

Western Rotorcraft



***Five Airports in Eight Days
Flight of Two in Class C
November 2013***



Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club (**PRA 15**)

Next Activity: Nov 23, [Pleasant Valley Airport](#) (AZ)
Carl Matter: keenuk@aol.com

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

Second Saturday, [El Mirage Dry Lake](#) (CA)
Next Meeting: Nov 9, 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: davesconcretepumping@msn.com

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

Next Meeting: (TBA)
[Meadow Lake Airport](#) (CO) Hangar 8400
Mark Shook: Mark@CopterPilots.org

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

Next Meeting: Nov 9, Noon PDT, [Sport Copter Scappoose Industrial Airpark](#) (OR)
Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers (**PRA 2**)

Next Meeting: Nov 9, 10am MDT
[Hill AFB Museum](#) (UT)
Doug Barker: president@utahrotorcraft.org

Utah Rotorcraft Association Upcoming Meetings TBA

Members will be notified by e-mail
info@utahrotorcraft.org



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.utahrotorcraft.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

This Month in WR – Contact & Meeting Info, 2;
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Airspace, 4; Chapter Reports, 7-13; From the
Internet, Industry News, 8-14; Cold Meds & Flying,
14; PRA News, 15; Classifieds, 16.

Photos this month provided by Mark Shook, Carl
Matter, Kevin Eaton, Tim O'Connor, manufacturers,
Wikipedia and the Rotary Wing Forum.

On the Cover: Mark Archibald of Chapter 2 prepares
to taxi test his recently-acquired Air Command gyro.
The restoration of this machine, powered by a Rotax
532, should be complete in time for spring.

Western Rotorcraft Vol. 6, Issue 5, Nov. 2013
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Date	Type	Ident #	From	To	Remarks	Ldgs	Tail	ASEL	Gyro	XC (Rotorcraft sid)	Day	Night	Sim Inst	Dual	PIC	Total
12/08/05	DA 20-C1	233ND	HIO	Local	Currency, night currency, 9 landings w/	9		1.3				1.3			1.3	1.3
12/15/05	DA 20-C1	233ND	HIO-SLE-	7S9-HIO	Currency, dinner w/ Cindy @ Flight De	3		1.9			1.9				1.9	1.9
02/11/06	DA 20-C1	233ND	HIO-SLE-	MMV-HIO	Currency & night currency, dinner w/	3		2				2			2	2
03/18/06	DA 20-C1	233ND	HIO	Local	Currency, night currency	3		0.5				0.5			0.5	0.5
06/17/06	DA 20-C1	233ND	HIO	Local	Currency, night currency	4		0.6				0.6			0.6	0.6
08/18/06	SC Vortex II	178V	SPB	MMV	XC training, normal TO/L	1			0.8	0.8	0.8			0.8		0.8
08/20/06	SC Vortex II	178V	MMV	SPB	XC training, xwind TO/L	1			0.8	0.8	0.8			0.8		0.8

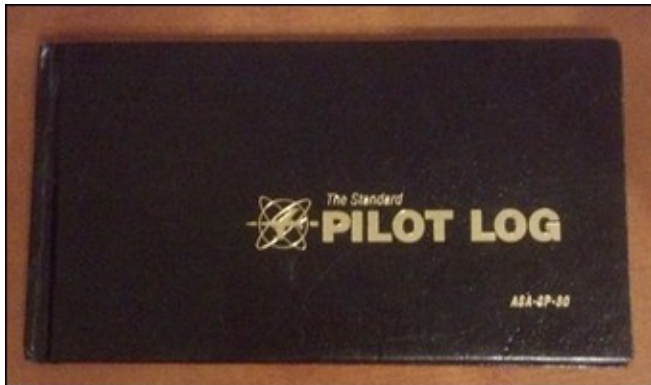
Better Logbook Technology

Paul W. Plack, Editor



I recently built a spreadsheet (top) to keep better track of the hours and various milestones recorded in my trusty old ASA pilot logbook. The little 4-x-8", black, edge-bound book (below) has columns with headings which probably work fine for most fixed-wing students.

But in transferring more than a decade's worth of flight time into the environment of a spreadsheet, I became aware of the paper logbook's shortcomings. For non-commercial pilots who accumulate hours slowly, or for those who fly multiple categories and classes of aircraft, these logs are too generic and lack the resolution to capture detail you may later need.



For example, there is one column for counting all landings. Eligibility for various certificates requires separate counts of landings at night, at tower-controlled airports, performed solo or as pilot-in-command, etc. The generic logbooks don't have room to break those out separately.

Under "Aircraft Category," there are columns for Airplane Single- and Multi-Engine Land, and one column with a blank heading. When I took primary instruction in an Aeronca Champ, I used that column to track my tailwheel time. When I started flying gyros, I relabeled that column on subsequent pages to track gyro time. It would have been nice to have separate columns because now, I have to go back through the log and manually update totals.

There is one column (below) headed "Cross Country," but did you know there are several FAA definitions for that term? FAR [61.1](#) defines cross-country as any flight involving a landing somewhere other than the point of origination, and which requires pilotage, dead reckoning, or other navigation techniques to make the trip. So, almost any trip from one airport to another counts, and tracking your total cross-country time under this definition may enable you to one day get an insurance discount or other benefits.

But wait! [Part 61](#) also defines two other kinds of cross-country, which I'll cite here by their references in the requirements for Private Airplane SEL:

[61.109\(a\)\(5\)\(ii\)](#) - One solo cross country flight of 150 nautical miles total distance, with full-stop landings at three points, and one leg being a straight-line distance of more than 50 nautical miles. (Instructors often call this your "long cross-country.")

[61.109\(a\)\(5\)\(i\)](#) - Five hours of solo cross-country time. There is a land mine of sorts hidden in this requirement. Surely, if you devote five hours to flights which qualify for the long cross-country requirement, you've also satisfied the requirement for the five hours itself, right?

Oops! Hidden back in [61.1](#), the requirement for cross-country time is only met on flights "that includes a point of landing that was at least a straight-line distance of more than 50 nautical miles from the original point of departure." In case you missed it, that means a 150-mile cross-country flight with legs of 40, 60 and 40 miles has one leg over 50 and a total of 150, so it counts as a long cross-country, but you never landed anywhere at least 50 miles from the start, so the time doesn't count! (You may be able to count the time on the last two legs if you log the legs separately.)

A spreadsheet could allow separate entry of the three different kinds of cross-country time, or even allow entering the straight-line distance between each airport pair in a normally-hidden column, allowing the use of formulas in some cells to correctly attribute and total the time automatically. There are other cases, such as those in which fixed-wing time may count toward later rotorcraft ratings, that could also benefit from this technique to unearth experience you didn't know counted.

Some available online logging apps already include some of these features. Many allow making entries with a smartphone right from the airport. There's a growing list of competitors, with reviews ranging from "best ever" to "buggy."

It looks to me as if a spreadsheet, for now, will be the best way to harvest and organize all my data, and I expect to enjoy the learning process involved in building it. If I can convert it to a Google document, I could have much of the same mobile device access the commercial apps provide.

What I've managed to figure out so far is that I am much closer than I imagined to meeting the minimum aeronautical experience requirements for advanced ratings such as Commercial, CFI and CFI-Sport. There's obviously much more to being a competent and successful instructor than reaching the minimum hours to qualify for a checkride, but seeing those goals within reach is motivating, and I had no idea how much progress I'd made when all I had was the little paper logbook.

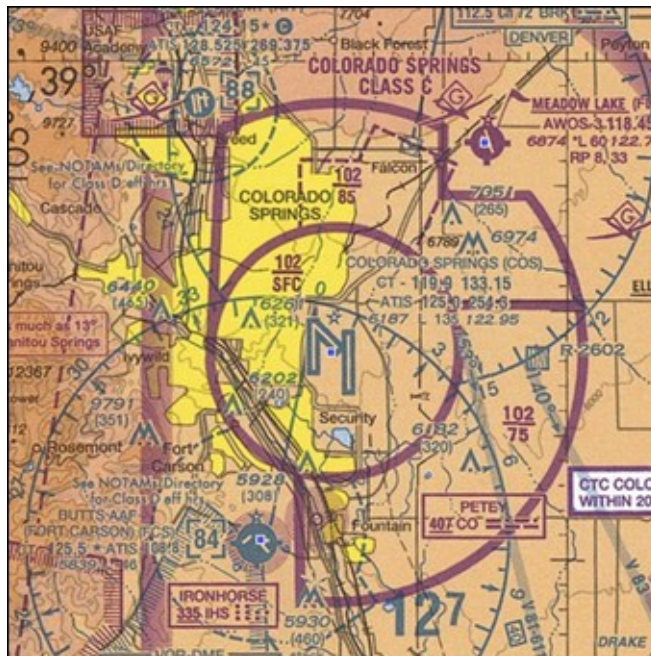
For beginning flight students, there's also a need to make the most efficient use of your expensive dual training hours. A log built on a spreadsheet could use formulas to display required hours remaining in a prominent spot, making it obvious if some aspect of the student's goal was falling behind. I now see several points in my early training when slight adjustments in the tasks on a few particular days could have made the time much more productive.

This has been an educational experiment. I still haven't figured out exactly how many columns I really need, how to best track all these separate time totals, and the extent to which I can automate the tallies using formulas in appropriate cells. If I score a breakthrough over the winter, I'll share my progress.

But until I get the mobile-sync thing figured out, you'll still see me jotting down flight time in my little ASA logbook at the airport. And I have to admit, despite the ASA log's shortcomings, I'll miss the little guy when he's gone.

Fly Safe!

Paul



Flight of Two in Class C Airspace

Mark Shook, Pres., PRA 38

Since the dawn of time, man has dreamed of flying like the birds, soaring high above his home turf to survey all that the eye can behold. As gyro pilots, we get the chance to do that, except when the laws of man get in our way.



My friend, Thomas Fernandez, has a great, light, open-frame Gyrobee (above). With its recently upgraded Rotax 582 engine, it propels its light frame skyward in an amazing way considering the density altitude we encounter in the Pikes Peak Region. Though it foregoes the comfort of an enclosed cabin, it has everything necessary for a single occupant to fly, except the electronics the rules require for flight



in the Class C airspace (top of page 4) that covers most of the city of Colorado Springs. Flying a gyrocopter gets you up close (above) at a relatively slow speed and allows you to see things you miss when flying a faster fixed wing airplane. (Below: Flying along the Gold Camp Road.)



Thomas has flown in many places around the western US, but for lack of a transponder, until today, he has not been seen from his aircraft parts of his home city. So this fine summer morn, with my co-pilot Todd Rieck along for his excellent company and an extra set of eyes, we taxi Xenon copter 9MB over to meet Thomas at Larry and Toni Wright's home/hangar for our pre-flight briefing. (Below, L-R: Todd, Mark.)



Whenever you are planning a flight of two, a thorough two-way discussion needs to take place between the two pilots involved. As we arrive, Thomas is just finishing the pre-flight of his aircraft.

Thomas has some good pre-flight questions as we verbally plan the route, discuss the radio frequencies needed in order of use, expected altitudes, what to expect, and what to do if... if we lose sight of each other, if we lose radio contact, etc.

After a thorough briefing with lots of questions, we strap in, start our engines, and tune the Meadow Lake Airport AWOS to hear the weather, winds and temperature, and computer calculated density altitude (D/A) broadcast on a continuous loop. Wind is light, but the D/A is reported at 9,100', and its only just after 9am. We taxi for runway 15.



Climbing out in the clear morning air, we easily spot each other, rendezvous as discussed and switch to COS approach. I do the talking and squawking for the flight. "Good morning Springs approach, Experimental Gyrocopter 719 Mike Bravo is a flight of two for sightseeing over the city with information Kilo." COS assigns me a transponder code, 4434, and instructs us to proceed westbound as requested, "maintain at or below eight thousand (MSL)."

It's easy to see Thomas (above) with that bright florescent lime green tail reflecting the morning sun. Thomas reports he has the yellow Xenon in sight as we cross the metro area at about 1200 AGL. Ahead and to our right are the silver spires of the USAF academy cadet chapel, to our left the maze of radio towers, lights flashing above us at ten thousand feet on top of Cheyenne mountain. And dead ahead, Pikes Peak towering above at a majestic 14,110 MSL.

Just below and to the right of the peak is the colorful Garden of the Gods (top of page 6), a city park given over 100 years ago by its former owners as a gift to the residents of the city on the condition it would



remain open and free of charge to the public. The park is made up of thin rock formations, with narrow roads and many hiking and horseback riding trails.

We circle in a wide arc taking in the park and a few photos before exiting the two 360s west again for Manitou Springs. As we fly over the city, ATC (air traffic control) lets us fly on the west side undisturbed, as they are busy with mid-morning airline and military traffic to our east arriving and departing the Springs Airport.

With its two-mile long runways, COS is a joint use facility sharing the runways and taxiways with Peterson Field AFB. Soon we are reporting over the world famous Broadmoor Hotel (at right) for our turn eastbound, pointed right at the busy airport.

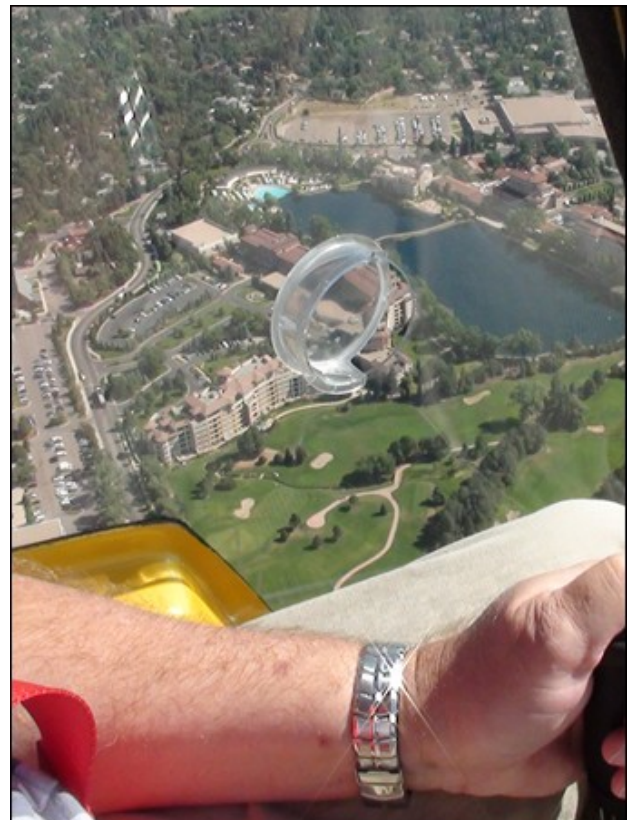
ATC has us climb to 8500 MSL (about 2300 AGL) and cross midfield right over the busy airport. What a sight! A dozen C-130s are on the ramp below us as we pass overhead. To our right, airliners from several carriers are parked at various gates, and a few more are moving along the ribbons of concrete, to and from the runway and terminal building.

Thomas is following close as we make the heading and altitude changes required. I have Todd keep Thomas in sight as I deal with ATC and the radio. As we pass east of the large airport we are told to "resume our own navigation and report Meadow Lake Airport in sight." When we do, we are told, "change to advisory frequency is approved, squawk VFR."

After landing back at our home airport, we taxi back to the Wright's hangar for an after flight de brief with Thomas. What a great flight. Thomas expressed the same and thanked us for helping him do something he had wanted to do for a long time. We shared our impressions, and several "did you see that"

moments. By having the transponder equipped aircraft and an experienced second pilot in his flight of two, Thomas did something he had not felt comfortable doing alone.

I learned something I had not considered before: Even a pilot of a single seat aircraft can take advantage of something two- and four-place airplane pilots do all the time - flying a new route or to a new airport with a buddy. I guess that's just another good reason to join a [PRA chapter](#).





Five Airports in Eight Days

Carl Matter, President, PRA 15

Coolidge Airport - We had a nice meeting at the [Coolidge Airport](#) in October (below). There were three gyros, two PPG's and about a dozen members. One new person, a commercial Delta pilot who just received a pacemaker, is looking at options to keep flying as a sport pilot. He found us on the internet so it's nice to know we are visible if someone is looking.

The weather was nice, the airport asphalt was recently resurfaced and it's now smooth enough for a skateboard. (Members in the group photo above: Al Bright, Mark Rhoads, Carl Matter, Greg Egolf, Britta Penca, Ed Marquart, Mike Willett and Cal Bowens.)



Greg Egolf (page 9, top right) made good use of the new surface to practice getting light on the mains.

Eloy Airport - After the meeting we went to lunch at the Bent Prop Grill at the airport in Eloy ([E60](#)). Some flew, some drove. I got lost but a gyro flying

overhead pointed out the right direction and I arrived at the same time. While waiting for our lunch on the outside patio we enjoyed an airshow of parachutes.



Casa Grande Airport - The next weekend, the Copperstate Air Show (at [KCGZ](#)) was lots of fun under blue skies and warm sunshine. On Friday there were six gyros on display with a number of helicopters, making for a pretty good showing (top of page 8) of rotorcraft. Mark Rhoads flew 68 miles from San Manuel and Mark Sanders flew in from Coolidge, where he was camped. Marv Wessel flew the Sport Copter II down from Stellar both Friday and Saturday. Last year he won the award for best rotorcraft. Cal Bowens and Bill Liebhart represented the RAF wing of the group. Cal's new fuel tank is in place and he is happy about that (above). Bill is making a few changes to Walt's old gyro and Cal is the lucky test pilot.

A shiny new tandem (page 9, bottom right) was on display, an MTOSport made by AutoGyro in Germany. Rumor is it will stay in the Phoenix area and Craig McPherson from Texas will come out to give lessons. Contact Craig at craigmcph@hotmail.com.



I went up on Saturday and there were more planes than you could shake a stick at (at bottom). I ran into Clay Sarriugarte and Dennis Karstetter, Mike Willett, Al Bright and Mary (below), Larry Martin and Mike Ott. The last two we usually see on the backs of quad bikes at Coolidge. I called Mike a groundling but he prefers the term terrestrial. Does that make the fliers extra terrestrials?

Al inspected the VW-powered Hummel Bird of Ted Dearing (below). Al was considering a VW engine but is currently investigating the feasibility of a more powerful Honda four-cylinder car engine. And Don Bouchard will be glad to know that Mike just found a Subaru EA-81 for his Hornet thanks to Greg Egolf.



I had some good food, heard some good stories and saw a lot of smiling faces. See you there next year.

Pinal Airpark - The day after Copperstate I met Mike, Al, Clay and Brenda at Pinal Airpark ([KMZJ](#)). Clay got valuable airtime in the gyroglider with Al.





Marana Regional - After a fun and exciting morning of gyrogliding we drove to the next nearest airport ([KAVQ](#)) and had a delicious meal at the Sky Rider café. I heard someone at the next table say, "That's a Robinson R22." I looked up and was surprised to see it was a blue Sparrowhawk and Mark Sanders walking in from the runway. We dragged another table over and all had breakfast together. He had given a ride to a nice young woman who may be our next member.

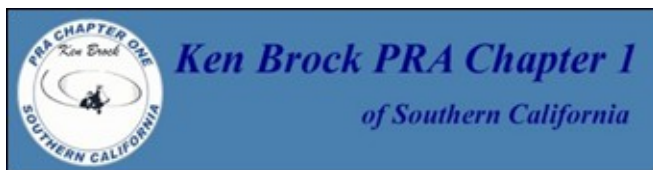


How many airports can YOU visit in a week?

Our November 23rd meeting is northwest of Phoenix at the Pleasant Valley Airport ([P48](#)), 8700 W. Carefree Highway in Peoria, AZ. That is Walt and Diane George's airport. I spoke with the airport manager and we can camp over by Walt's hanger where there is water, a restroom and electricity in the hanger. Or if you want to be spoiled there is an airport RV park with full hook ups just across the street. Walt said he could arrange for a grill with burgers, franks and steaks. So let me know if you are coming and we can plan a nice BBQ lunch after the meeting. Lake Pleasant is only three miles away so bring your swimsuit. Check out the nice airport website for more information along with aerial photos of the area at: <http://pleasantvalleyairport.com>

No meeting for December but a holiday party at the Oracle Inn at 2pm on December 21st. Get out there and enjoy the nice weather! - Carl





October 12 Meeting Report

The October 12 meeting of [PRA Chapter 1](#) was called to order at 11am by President, Terry Smith. Present at meeting: Linda Acquistapace, Lynette Ibrahim, Grace Stone, Ampy Rascon, Richard Press, Ted Udala, Bob Bobinski, Dejan Samanc, George Stone, Ralph Johnson, Jim Franklin, Moe Rascon and Wbaldo Gonzalez. Visitors: Dejan Samanc's friend David Mortenson, Moe Rascon's sister Angie Joice and Lynette's friend Khone Rattanaovongsa.

Terry is taking the weather vane to Glenn on Sunday. Chapter received a bid of \$375 for the weather vane. Glenn will be finishing it and then pack it up for shipping to its new owner. Everyone felt the fly-in was a great success and everyone enjoyed it. Everyone had a great time and there were no accidents. Karen sent a card to Gar; he has cancer. Ted said he had gone to see him last week. He was here last year and took pictures of the 2012 Fly-In.

Terry asked Ted if he would talk to Peter about using the gyro glider next month. (Update: We may be able to get the glider flying the weekend of the 16th, but the November 9th meeting will be held at the normal time.)

Terry said he met a gentleman named Deasure at the fly-in on Sunday who developed a motorcycle/gyroplane where he puts the prop behind the pilot and engine right behind him and so you don't have to worry about the rotor blade coming in contact with the prop or rotor because it is so close together. Terry had seen it on You Tube. He is going to get in contact with him and see if he will bring one of his creations to the fly-in next year.

The Friday Night Movie was Road Warrior and Saturday night we had You Only Live Twice. Karen and Terry's wife both suggested on Saturday night after the award ceremony to have a fire and roast marshmallows. Terry said he had a lead on some 50 gallon drums. This way chapter will be able to have their own grills. The shirts all sold out this year and it was suggested instead of having white shirts have a colored shirt. Terry will try to get a radio so we can have one on the table while pilots are flying.

Terry said it isn't too early to start thinking about next years fly-in and next month he might bring a few items for the raffle. The glider was not used this year because Peter wasn't available to help out. With little planning we will try to use the glider next fly-in.

Moe suggested we train another driver and pilot now so if Ted and Peter aren't available there will be others who can drive and be the pilot.

Moe has been talking with BLM in hopes of getting the gate back on his property. He asked how many members would purchase a yearly pass if the gate was there so he could mention this to BLM when he talks to them again.

Next month is last chapter meeting for 2013. We will have our first meeting for 2014 on February 8th. This will be the month to nominate officers for 2014, President, Vice President and Secretary/Treasurer. Anyone interested in one of these positions please mention it at this meeting.

Terry moved the meeting be adjourned and Moe seconded the motion. (Terry Smith, President)

Secretary's Message - I was not at the October meeting so Terry mentioned everyone's name on recorder and a few members came later after he did this. I anyone's name was missed I apologize for it. (Karen Keene, Secretary)

Bonneville GyroFlyers PRA Chapter 2 October 12 Meeting Report

The October 12 meeting of [PRA Chapter 2](#) was originally scheduled at the [Hill Air Force Base Museum](#) in Ogden, UT, but the partial government shutdown closed the museum and forced a change in location. Members were notified by e-mail of the change, and the group assembled about 10am at Glenn Kerr's hangar at Brigham City Regional Airport to watch and help Glenn remove and crate the Rotax 670 from his Butterfly Aurora. Glenn suffered an engine failure on Sunday, September 29, the day after the close of the 2013 Ken Brock Freedom Fly-In at El Mirage, CA. (The subsequent landing is documented on the Rotary Wing Forum [here](#), and on YouTube [here](#).) It will be returned to Red Gold Rotax under warranty.

Mark Archibald trailered in his single-place, Rotax 532-powered Air Command gyro. Mark bought this gyro used and reports much work has been done to restore it to airworthiness. He performed low-speed taxi tests and solicited suggestions from the group. Mark says remaining work includes fabricating a new instrument panel, engine tuning, rudder adjustment, a slight rerouting of rudder cables and other small tasks. The pod and tail have been painted in pearl white metalflake.

The business meeting was called to order at 12:39pm MDT by President Doug Barker. Also in attendance



were Vice President Curtis Lund, Secretary Paul Plack and members Glenn Kerr, Curt Pittman, Kevin Eaton, Mark Archibald and Chuck McKinley, and guests Allen Speer and Glenn's daughter, Lindsey. The minutes of the September 14 meeting were approved as published in the October issue of Western Rotorcraft. Doug reported that the Chapter has a total of \$605 in savings and checking. His report was approved. Doug noted in response to a question that the bulk of chapter funds are spent in support of Rotors Over The Rockies.

Doug reminded the group of the need to support PRA, and reminded those present that 50% of dues for new members are returned to their local chapters.



Above, Glenn Kerr's custom-built Rotax 670 sits removed from his Butterfly gyro, ready to be crated and shipped back to "Rotax Rick." Repairs will be covered under warranty. At top, L-R: Kevin Eaton, Mark Archibald, Doug Barker (behind Mark) and Allen Speer watch as Mark prepares to taxi-test his Air Command with Rotax 532.

Old Business - Paul brought up a question posed to all chapters by PRA Chapter Representative Chris Toews in the spring, which we have never formally discussed: Should PRA resume publishing member contact info in an annual directory in Rotorcraft E-Zine? This annual issue was once highly anticipated by members, and was useful in furthering communication within the sport. It was discontinued, as the internet became more popular, over concerns about abuses by telemarketers and spammers.

Paul noted that despite being very active on the internet, he gets little spam, and use of the federal Do Not Call List has all but eliminated telemarketing calls. Other members said they still find spam an issue. Of the options discussed, the consensus was that PRA should make publication of e-mail addresses, addresses and phone numbers separate options at the time of joining PRA and when renewing membership, and PRA should make the directory available on the members-only section of its website.

New Business - A membership application from Darwin Ogden of Gunnison, UT was approved unanimously.

ROTR - Curt Pittman, who has an RAF 2000 based at Brigham City, reported he's been approached again by airport management about a fee increase for using the large, city-owned hangar next year for Rotors Over The Rockies (ROTR), and about providing liability insurance as a condition for using the airport. Doug commented that quotes last year from Xinsurance to provide the level of coverage requested by the city would have cost over \$4,000, well beyond the capacity of our treasury. Curt noted that the city's peach festival car show was able to get coverage for its two-day event for about \$500.

Curt announced that he has approval from a private landowner to allow ROTR attendees who so desire to camp on a 34-acre wooded lot about four miles from the airport, as an alternative to camping on airport grounds near the noise of I-15. The lot will be mowed before the event, but cannot be used for aircraft operations. Availability of portable showers is being investigated.

Curt also suggested that the city might be willing to install tie-down anchors on an undeveloped grassy area of the airport property as provisions for a rented tent to shelter aircraft during ROTR, and that such an arrangement might alleviate the need for insurance on the hangar.

Doug suggested that the next step is to meet with the airport board at its next meeting, expected to be Wednesday, November 6, and determine whether the board feels ROTR is an asset to the airport, deserving of terms we can meet, or whether we should look for another venue.



St. George Fly-In - Paul asked Kevin Eaton to report on his visit to [SunRiver](#) in St. George, UT on October 5. Management of the retirement community invited gyroplane enthusiasts to join a group of powered parachute pilots in flying from the property (above) as part of an open house September 30 - October 4, but the timing (the Monday-Friday after El Mirage) and unavailability of specific details did not allow adequate preparation. Kevin reported that on Saturday the 5th, the day after the official end of the open house, PPCs did fly from a large, dirt clearing which is the future site of an RV storage lot for residents of the development. He estimated the available takeoff length as about 1,000 feet.

The group discussed the possible viability of this area for a fall meet. SunRiver had offered participants free camping, and seemed enthusiastic about hosting gyroplanes. The location is just a few miles from the Arizona border, and a meet there could be attractive for enthusiasts from UT, AZ, NV and CA. Paul asked what would be an optimal time of year, and Doug suggested a weekend in October or early November. Doug said he will check with his contact at SunRiver to see if alternate dates would be considered.

Upcoming Meetings - On November 9, our monthly meeting will again be scheduled at the Hill AFB Museum in the hopes the facility will be able to reopen. It was informally agreed to schedule another Christmas Party in lieu of a December 14 meeting, with location to be determined. Meetings in 2014 will be online on January 11, February 8 and March 8, immediately preceeding the three planned URA webinars. The April 12 meeting will be our next in-person business meeting, location to be determined.

Following approval of a motion to adjourn at 2:40pm, eight attendees enjoyed lunch at the [Idle Isle Cafe](#) in Brigham City. (Paul Plack, Secretary)

Update: [PRA Chapter 2](#)'s annual holiday party will be Saturday, December 7 starting at 5pm at the home of Paul & Cindy Plack in Murray, UT. A voluntary "white elephant" gift exchange will follow dinner. Menu and further details will be sent to members by e-mail during November.



(Above, L-R: CRA's Joe Taft, Frank Nelson, Lindsay Fischer, Thomas Fernandez. Below: Rob Dubin.



October 19 Meeting Report

Saturday, October 19th was a beautiful fall day in the Rockies. Seven members attended [PRA Chapter 38](#)'s fourth quarter chapter meeting. All seven attending own rotorcraft and are pilots. Attending were Mark Shook (two-place Xenon), Frank Nelson (two-place Barnett), Rob Dubin (two-place Xenon), Lindsay Fischer (two-place HoneyBee G2), Thomas Fernandez (Gyrobee), Joe Taft (Hollmann Sportster), and Todd Rieck (Yamaha-Air Command).



The meeting was called to order at 10:05am. After introductions, Lindsay Fischer gave us an update on the ordeal he went through getting his HoneyBee G2 from Michigan to Colorado. Rob Dubin shared an informative and interesting story of his flight in a gyro to all 48 continental states, and his time as the original importer and distributor of the Xenon gyro to the US. Rob also shared the inside story on the roll out of LSA, and how gyros got into the catch-22

situation we find ourselves in with the LSA rules.

Rob recounts that LSA was originally intended to include gyrocopters as E-LSA aircraft, and excluded only S-LSA rotorcraft in the beginning. But a disconnected conflicting paragraph requiring that all aircraft first must have at least one S-LSA aircraft accepted before E-LSA units could be sold had the unintended consequence of prohibiting the intended E-LSA status for gyrocopters. Rob also offered a solution in the form of a narrowly focused manufacturer's lawsuit challenging the contradictory regulation.

Todd Rieck shared his story of developing the powerful and reliable three-cylinder Yamaha snowmobile engine for aircraft use. Todd told us how the engine redrive mounts were fabricated when no bolt holes were available on the engine to mount it.

Todd explained the differences in the Yamaha engines and why the four-cylinder models have such poor performance in an aircraft configuration compared to the three-cylinder model. His research revealed that the four-cylinders were developed to mimic a two-cycle snowmobile with a narrow power band. Great for snowmobilers, but not for an aircraft. The three-cylinder model puts out about one HP per pound, with consistent torque over the entire RPM range.

The meeting was adjourned at 12:15pm for refreshments and flying. After the meeting, Joe Taft took his first ride in a Xenon. (Mark Shook, President, from notes taken by Secretary Todd Rieck.)



From the Internet: Phenix

More video recently emerged of flight testing of the Phenix, a tractor gyro which is expected to be available in the US. Click the photo above to view the video, and use [this link](#) to catch the discussion on the Rotary Wing Forum.



Autogyro Claims New Record

Autogyro GmbH claims a new gyroplane altitude record after an October 4 flight in Namibia.

While there's no word on whether the flight carried the instrumentation required to make the record official with the FAI, and it does not appear to have made the minimum three percent improvement over the old record needed for certification, the flight is nonetheless impressive.

Piloting an MTOSport with Rotax 914 power, Martin Wucher reportedly reached 26,663 feet MSL. The duration of the flight was not disclosed.

Wucher is the local distributor for Autogyro products in his country. The company promised, "AutoGyro Namibia will soon publish further information and reports and we will keep you updated."

Click either photo to see the video on YouTube, find the company's press release [here](#), and use [this link](#) to catch the discussion on the Rotary Wing Forum.

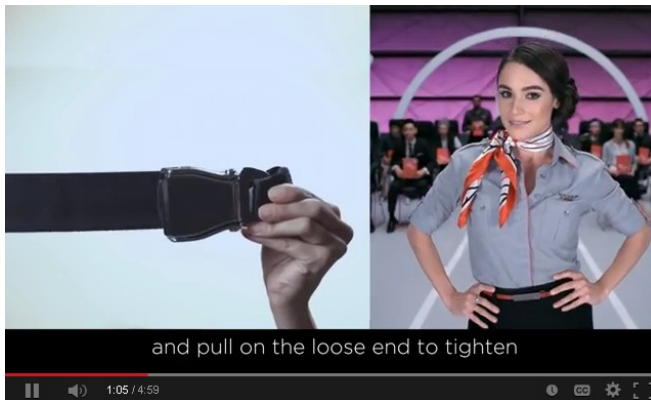




Kevin's Ready!

Another gyro is flight-ready in the west. Chapter 2's Kevin Eaton built a Butterfly Ultralight over the summer, and the MZ202's exhaust manifold finally arrived in late October (after seven months on back-order). Kevin told us October 29, "Installed the exhaust manifold today. Everything worked perfectly. Had to adjust the idle and change a setting on the tachometer, but that is all. Took it for a spin down the street and back. Nice of my wife to let me bake the paint on the manifold in the oven last night."

Kevin posted a [video](#) of the first engine run on YouTube, and will be training with CFI Mike Burton at Airgyro. We hope to see Kevin and his machine in the air soon!



No More Boring Briefings

If you've flown on many airline flights, you know the standard pre-flight safety briefing required by the FAA is usually delivered in predictable, boring fashion. It's rare to see frequent fliers look up from their newspapers. One Southwest flight attendant delivered the [briefing in rap form](#) a few years ago, and a cellphone video of that presentation went viral, suggesting there might be a future for entertaining

briefings which more fully involve travelers.

Now, Virgin America has taken this concept several notches higher. [This entertaining video](#) checks all the boxes required by the regs, but also employs some very talented dancers to make sure the message is not ignored. So, put down that SkyMall catalog and have some fun!



Cold Meds & Flying

Perhaps, because personal rotorcraft enthusiasts tend to fly short missions and few in the winter, we rarely have cause to think about the impairment which can be caused by cold medications. Maybe we think, because the anti-meth laws have forced many effective, legacy meds behind the counter, that today's over-the-counter cold remedies can't hurt us.

Accident statistics make it clear that is not the case. An open letter to pilots from 11 industry associations on the topic got little notice, probably because it was released in July. It noted that the General Aviation Joint Steering Committee (GAJSC) found that 42 percent of pilots killed in loss-of-control accidents between 2001 and 2010 were found to be positive for drugs or medications. The most common impairing drug is diphenhydramine, which is found in more than 50 over-the-counter and prescription meds.

The recommendations to pilots were to:

- (1) Read labels and become educated about what you're taking
- (2) Avoid remedies which impair you, and when you must use them, wait until five times the maximum dosing interval has passed before flying. In other words, if the label advises "take every 4-6 hours," wait 5x6, or 30 hours, before operating an aircraft.
- (3) Always use the I'M SAFE checklist for personal readiness, and acknowledge that the effects of the cold remedies can affect your accuracy in self-assessment.

(4) Rely on your aeromedical examiner (AME) for expert advice on when it's safe to resume flying.

Many of us go years between conversations with an AME (or have never visited one). This requires additional personal diligence.

Most accidents in gyroplanes happen close to, or in the pattern at the airports where flight began. Many end up being blamed officially on loss of control." Let's work to make sure medications are not a contributing factor in our performance.

The I'M SAFE Checklist

This checklist was created to acknowledge that we use checklists to assess the readiness of the aircraft for flight, yet 85% of general aviation accidents are caused by *pilots* who are not ready to fly.

PERSONAL CHECKLIST - I'm physically and mentally safe to fly, not being impaired by:

- Illness
- Medication
- Stress
- Alcohol
- Fatigue
- Emotion

Find a more complete explanation of the I'M SAFE checklist in the FAA's Aeronautical Information manual, using [this link](#).



PRA Online Ground School Registration Open

PRA VP Tim O'Connor, a Gyroplane CFI and Advanced Ground Instructor, is making available a live, online [ground school](#) for the Sport Pilot/Gyroplane certificate for PRA members. Here is a chance for those seeking the certificate to complete the preparation for the FAA Knowledge Test online.

The course will be offered over eight consecutive Thursday evenings, January 9 - February 27, 2014 from 7pm - 10pm Eastern Time. This will total 24 hours of live, virtual classroom instruction, and students will be assigned homework. An additional (optional) three hours of flight planning may be

added to the schedule if time permits for a total of 27 hours of live, online training.

You'll need a computer or tablet, a good internet connection, and headphones with microphone (no speakers please). Students will receive a bundle of materials after they have registered for the class including exam supplement diagrams, worksheets and practice links.

Students achieving a 90% or higher score on test prep will receive a logbook endorsement to take the knowledge test at an FAA authorized testing center.



Required class materials include:

- Electronic E6B Flight Computer
- Sectional Chart Plotter (must be rotating type)
- A supply of sectional maps (one must be Cincinnati)
- One or more FAA Airport Directories (one must cover Ohio)
- A bound notebook
- A copy of FAA FAR/AIM 2013
- FAA handbooks, circulars, fliers and publications relevant to your exam
- Several packs of index cards
- Post-It notes (several packs)

See www.PRA.org for links and details for acquiring these items. If your chapter is looking for a way to deploy some of your treasury to benefit current and future members, consider buying the plotter and E6B for check-out by students taking ground training!

Tuition is \$200.00 for PRA members. [Enrollment](#) is currently open. For details and registration, visit www.PRA.org and click the [ground school link](#), or e-mail Tim O'Connor at: gyro.pilot@yahoo.com

There's no more effective way to prepare for the FAA's Sport Pilot/Gyroplane knowledge test than using Tim's proven course. This is a terrific opportunity to make good use of winter months to be ready for flight instruction in the new year.

If you're not yet a PRA member or have let your membership lapse, use [this link](#) to reach the Join/Renew page at the PRA website. You can use a major credit card on the spot, or read instructions on how to join or renew by mail or phone.



FAA Recognizes PRA VP

[PRA](#) Vice President Tim O'Connor is well-known in the gyroplane, experimental and light sport communities for his tireless work to improve safety. On October 21, the FAA officially recognized Tim for his work on the FAA Safety Team.



Tim has been named 2013 FAASafety Representative of the Year for the Cincinnati District, which includes Ohio and Northern Kentucky. The award (above) notes Tim's "outstanding contributions to aviation safety through education."

While this is a personal honor for Tim, it also is terrific news for PRA's effort to provide a credible voice for the sport with the FAA. Congrats, Tim!



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.robbs@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. **REDUCED: \$3000**. 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.