the fly-in. I look forward to seeing everyone there again in 2014.



Our next club outing is the third Saturday, October 19 at the Coolidge Airport campsite. And after that look for us at the annual Copperstate Fly-In in Casa Grande, AZ October 24-26. (Carl Matter, Pres.)



Bonneville GyroFlyers PRA Chapter 2 September 14 Meeting Report

The September 14 meeting of Bonneville GyroFlyers, [PRA Chapter 2](#), was called to order at 10:39am MDT in the classroom at Airgyro Aviation by President Doug Barker. Also present were VP Curtis Lund, Secretary Paul Plack, Treasurer Steve Pearson, members Kevin Eaton and CFI Mike Burton, prospective member Charlie Wakamatsu, and guest Darwin Ogden.

A motion to accept minutes of the August 10 meeting as published in the September issue of *Western Rotorcraft* was approved. An issue with online access to the bank account was noted, and a motion to waive a formal financial report was approved. A motion to accept the membership application of Charles Wakamatsu was accepted, and Charlie was officially welcomed.

During member introductions and updates, Kevin Eaton reported he is lacking only a few parts to complete his Butterfly Ultralight gyroplane, and that those are expected to be shipped in the coming week. He does not expect to have the machine sorted out and ready to take to the Ken Brock Freedom Fly-In (KBFFI) at El Mirage, CA in two weeks. Mike reported that the Calidus trainer at Airgyro has been sold, pending completion of the transaction. Mike does expect to have the Calidus on-hand for both KBFFI and the tentatively-planned, informal fly-in at SunRiver Resort in St. George, UT October 5.

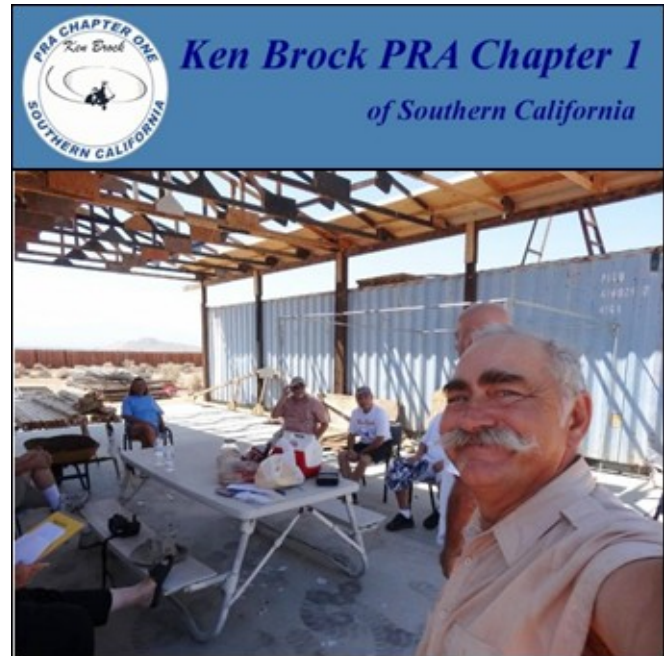
Charlie shared that he discovered gyroplanes online while researching R/C model aircraft, and decided instead to research manned aircraft. He is a retired police officer, and plans to take the PRA's online ground school. Darwin explained that he is a former crop duster with Commercial ASEL/MSEL and Instructor certificates with his instrument rating, but has not flown since the 1980s. He has taxied and crow-hopped a Benson/Mac gyro once, and has been drawn to return to looking at gyroplanes by advances in their technology. Both Charlie and Darwin are also licensed amateur (ham) radio operators.

On the topic of upcoming group activities, Doug asked for a show of hands. It appears at least six of eight present at the meeting are interested in participating in carpools to KBFFI. Member Glenn Kerr, not present, will also be in attendance. For the SunRiver outing, Mike Burton expects to be there with the Calidus, and Doug committed to drive a ground support vehicle. Others may also make the trip pending confirmation of details. All present indicated their intent to attend the October 12 chapter meeting at the Hill AFB Museum.

Paul solicited suggestions for topics for the 2014 season of the URA Winter Webinars, which are offered following Chapter 2's online meetings in January, February and March. Among the suggestions were detailed instruction on meeting the 51% requirement for FAA registration of aircraft as Experimental Amateur Built, a summary of the major rotorcraft events around the country with tips on how to host such an event, presentations by manufacturers on their gyroplane kits, trailering techniques for transporting rotorcraft to events, Denis Schoemaker's Hornet build, a presentation on unforeseen considerations and expenses when

starting out in the sport, and a seminar on how to use a GoPro camera to capture flight video. Paul will investigate available options and approach presenters.

A motion to adjourn the meeting was approved at 12:17pm. Mike and Paul drove into town to get provisions for the barbecue. All present spent the next two hours looking over the Calidus and Cavalon construction projects underway in the Airgyro hangar, and Darwin shared entertaining anecdotes from his years as a crop-duster. (Paul Plack, Secretary)



September 14 Meeting Report

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

Terry talked about the upcoming fly-in and how things were going. Teddy mentioned he had talked to Terry Brock and it was OK for us to use their BBQ again this year. Karen brought a finished fly-in T-shirt and they came out really nice. The picture of Ken Brock and Igor Bensen came out really good.

Terry made a DVD to show on Saturday evening for those interested in watching them, and would show parts of them to us after the meeting. He will also bring some movies to watch on Friday night.

Karen received two \$25 gift cards from Aircraft Spruce for the raffle. She also contacted Leonid Kosyartchuk from the Ukraine and he is going to donate two books for the raffle. One is Autogyros and

Helicopters 1945-2000 a Design Catalog. There were quite a few postings on the forum about his book. Linda said that Marion had added two more chapters to her book and would be donating a book to the raffle.

Terry passed around a volunteer list for members to sign for different things to do during the fly-in. He was going to send out the list to members who were not at the meeting but going to be at the fly-in so they could sign it. Wbaldo offered to get the ice we needed during the fly-in. Karen mentioned there were members from Chapter 62 coming to the fly-in.

Terry motioned the meeting be adjourned and Richard Press seconded the motion. Meeting was adjourned at 12:10pm. (Terry Smith, President)



September 14 Meeting Report

Our 3rd Quarter, quarterly meeting of [PRA Chapter 38](#) was called to order at 10:15 am on Saturday September 14th at Hangar 8400 Cessna Drive on Meadow Lake Airport. Twelve were in attendance.

Lindsay Fischer (at left in below photo) gave an extensive update on the odyssey to get his two-place Honeybee from the closed Honeybee factory.

Lindsay expects to travel to Michigan the first week of October, liberate his hopefully repaired gyro, and trailer it home to Meadow Lake Airport. (Updates as they become available.)



Todd gave the chapter a report on the 2013 PRA Mentone convention culminating with his telling of the story behind the award I received for "Pilot and Machine" (above, formally called the "Man and Machine" Award). To say I was surprised is an understatement. The award is by secret ballot and the one award voted on by our fellow pilots. This was, and is, a huge honor, and the best moment of my nearly 40 years as a PRA member.

The meeting was adjourned at 11:30pm for refreshments and flying. Our 4th Quarter meeting is scheduled for Saturday, October 19th at 10am at Meadow Lake Airport. (Mark Shook, President)



September 14 Meeting Report

[PRA Chapter 73](#) board members present: President Jon Daily, Vice President Gillian Bradley, Treasurer Bob Johnson, Secretary Richard Ecker. Approx. 14 members/visitors present.



Jon called the meeting to order at 1:25pm. The motion was made to accept the minutes from the last meeting. It was seconded and carried. Bob Johnson gave his treasurer's report for our club.

Jon asked the members about the RSVP email he sent out about this meeting. He had requested an RSVP from members to better prepare for how much BBQ chicken to make. With only receiving four replies back, he stressed the benefit of letting him know so he could better prepare.

Members' Gyro Progress - Ron's Vancraft Rotor Lightning is for sale. He also has a Bensen KB2 for sale. Old Business - none. New Business - It was brought up that the club should have a memorium for Jim Lafayette (Jim lost his life while flying at the Scappoose Industrial Airpark). The 22 Winchester rifle (from a previous raffle) was donated back to the club to have the proceeds from this raffle to go to his widow. Jim Vanek won the rifle. The rifle raffle brought \$285, which Jon will give to the widow.

Jon proceeded to go over what had happened and probably caused the crash. During the discussion, Jon stressed the importance of getting properly trained. He also stressed the importance of not being shy about interceding with a newer gyro student pilot if they are being unsafe or rushing into soloing with their machine.

Jon had been previously asked "What is considered flying?" He stated that the definition is if your rotorblades are turning, you are flying. We should all be vigilant in making sure that we and of our fellow pilots are flying safely. Jim Ginn asked to say a few words about the accident (He was there when Jim crashed). He also stressed the necessity of getting properly trained.

Our October meeting will be held on the 12th at Sport Copter. The meeting was adjourned at 2:05pm. (Richard Ecker, Secretary)



Above: Gyros at Sep. 14 meeting. Below: Intro flights in the Sport Copter Vortex II tandem.



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St. George Fly-In 2014?

Chapter 2's Kevin Eaton is building a Butterfly Ultralight and plans to finish training with Michael Burton at Airgyro as soon as his machine is completed. Kevin is already an experienced powered parachute pilot with a Sport Pilot certificate, and has a two-place PPC which provides his flying fix while he wait for the last parts of his gyro kit to arrive.

Kevin was in St. George, UT to run a marathon on Saturday, October 5, a date which coincided with a promotional event at the [SunRiver](#) retirement community. Gyroplanes had been invited to participate, but details were not available in time to get gyros out to this event, which was scheduled the Monday-Saturday following El Mirage.

Kevin reports the following on his build progress, and on happenings in St. George.

"I arrived home yesterday and opened a box of parts that was delivered while I was away. It looks like the only thing I need now is an exhaust manifold. The carburetors are Mikuni and not the Bing 54 that is usually shipped.

"I ran the [St. George Marathon](#) on Saturday and about 10 miles up the course, four powered parachutes did some fly-bys. After I finished, I went over to the fly in and stayed a few hours. It looked like a successful event, but no gyros. The weather was nice and the PPCs were flying in the afternoon, something not normally done because of winds.

"(Above) is a picture of the take off/ landing area. The SunRiver community is on the right and I-15 is about a half mile to the left. South is to the front. The AZ border is about three miles to the south. St George City center is five or six miles behind or to the north."

With a location in range for visitors from CA and AZ, and free camping provided, could this be a viable 2014 gyroplane event? Watch for details in future issues of *Western Rotorcraft*.



Gyroplanes for Sale

1995 AIR COMMANDER 582 - [N90135](#). 201 hrs TTSN, 0 since restoration w/pod. Rotax 582 has 20 hours since overhaul. 23' Skywheels. Garmin 295 GPS, Sporty's COM/NAV radio, xpd. \$14,500. Jeff, (425) 614-8200, jeff.rob@att.net. (WA, 7/13)



SPARROWHAWK II - [N130SW](#). Built 2007, 115 hours. Subaru 2.5L. EFI 30' Sport Rotors, electric trim, MGL avionics, Garmin radio and transponder, hydraulic disc brakes. Great condition. Asking \$36K. Jim, (530) 515-4900. (UT, 7/13)

Engines for Sale

MZ202. 130 TTSN, 0 since overhaul. Bing 54 carbs, air filters, Mikuni fuel pump, 2.55 gearbox with clutch, wiring harness, exhaust, manual. Asking \$3500. Thomas, ke5wv@comcast.net. (CO, 7/13)

Rotorcraft Parts for Sale

24-foot Dragon Wings. Mark Rhoads, (520) 840-0186, Tucson. (AZ, 10/13)

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