Hello, rotorcraft community! My name is Lisa Kluttz, and I am the new editor for Rotorcraft magazine.

A little background about me: I am married to Robert Kluttz, current Vice President of PRA Chapter 13. We live in Salisbury, NC with our two children, Michael and Ryan. My husband, Robert, first became interested in gyros about six years ago. It didn’t take long before he had to have one! Soon after, we were travelling to Wauchula, FL to learn more! It’s been an interesting adventure learning about the sport and travelling to various fly-ins. Everyone has always been so nice and friendly. We have found that each fly-in is like a big family reunion!

I have a 22 year background in graphic design, working for newspapers and magazines. A while back, Robert and I offered my services to the PRA if there ever was a need for help with Rotorcraft. There is a need, and here I am! I hope to assist in making this magazine all that it can possibly be, with the help of the PRA membership.

I am in need of articles, reports and photos that you would like to see in YOUR magazine. This is THE publication of the rotorcraft community, and it is the rotorcraft community that makes it the informative medium that it should be.

If you have any interesting stories to tell, reports of fly-ins you have attended, or really cool photos, we want to know about it ... and so will everyone else! Please send any submissions to me at editor@pra.org.

I look forward to publishing the E-zine and expanding my knowledge of rotorcraft and the PRA!
Back in the early 1980’s, out of the blue, I received a photo with a signed, hand scrawled note to me. Everyone knew of Ken from his role in the James Bond movie “YOU ONLY LIVE TWICE.” I was helping PRA Editor Arlene Baker with lots of material, articles and photos for our ROTORCRAFT Magazine. Ken was a devoted reader of ROTORCRAFT and active in the PRA. This gesture on Ken’s part started a exchange of letters over the years between us. He always writes multiple page letters, hand written on both sides with every detail described.

Ken writes:
“I built all my autogiros for special purposes: reconnaissance, research, development, surveillance, Military purposes, and of course

—Ken Wallis

FORWARD:
These more then three dozen short stories of well-known individuals who made it possible for what we all love to build and fly, was originally written for one person. Back in the mid 2000’s, Marion Springer came to the PRA Convention at Mentone. Being a terrific writer and author of BORN FREE, she sparked my writing interest again after 20 years of just being too busy. So for four years, I wrote her one short story a month. She encouraged me to share them. Keep in mind, this “short” is only the tip of the iceberg of a whole lot bigger story of bigger than life subjects. It is only my association with them and what I have learned from them. I hope you enjoy this little bit of history, and maybe learn a little, too. Enjoy the good pictures, also.

KEN WALLIS

Ken is really known the world over now in his mid 90’s still in high clover

YOU ONLY LIVE TWICE made it so still flying and has that get up & go...
for speed, altitude, and distance records. I have always seen the small autogyro (or gyroplanes as you chaps call them), a useful aircraft filling a special niche that no other flying machine can. I have tended to build special machines and operate them in a number of useful tasks and experiments; ie: environmental agencies and specialists companies, police, surveillance tasks, map making, etc., rather than become engaged in the manufacture and sales for the sporting side of the autogyro.”

What a craftsman Ken is. Also a very wild flyer on his MAC powered “fun” machine. I have movies of Ken flying in airshows and around his home and airstrip, and of his 16+ machines. Each machine is a little different, all designed and built for a specific purpose. They vary from a high altitude undetected 15,000’ surveillance machine, a slow flying photographic platform for continuous automatic streaming photo of rivers or coastal area for map making; different models to make and break speed, altitude, and distance records; a two place “buddy style” MAC powered machine; and, of course, the most famous reindeer of all, LITTLE NELLIE that actually fired live rockets and ammunition. Ken did all the flying in YOU ONLY LIVE TWICE. Sean Connery, 007, was put in the pilot seat through trick photography/editing. Ken writes:

“I always thought that the way to come to America is in a autogyro, via Iceland. The range is easily available in my fully enclosed Rolls-Royce powered 0-240, 130 HP WA-120 with huge tank under. My long distance purpose autogyro.”

On all of Ken’s models, engines used were MAC, Rolls Royce, and the Franklin cut in half, which Ken says, “is the perfect single-place power, two-cylinder, lightweight, dependable, four-stroke.”

His rotors on all his models are different lengths. They start at 16’ and range to 20’, making them much shorter than our U.S. 22’ through 30’. They are his own handmade wood/steel blades he has perfected over the years. [His altitude and speed distance records prove THEY ARE GOOOOd!]

Ken has hand-carved every prop on all 16+ machines. He made his own tool, a stiff, sharp, steel blade about 13” long with a sturdy handle welded to each end. He carves two and four blades [out of his own hand laid up blanks], all by eye and feel for pitch, to match other blades. This is a skill almost unheard of any more.

Ken NEVER takes a part from a finished proven machine. He makes new for each new project. Each machine made for a special purpose/task is kept intact. An engine, prop, or rotor is NEVER taken from an intact proven flyer.

Sometime in the mid 1980’s, Ken came to a get-together of Rotorcraft buffs at Farrington Aircraft at Pudacah, Ky. All of the “Who’s Who” in rotorcraft in the U.S. were invited with special invite to Ken to honor him. Ken writes:

“One was never sure that the way to come to America is in a autogyro, via Iceland. The range is easily available in my fully enclosed Rolls-Royce powered 0-240, 130 HP WA-120 with huge tank under. My long distance purpose autogyro.”

[Look at a world map, England via Iceland to American Continent]. “It is very possible in 600 to 800 mile hops. But, I have flown over water much in the past to get the feeling my
luck must run out someday. Contacting naval vessels, landing on and taking off a ship, and flying back to land. It gets very lonely in such a tiny autogyro hundreds of miles from land. I first did it for years in bombers during the big war. Over to Germany, down to Africa, etc. So not at this time.”

It was a great time together there at Farrington’s Airport. Capt. Dennis Fetters took Ken for a ride in the then, brand new Air Command [open] side-by-side with the 65 HP 532, and long hub 25’ McCutchen Skywheel rotor. It was very windy, gusting to 30 MPH. Ken was very impressed. Bernadine also got a windy ride, too. Don’s wife and ladies there fed us all well. A great time was had by all. I said to Don, “You should do this more often.” He replied, “How about every week?”

Ken writes:
“Our few short days there at Farrington’s was truly a wonderful surprise. To find myself among a wonderful bunch of autogyro enthusiasts, and all the ladies that looked after us so well. It surprised me that they [ladies] put up with all the rotor talk without giving obvious signs of boredom!”

“I am so appreciative of everyone there. My memories of all of you will last forever. To learn that the Air and Space 18 -- a big, 36’ three-blade balsa wood, tip-weighted rotor, autorotates in flight at 8 degrees positive pitch, was an education to me.”

In the mid 1990’s, Ken attended our PRA Convention at Mentone. He spoke one evening. It was very interesting, articulate, and a joy to hear his perfect English brogue.

Ken was born in 1916. From little on, he was fascinated by anything mechanical. He built a motorcycle at age 11 in 1927, and built his first airplane in his teens, [early 1930’s]. He was with the Royal Airforce for 22 years. Starting during the early part of WWII, [up till 1964], he was flying, among many bombers, the massive Convair B-36. It had six piston engines and four auxiliary jet engines.

On one of his missions, he and crew ran into a balloon with cable attached. They spiraled down and crashed. Ken and all his men lived to tell about it.

On another mission in a two-engine bomber, one engine packed up, a little further the second engine packed up [his word packed, for quit]. They ditched [at night] over unknown terrain and destroyed the aircraft but again lived to tell about that.

Ken, through trial and error, has made the BEST offset gimbal head for the small autogyro. No one has seen the lower part of his rotorhead. He keeps that area very secretive. All his heads are faired to cover his design, plus for smooth air flow. There is method in his m--ness. Every picture I could study shows no fore/aft head pressure spring trim, unless it has it lower on the
cyclic control. He really loves to demonstrate HANDS OFF!

In April 2011, Ken is 95. Still tinkering, flying and dreaming. He has been mostly self-taught, through study, thinking, designing, trying new things out, failing, learning, and plugging on. Ken has accomplished much from the mid 1960’s on, and is without a doubt the most admired and well known autogyro builder/pilot in the world. No one else even comes close.

Ken writes:
“1 feel that my efforts all these years in my 16+ machines, building, testing, flying, using for many different purposes, special purposes/tasks, give the tiny autogyro SOME CREDIBILITY. It helps to give the image of something much more than a LOCAL AREA FUN MACHINE. Not that there is anything wrong with the autogyro as a FUN MACHINE”.

“Certainly I believe the little autogyro is a very practical member of the family of aircraft. It is certainly the smallest really USEFUL AIRCRAFT with some very USEFUL advantages.”

“If I have helped that point over these many years, I will be satisfied. However, I hope I will be able to take things a little further yet.

Please remember this, THE TIME SPENT FLYING IS ADDED TO OUR LIFESPAN. I am living proof that this is true.”

[Wing Commander Ken Wallis]

FOOTNOTE:
As of early 2011, Ken Wallis has held [in some cases still holds] 34 World Records, in speed altitude, distance, etc. Most of Ken’s records were accomplished during his later years.

Ken lives in a big English country home with a SHORT airstrip that he gets in and out of with every machine. His petite daughter still rides with him in his Mac powered, buddy style, short rotor machine. This is his favorite for just having fun.

His 16+ machines are all variants of these six models: WA-16, WA-17, WA-18, WA-19, WA-20, WA-21. His top speed record, which I believe he still holds, was at age 89 --129 MPH.

His short props and short rotors sure prove his ability to GET THE JOB DONE.

Again, I say what a craftsman Ken is! Thanks for reading.
PRA joins in support of Part 61 Petition

Effective immediately, the PRA Board of Directors has voted unanimously to support the new petition to the FAA, submitted by AOPA and EAA, seeking to change the rules to allow training received from Sport Pilot CFIs to apply toward higher ratings such as recreational and private. This is an important change. This prevents the discouragement to Sport Pilots to add a higher rating if they had received their training from a Sport Pilot CFI.

PRA is calling for all members and all people concerned with the sport of personal rotorcraft, sport and general aviation to submit comments to support this petition.

The PRA Board of Directors and the PRA Regulatory Committee would like to thank everyone who takes the time to voice your opinion on this matter. Comments on these petitions have shown to be effective in many issues and your efforts do make a difference.

Comments can be submitted at this Regulations.gov link:
http://www.regulations.gov/#!submitC...2011-0138-0001
(The Docket # is: FAA-2011-0138)

The PRA suggests using the following wording or similar wording adapted to your own style:

Dear FAA,
The biggest issue affecting safety in gyroplanes is the small number of instructors and the difficulty in receiving proper flight instruction toward a pilot certificate.

The fact that training provided by gyroplane CFI-SPs has not counted toward higher ratings has discouraged gyroplane Sport Pilots from pursuing their CFI-SP. This petition will encourage more gyroplane flight instructors, and encourage current gyroplane Sport Pilots to advance their training experience by working toward higher ratings.

NOTE: The petition’s proposed change to 61.109, Aeronautical Experience, does infer that the deletion should apply to each subsection. But, to be clear, the example in the petition is the “AIRPLANE” subsection. This change should apply to all subsections - gyroplane, etc.

The PRA Board of Directors and the PRA Regulatory Committee would also like to thank Greg Gremminger of Magni USA for his sample wording and action on this issue.

Contact Tim O’Connor for details and questions: gyro.pilot@yahoo.com.

Homebuilt Aircraft Council Seeking New Members

Are you passionate about experimental aviation? Do you want to help guide the direction of the homebuilt airplane community within EAA? Then you may be a candidate to serve on the EAA Homebuilt Aircraft Council, which is looking to fill three to four council positions in the coming months. Prospective members must be willing to travel to Oshkosh two or three times a year for council meetings, plus there may be other meetings and responsibilities occurring during EAA AirVenture Oshkosh. Read the HAC charter at http://members.eaa.org/home/homebuilders/about/hac_charter.html. If you’re interested in serving as a member, complete the online application form online at https://secure.eaa.org/members/hac_application.html.
Genesis Gyroplane in Cyprus

By Kai Bode

Gyroplanes have become a fast growing aircraft category in the European Microlite Aircraft scene. These agile aircraft, which cannot stall or spin, offer tremendous flying fun. They can start and land on minimal space and are more stable in gusts and thermals than fixed wing planes. Although their maximum speed is lower than with some others, the fun easily remedies for that.

The German market is shared between the clear market leader Autogyro-Europe with their MTOsport and Calidus, as well as Celier Aviation with their Xenon. Magni makes another attempt to get into the market. All these aircraft are two seaters with minimum prices between 55,000 and 80,000 Euros ($73,600-$107,000 USD).

A few one-seaters are on the market, namely the Rotortec Cloud-Dancer 1 and the Gyrotec DF02. They struggle for acceptance, maybe because their price tag of 32,000 – 40,000 Euros ($42,800-$53,500 USD) is too close to the two seaters.

Another manufacturer is now seeking approval for their one-seater. The Cyprus company, Aviomania (http://www.aviomania.com), produces the Genesis G1sa.

I took the chance to spend my holidays in Cyprus and get to know this new bird.

The main structure of the G1sa consists of bolted aluminium pipes. Only aircraft grade aluminium (6061 T6) is being used, and aircraft grade AN bolts. In the bolt-hole areas the aluminium pipes are re-enforced with glued in-sets.

The main frame from mast to nose-wheel is built in a triangular fashion, assembling three pipes like a pointy pyramid. This method supplies a lot more stability and safety than a single mid-beam. The mast is made up from two rectangular pipes. The only holes in the masts are at the top and bottom mounting points, again to assure stability and safety.

The constructor and founder of Aviomania, Nicolas Karaolides, especially focused on the static and dynamic stability of the gyroplane in flight.

In this gyroplane, the propeller thrust line goes through the center of gravity, therefore not causing any reaction on throttle change and preventing the feared power push over, which older gyroplanes used to have. Additionally, the torque effect of the propeller is very effectively negated by the large rudder and the high horizontal stabilizer in the prop-slipstream. The air pushed in a cork-screw fashion out behind the prop is used, via the empennage, to create a counter torque.

The rudder, while providing excellent yaw authority, is positioned in a way that it

This is a true fun machine, with no problem to think ahead of the aircraft.
does not interfere with the rotor, even on the ground.

What do these design features mean for the average pilot who is not doing silly manoeuvres in wild weather situations in his recreational aircraft?

Simply a gyroplane which is very easy and fun to fly!

It is totally stable and will not show any roll or pitch change when the throttle setting is changed. I tried to challenge it by pushing and pulling the throttle back and forth, but it just moves straight ahead, without veering, climbing and descending mildly. You can fly it hands off for minutes.

To me this was a revelation; this is a true fun machine, with no problem to think ahead of the aircraft. It does not do anything you are not putting into the controls. It just follows your intentions. In a gyroplane this means tight turns, slow and fast flight, slips and short stops.

As I was used to a different panel and windscreen position, I flew too slow at first, testing that I could land also with 30 mph instead of the recommended 55 mph approach speed.

I flew the model with a Rotax 503 (50 hp) motor which was good. With a Rotax 582 (65 hp) it becomes a rocket.

The rotor blades are Dragonwings from Rotor Flight Dynamics in Florida, and they fly great, allowing for agile flight control and soft landing. The stick-shake was minimal.

The G1sa is offered as a kit -- Experimental in the U.S. or ready built under European Microlight regulations.

**TECHNICAL DATA:**

<table>
<thead>
<tr>
<th>Engine</th>
<th>Rotax 582 (503)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max level speed</td>
<td>97 (82) mph</td>
</tr>
<tr>
<td>Cruising speed</td>
<td>69 (62) mph</td>
</tr>
<tr>
<td>Never exceed speed</td>
<td>112 mph</td>
</tr>
<tr>
<td>Min level speed (MTOW)</td>
<td>19 mph</td>
</tr>
<tr>
<td>Max rate of climb</td>
<td>1300 fpm, 6.5m/s</td>
</tr>
<tr>
<td>Max take off weight</td>
<td>300 Kg</td>
</tr>
<tr>
<td>Empty weight from</td>
<td>338 lbs (308)</td>
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<tr>
<td>Rotor diameter (je nach Gewicht und DA)</td>
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</tr>
<tr>
<td>Propeller Diameter</td>
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<tr>
<td>EnginePower range</td>
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<tr>
<td>Fuel Capacity</td>
<td>8 gal</td>
</tr>
<tr>
<td>Max Endurance (at cruise power)</td>
<td>2 Hours</td>
</tr>
</tbody>
</table>

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**Gyroplane CFIs**

The following instructors are PRA members. This list is provided as a convenience for readers, and does not constitute an endorsement of any instructor, aircraft, syllabus or training enterprise by PRA. (Aircraft listed in parentheses are available for instruction.)

**ARKANSAS**
Ron Menzie (501) 786-6456
2715 S Main St
Searcy, AR 72143
ronsgyro@gmail.com
(SparrowHawk, Parsons, RAF)

**ARIZONA**
Terry Brandt (602) 739-0554
11423 W Citrus Grove
Avondale, AZ 85392
lbrandt333@gmail.com

**CALIFORNIA**
Glen Garrick (363) 479-4838
635 Forest Lane
Deland, FL 32724
glengarrick@yahoo.com
(RAF)

**COLORADO**
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2725 Herbert Small Airport Rd
Macon, GA 31217
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**FLORIDA**
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**NEW YORK**
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(RAF)

**OHIO**
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(Modified RAF)

**OKLAHOMA**
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(RAF)

**PENNSYLVANIA**
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(RAF)

**SOUTH CAROLINA**
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gyroman@bellsouth.net
(RAF)

**TEXAS**
John Foster (214) 692-0727
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Dallas, TX 75230
Trains at Olney, TX Airport
hsf66@yahoo.com
(Modified RAF, SparrowHawk, Air Cmd)

**UTAH**
Michael Burton (801) 794-3434
Spanish Fork, UT
michaelburton@pilotco.com

**COSTA RICA**
Guido Scheidt +506 2656 8048
www.autogyroamerica.com

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Does this document contain any specific technical details or specifications about gyroplanes? Yes, the document contains technical data for the G1sa gyroplane, including specifications such as engine power, maximum level speed, cruising speed, and payload capacity. The document also lists various gyroplane CFIs (Certified Flight Instructors) across different states and countries, providing contact information for potential pilots interested in learning or flying gyroplanes.

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**December 2011 • Rotorcraft**
What’s New In The PRA

By Tim O’Connor, PRA VP

Hello everyone! I would like to give you an update on what is new with the PRA website, the PRA Board of Directors and our organization and sport overall.

Let’s start with our website: www.PRA.org. This summer, just before the national convention, we got a notification from our web server hosting and development company that they were going out of business and we only had a matter of days to move www.PRA.org to a new host.

As soon as the national convention was over, we moved to a new host, GoDaddy, and formed a relationship with a contract developer to move the website. Some of the code we received from the previous host was incomplete or poorly made so a number of features did not work when we brought the site up at GoDaddy. Some items were a quick fix, while others took more time and effort. As of this writing, all features are now up and working properly, but we have a few less back issues available in the archives.

Now that we have recovered from the unexpected work of the move, new features are once again being added to the PRA website. The Members Only section of the website has a new interface with easy to find and use button menus. In the Members Only section you will find member exclusive content such as PRA member discounts offered by a number of vendors as well as ‘webinars’ (online seminars) in recorded form.

The PRA Members Only section of the website also holds the archives of Rotorcraft and Popular Rotorcraft Flying magazines from the 1960’s to the present day. Not all of the issues are on the website yet, as they are currently being scanned by volunteers which takes a great deal of effort and time to do well. John Roundtree has been coordinating the scanning effort. Once the issues are scanned he sends them to me, and I begin a process of formatting them for use on the secure website. The process of scanning the magazines can take up to an hour for each issue, and the formatting can take another hour per issue. Using current estimates, we hope to have ALL issues of the PRA magazine ever published available on the PRA website before the end of 2012. Thirty-four issues are online right now, available to all PRA members. Also available is a full index and bibliography for all back issues, created and donated by the world’s foremost rotorcraft historian Dr. Bruce Charnov.

Another form of content being pursued by the PRA are “How To” videos. We hope to make a complete library of videos to educate members on building, maintaining and safely flying both gyroplanes and helicopters. If you would like to send in suggestions, ideas or participate in making videos, please email me at gyro.pilot@yahoo.com with PRA HOW TO PROJECT as the email subject line.

Part of the PRA mission is to popularize our sport and to educate the world about personal rotorcraft. Learning is always most effective and easy when it is FUN. With this in mind, the PRA has published a series of educational quizzes using a very professional format with advanced software. Currently there are six quiz levels from beginner to very advanced expert, all free to the public. To take the quizzes, simply go to the PRA webpage and look for the big blue
button or choose quizzes from the bottom of the navigation menu on the left side of the website.

Also in the Members Only section of the PRA website, you will find the latest revision of the PRA ByLaws, and job descriptions for PRA Officers and Board of Directors positions.

The most significant changes to the ByLaws are the formation of a new program called the PRA Advisory Council (PAC). The PRA once had a program known as the Life Members program. The Life Members were charged with Board of Directors nominations and other duties and privileges. However, since the LM program was shut down to new membership several years ago and participation has been modest, some changes were needed. The LM program is now rolled into an enhanced program called the PRA Advisory Council with new features and privileges. PRA Advisory Council membership is open to all previous Life Members automatically and to all PRA members in good standing by nomination. Look for information on this Spring in Rotorcraft and on the PRA website about the new program, it’s goals and how you can benefit and get involved.

The PRA regulatory committee recently requested permission from the PRA Board of Directors to ask our membership to join AOPA and the EAA in supporting a petition to change FAA Part 61 rules that limit Sport Pilot instructor training credit. The PRA directors voted unanimously to support this petition. You can learn more about the petition and register your comments from this petition. You can learn more about the directors voted unanimously to support the petition and register your comments from this petition.

As you are reading this article you must either be subscribed to the digital magazine, Rotorcraft, or have a friend who forwarded this issue to you. This magazine is a great success and I would like to announce that we are reaching over 2,000 readers! We do need to support this magazine, so please let us know if you would like to run an advertisement. The PRA provides this digital magazine free to popularize the sport, enhance safety, protect our flying rights, and more. However, this is only possible through membership dues, so if you are not a member of the PRA please do your part for this sport and join. Just because you receive a subscription to this magazine does not mean that you are a PRA member or that you are getting the full version of the publication with expanded features, access to the PRA members only website, and all of the other privileges that members in good standing receive. Future issues of this magazine will have expanded content only available to current PRA members. To join, you can use a credit card or PayPal on the website (http://www.pra.org/default.aspx?p=join&i=1) or call the PRA office directly (574) 353-7227.

Lastly, you might want to know that gyroplanes were recently featured on the National Geographic Channel. The PRA would like to thank “Gyro Jake” for being such a great host, Scott Lewis, and everyone involved with the project. If you missed the show you can watch the full length program on the home page of the PRA website thanks to Mike Grosshans. We appreciate all the help each volunteer provides and EVERY PRA MEMBER has the right to be proud for supporting the sport of personal rotorcraft.

PRA Chapters

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#81 Mentone Aero Club
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KANSAS
#75 Wichita Wing & Rotor Club
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LOUISIANA
#20 Pelican State Rotorcraft
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Bill Wieger, (318) 640-5656
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MICHIGAN
#77 West Michigan Rotorcraft
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#67 Mid-America Rotorcraft
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NEBRASKA
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Warren Hale
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December 2011 • Rotorcraft 11
How Do You Spell Success?

Bastrop Quad State gathering September 2011 is one way!

By Rudy Graffe

PRA Chapter 20 hit the perfect day in September as members of PRA Chapters from Arkansas, Louisiana, Mississippi and Texas gathered for the annual Bastrop Multi State event. Bastrop is a well maintained airport that is “gyro friendly” offering large open flying areas, beautiful manicured grass and a full length taxiway that is a natural for glider training. There was fuel on hand, which had easy access right off the tarmac and could be purchased with most credit cards. There are large spacious hangers affording lots of shade from the evening sun and a clean pilot’s lounge with restrooms and a FBO that puts out the welcome matte to gyronauts like long lost relatives.

It was held on the 15th of October at Morehouse Memorial Airport in Bastrop, Louisiana. Every year PRA Chapter 6 - The Mid-South Rotorcraft Club and PRA Chapter 20 - The Pelican State Rotor Club meet for a combined event. This year we again picked a wonderful weekend with mild temperatures, clear skies, light winds, and no rain.

A few of the gyro pilots arrived on Thursday while the majority arrived Friday. Several members camped out at the airport, two motor homes, one pull behind trailer and two tents. Everyone else made use of the local motels in town which were close to the airport.

We had 15 flying gyroplanes at the event and one gyro glider. All of the machines flew at the event but not all on Saturday. Ed Burks was on hand to take the lineup picture but had to leave to attend a wedding. He returned on Sunday morning and flew around the pattern as the rest of us were loading up our machines for the ride home.

The glider was built by a few members of Chapter 20 for low cost pilot training. At Bastrop, the glider is always in operation since the airport has a 4000 foot runway with a taxiway that is connected to both ends. This allows the glider to operate without stopping as it runs a large loop. Several pilots were on hand to drive the truck while James Chowns gave instruction.

As you can see from the line up, we have a very good turn out each year.
From left to right is Jim Edwards, Steve Weir, Bill Weiss, Blaze Carmouche, Mike Morgan, Bill Wieger, Rudy Graffe, Walt Becker, Sharky Brothers, Dean and Scott, Mark McDonner, Richard Kennedy, Scott Bordleon, James Chowns, Bennie Blaylock, Michael Mike Malick, Gary Hall, Back row on the Trailer is Ed Burks.
James never seems to leave the seat of the glider; he is tireless in his devotion to give low cost basic training to future pilots.

We had a few guests arrive: Jerry Burns from Missouri and Leslie Wilson from Mississippi. These guys trained with Mark McDonner in Arkansas at Ron Menzie’s. Mark has kept in touch with them and invited them over for the event. Next year, they may return with their gyroplanes.

Gary Hall of Chapter 6 was our gyroplane consultant. He is expert in all aspects of the gyroplane -- both mechanics and aerodynamics. Most of the time he walked around with a ruler and protractor taking measurements of the machines. He offered his expert advice to all who would listen. I believe he is in the design stage of something, but would not reveal his plan.

Lunch was cooked on-site by Mike Morgan and Rudy. We grilled hamburgers and sausage for a simple low cost lunch. Saturday night we all went to eat the local seafood buffet at Granny’s Restaurant. Thom Francis treated us to a demonstration of his new hobby, playing American Indian Flutes.

Online Sport Pilot Gyroplane (SPY) Ground School

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. Here is a chance for those seeking the certificate to complete the preparation for the FAA Knowledge Test online.

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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 2012; a selection of FAA handbooks, circulars, fliers and publications relevant to your exam; several packs of index cards and Post-It notes. See www.PRA.org for links and details for acquiring these items.

Optional: There is a PRA discount with Dauntless FAA Test Prep software. PRA Ground Students get 35% off the Sport Pilot Gyroplane test prep software, but the PRA will have to purchase the software for the students, and the minimum is five copies.

Tuition is $199.95, or $99.95 for PRA members.

For details and registration, contact www.PRA.org (ground school link on left) or gyro.pilot@yahoo.com

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Chapter 62 Anahuac Fly-In

By Mike Grosshans

September 15th and 16th was Chapter 62’s fly-in in Anahuac, Texas. We called it our first fly-in but Chapter 62 had actually hosted the national convention in Hearn and another fly-in. This was the first fly-in for the current membership of nearly 40 members and was our pilot fly-in to see if we are ready to begin an annual event. We held the fly-in the same weekend as the Texas Gator Festival. It was also the EAA Chapter 123 Powered Parachute group’s 10th annual fly-in. We had three regional chapters represented there: Chapter 6 in Arkansas, Chapter 20 in Louisiana, and of course, Chapter 62.

Hangaring at the airport is Steve McDaniel (Mad Max II), Steve Weir (Dragonfly), Dan Carr (Golden Butterfly), Mark Spies (Bensen), and Mike Grosshans (RAF). Antony Thomas (Air Command Tandem) and Stacy Maness (Gyrobee) brought their machines in the weekend before the fly-in.

Thursday evening we began to see a little activity as Mike Morgan (Dominator) from the Louisiana PRA Chapter 20 showed up and Danny Whitten of Chapter 62 brought in his machine (John Bond). Desmon Butts (MTO Sport) flew in for a short period of time. We started to set up for the event and had four gyros do some flying.

Friday morning Chauncey Surry and Keith Johnston showed up early to get everything set up. Soon we had several gyros flying, sometimes as many as five or six at a time. People began to show up and before long we had 12 gyros there, with 10 flying. Rudy Graffeo (RAF) and Bill Wieger (Bensen) from Louisiana came in Friday morning. Desmon started giving introductory lessons early and stayed busy all day, hardly even getting a break long enough to grab a hamburger. Desmon’s wife, Crissy, set up her massage equipment and got busy right away. The t-shirts were selling fast, and soon you could see that half the people there were all in light blue. The PPCs began to show up that afternoon. Friday night, several from the group went to the Gatorfest.

All of the food served was donated by several club members. Keith Johnston graciously did all of the cooking (Friday and Saturday) and did a great job. I personally heard several people talk about how the food was cooked to order and exactly the way they wanted it. They showed it by contributing very generously to our lunch donations.

Saturday really began to take off early as the PPCs took flight as soon as the sun came up. Several gyros followed right after. The Tomball Police Department came in with their MTO Sport and immediately you could see people’s interest. Tomball is the first police department to own and operate a gyro in the U.S. It was great having them there. Desmon and Crissy both got started
early and went non-stop all day. After the event they made a very generous donation to the club. It was such a pleasure and truly a blessing to have rides available and for people to be able to get a massage while they were there (very rare at a fly-in). We are fortunate to have them as a part of the club.

The wind picked up late in the morning and stayed pretty steady at 20 – 25 mph which kept the PPCs from flying until very late in the day. The EAA chapter held a meeting and had lunch in our hangar. We got to meet and talk with them. They are really a great bunch of people. We discussed getting together next year to plan the event together, so we can joint venture our efforts and make the fly-in a more diversified event with both gyros and PPCs. Many of our visitors had to be coming in from the gator festival as we saw many show up, look around, then leave. Some of them were asking for more information. We handed out PRA flyers and Tim Chick’s Introduction to Gyros to try to answer some of the questions. At one time it looked like we must have had at least 50 to 60 people there. We had four join the club at the fly-in.

The event was closed out with a dinner held at Chelsea’s in Anahuac. Counting guests from the PPC group, we had 28 people at the dinner. The drawing for the handheld radio was done, and Dan Carr was the winner.

Sunday morning, a few of us showed up at the hangar. A couple of PPCs were flying and some gyro flying was going on but we had rain moving in so the flying soon stopped. Everyone packed up, and we all left just before the rain began to fall.

If you’ve never been to Mentone you could get an idea of what it is like by attending our Anahuac Fly-in. There were many similarities to Mentone, just on a smaller scale. People had the opportunity to get rides; the PPCs were there right along with the gyros; there were many visitors there that were seeing gyros for the first time and getting information about our sport; massages were available (which I saw at Mentone this year for the first time); t-shirts were available to mark the event; a raffle was held for an air band radio; and there was plenty of food, drinks, great conversations, and great people, all along with lots of flying. I believe that with the success we had this year you will be seeing more in the future, only bigger and better.
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Kuntzleman
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Izusa Tires & Wheels
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Tires, Wheels & Tubes
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