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Southwest Regional Newsletter

- Club news and upcoming events
- Member profiles
- Member’s machines
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- Projects, builds and modification
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- Classifieds

Newsletter Past Issues
If you have missed an issue of our newsletter just go to www.gyrosaway.com to download past issues. Also available at www.pra.org.

This Months Contributors:

Desmon Butts
Dean Dolph
Mike Stone
Walt Backer

Editor: Mike Grosshans

You don’t have to be a member to receive the newsletter, just send an email to mike484@aol.com and ask to be added to the distribution list. Please feel free to forward our newsletter to all your friends and family.

Send Us Your News

Project Reports
Send us pictures of your project to include in future editions of the newsletter. We will post anything you have on your build, modifications, training, etc. Just send an email to tell us what you are doing and include some pictures if you have any. Progress reports are probably the most interesting things to read about and see.

Your Pride and Joy
Send us pictures of your machine to include as a feature in future additions. If you include some information on the details of your machine or a short bio of yourself we’ll also include this with your pictures. Brag about your aircraft!!

Events and Meetings
Next time you’re at a fly-in or just out flying with a buddy, take some pictures and let us know about it. Have your club secretary send us your club news and tell us about your meetings. Send us names of new members so we can welcome them to our sport. We are interested in anything your club is doing.

Family News and Announcements
Our newsletter isn’t just all about the machines, it’s about the people of our region also. Any family news or announcements you want to share please feel free to send us so we can let everyone know.
We strongly encourage all chapter members to become members of the PRA. By joining you will be supporting the organization that promotes our sport by representing us to the FAA and assist them on making gyro flying available for all of us. The new PRA website will have several members only benefits including: PRA’s electronic Rotorcraft magazines along with past issues chocked full of great information and historical data, downloadable plans, and a PRA supported forum. Please join today, you won’t be disappointed.

www.pra.org

The Anahuac Fly-in T-Shirts have been ordered and will be in soon. They are light blue with the gator logo on the back and the Lone Star Rotorcraft Club on the front left chest. If you want to get yours please contact Danny at dannywhitten@embarqmail.com. Price is $15, add $1 for a pocket T, add $1 for size XXL. There is a limited amount of these available and we won’t be ordering any more so make sure to place your order soon.

CHAPTER SHIRTS

Chapter 62 has two styles of T-shirts available, if you are interested please contact Danny Whitten. He usually has these available for purchase at the meetings.

They are $15 each.
From Houston to Oshkosh and Back

Texas Auto-Gyro and Light sport CFI and Chapter 62 member Desmon Butts flew to Oshkosh this year in an MTO Sport Auto Gyro. This 1000 nautical mile trip took two days, it crossed the heartland of the United States and over the Mississippi river several times.

Some of the airports encountered along the way were always friendly and in many cases providing a pilot vehicle at no charge to help if needed. Some had free lunch as we got close to Oshkosh. To avoid headwinds, altitudes as high as 7,000 feet were obtained for as long as three hours and over broken clouds. When Oshkosh air space was near, a last stop in Dodge County to review NOTAMs was made. The NOTAM was many pages thick, air space was insane. Finally, I saw that light sport aircraft could avoid all traffic and holding patterns by flying along a highway at 300 feet AGL or less; so I chose this entry.

As I came into the last three miles I used this procedure I saw on the website for the show and when I found a runway in the pattern, did a go around, waved to the people that told me they would be waiting, and landed between two long rows of cones. Then I figured out this was not the runway but the emergency runway. Then I found out the people were waving to me because I waved at them. Anyway, I took off and landed just over the trees on a short grass strip not much better than the one I just landed on. Air space was only about 200—300 feet between vertical separation. Radios were not allowed to talk on, only to listen to. Transponders were ordered off to avoid setting off alarms. The estimate was between 25,000 and 30,000 planes that came to the show. We had five Auto-Gyros that showed and I saw a few others but only three that flew and one of those unfortunately crashed the first day. Many people wanted training to learn to fly gyros, I then understood better how few people we have to instruct in the gyro community.

On the return trip I signed off Steve VanDuzzen from Southern California on his long cross country, little did he know it’s an across the country long cross country. We landed in Tomball and he stayed to fly three more hours, then flew back to California. He will be doing tours with an MTO on floats in Panama Central America.

Desmon Butts

Desmon and Steve VanDuzzen

“Farmer Jim” and Desmon at Osh Kosh
2 State Gyro Meet
Hosted by Louisiana Chapter 20 and Arkansas Chapter 6

Bastrop, Louisiana
October 14, 15, & 16

Morehouse Memorial Airport (KBQP),
located about 2 miles south of Bastrop.

Chapter 20 is currently planning their annual two state fly-in for mid October in North Central Louisiana. Last year they hosted a great fly-in, it was dubbed a “mini Mentone” with PRA members and machines from three states traveling to this event. There were fourteen flying gyroplanes, three gyroplanes on display and one gyro glider for a total of eighteen machines. Twenty five regional chapter members and several other guests also attended.

For more information contact Rudy Graffeo at RLGraffeo@eatel.net or 225-715-2918
Chapter 62 of the PRA is holding its first fly-in in conjunction with the Annual Texas Gator Festival. There will be many activities associated with the festival for everyone to enjoy. For more information on the Gator Fest or local accommodations please visit www.texasgatorfest.com.

We are anticipating a great turnout of rotorcraft from all around our region, Texas, Louisiana, Arkansas, and Oklahoma; currently we are expecting between 20—30 gyros and we also are inviting all other light sport aircraft to attend. Feel free to arrive on Thursday and stay until Sunday.

September 16th and 17th 2011
Chambers County Airport (T00), Anahuac TX

Food will be available on site, hamburgers and hotdogs will be cooked at the hangar, donations will be greatly appreciated.

We will have a table set up for a flea market/swap meet so if there is anything you have laying around that you would like to sell please bring it, if your looking to make a purchase please wait until the fly-in, the item you are looking for may be there.

There should be plenty of chairs but it wouldn’t hurt to bring your own just in case.

Extra coolers would be a great help. Awnings for shade too if you have any.

Saturday evening we will all be gathering at Tony’s BBQ, we have reserved the back room, order whatever you want since you will be paying for your own meal.

Steve will be organizing a short cross country, if you are interested in joining in please let him know.

We will have a DVD player in the hangar and will be playing some of our favorite videos, if you have anything you would like to share please bring it.

Saturday the Tomball Police Department will have their gyro there, this is the first one in the US being used by a Police Department.

T-Shirts will be available for purchase.

Desmon will be giving rides (for a cost), anyone wishing to get a ride this is the place to be.

We will be raffling off a handheld radio, 1 ticket for $10, 3 for $20. (Vertex VXA300)

We may compile a group to attend the Gator Festival Friday night, let us know if you are interested.

EAA Chapter 123 will also be there with their powered parachutes.

Bring your machine, even if your not flying, it will be great to have them for all of our attendees to see.

**It is mandatory for everyone to have a good time.**
MENTONE 2011 REPORT

This report is nothing but observations from my perspective. Most of the comments, about Mentone 2011, have been very positive and glowing. A lot of people feel that the convention this year was the best ever and that the vendor participation and attendance was up from recent years.

PRA chapter prez, Steve Weir, secretary, Mike Grosshans, treasurer, Danny Whitten and I attended. We had our usual ‘Texas’ table at the banquet where wives and friends joined us.

My take is the convention was more dynamic this year. But, not to the degree of the initial one, at Mentone in 1996, or the earlier ones at Middletown Ohio in the 80’s or the 1990 one at Hearne Texas.

The convention in 1996 was the last one on that plateau and then a slow down hill slide started. It appears that the slide did stop with this years convention. But, I have my doubts about it being bigger attendance wise than last years.

Next year should be the ‘Big’ one since it will celebrate the 50th anniversary of the PRA. Make plans to attend!

What was apparent, and what I believe has made people believe it was bigger, is that there were more gyro manufacturers than in many years. That is always good! And they set up big tents which along with other vendor tents make it appear that big doin’s were happening!

Along with the usual attendance by Ernie Boyette’s Rotary Flight Dynamics and Greg Gremminger’s Magni, there were exhibits and forums by Autogyro U.S.A., an importer of German gyros, and by Aeroworks International, the manufacturer of the 2nd generation HoneyBee line of gyros. Also, a 300 h.p. turbo Subaru Golden Butterfly, from Larry Neal’s Butterfly Inc. put in an appearance.

There was also a forum presented by the U.S. distributor for the Genesis, produced by Aviomania, a Cyprus gyro company. I personally believe this company is going to cause quite a stir here in the U.S. and their single place gyro has supplanted the GyroBee as my favorite entry level machine and joins the ‘Bee and the Dominator Ultrawhite as my recommendations to newbies. There are several being built at the moment in the U.S. so it shouldn’t take long for the proof, or disproof, of my evaluation to be visible.

Auto-Gyro’s exhibit drew a lot of attention with their three models; all of which are ELSA machines with a price range of from $60K to way, way up there! They have the power to carry you larger than normal Texans (every thing’s bigger in Texas!) and there is a dealer/CFI that is now based at Hooks Airport in Houston that can train you. It is a good cross country machine as demonstrated by the Houston CFI, and the importer in Maryland, flying their gyro to Mentone. I believe the one owned by the Houston CFI is registered as an EAB machine. I do know that he went to Maryland to build it.

Aeroworks International is another Jim Fields company. Jim produced the original HoneyBee using Dr. Ralph Taggart, the designer of the GyroBee, as a consultant. The original company terminated production for reasons unknown to me. But, this 2nd generation looks to be another good design with some thought given to providing some pilot/pasenger protection if an unfortunate event occurs. The line has also been expanded to include a tandem trainer and this is where the pilot/pasenger protection aspect was evident.

I managed to attend the last portion of a Jim Fields forum and he intrigued me with his statement that the HoneyBee 2nd gen trainer could be adjusted to simulate any gyro flying. I didn’t get an opportunity to ask him if this included the unstable designs that are and will be flying for many years. However, if it will, then it will be the answer for those who will need training to fly those unstable gyros. This is because no one knows how much longer training in the tandem Parsons and SnoBird will be available.

Continued on Next Page
Another thing that made Mentone 2011 dynamic is that there was a concerted effort by the PRA leadership to have gyro rides readily available. CFIs and others were asked, in advance, to say if they would give rides. Then the hours of operation, for each ride provider was placed on a schedule. That meant people didn’t have to go to a CFI to see if he was giving a ride and then put their name on his list and hope he got to them. That meant they had to stay close by. I understand the new process let people know what time their ride was going to be. There were more gyros giving rides than ever before. And they flew all day long during every day of the convention. This always generates enthusiasm.

The powered parachute organization was offered the chance to have their annual get together at Mentone concurrently with the PRA convention. They had a pretty good attendance and added to the conventions revenue. Their president indicated that they would be back again next year. This was an effort by the PRA leadership to use the airport to generate income and an effort that is supposed to be expanded.

It was reported at the general membership meeting that the PRA membership loss has stopped and has reversed. The membership increase over last year ranged from 200 – 400, depending on who was reporting the number. Whatever, they are up and appear to be climbing. We have seen this in PRA Chapter 62 membership growth also.

Another announcement of interest was that the Chapter 26 membership voted for Bensen Days to become a PRA sponsored event with a sharing of revenue. In the process they donated $3000 to the PRA.

Other news learned at the convention is that the PRA has lost its cornerstone with Secretary Jennifer Gilmore retiring. We are going to miss her but fortunately, Jane Feldman, who has been assisting Jennifer with the convention the past few years, is replacing her. Jane has a day job as a teacher but the PRA has made arrangements for a live voice answering service to take calls and then Jane will return them later. The fact that on-line service for PRA dues, and other PRA member benefits, is starting to demonstrate value, should help Jane.

Also, Paul Plack, the editor of the PRA Ezine has resigned and Rick Gilley, the former editor of Rotorcraft will be returning in his place. Rick is an old time rotorcraft enthusiast and it is good that he was willing to resume his old role but with a different format. There is still hope, with increased revenue, that one day there will be a printed version of the on-line magazine. The on-line Ezine is still free.

The 3rd annual gyro CFI meeting was held this year in the upgraded East end hanger forum room. Some volunteers backed by donations, upgraded the room with air conditioning and improvised some sound proofing. It was a good thing this room was available since there was one more CFI in attendance than last year. It was crowded in the room off the office last year and would not have held one more person.

I moderated it again but put them on notice that this was the last year I would be doing it. There has never been an agenda and I always wonder going in if they will have anything to discuss. I shouldn’t worry! They always manage to use up an hour or two on various topics. I usually throw out something as seed and they go from there.

I suggested that they might want to form a gyro instructor’s professional organization such as the NAFI and they discussed that for a while with a gyro CFI that is on the NAFI board leading it. It was intriguing to listen to so it will be interesting to see if anything comes of it.

In discussing training, it came out that several of the instructors have identified students that they feel would be good CFIs. But, to date they haven’t convinced those students to pursue that certificate. It surprised me that they could identify students with that aptitude so I asked for verification and had the majority shake their head, yes, they could identify prospective CFIs. Hopefully the new PRA CFI program will use those candidates to add to the instructor ranks.

Continued on Next Page
The chapter reps meeting was poorly attended after a good attendance last year. I have personal thoughts on why that is the case and have made them known to the PRA officers. They are in agreement with me so we’ll have to see if there is any movement to improve the situation. In any case, the meeting was a good one and there were some interesting discussions.

One of those discussions revolved around the fact that Texas PRA Chapter 62 (that’s us!) managed to incorporate this past year and received notice just before the convention that we had secured a 501(c) not for profit designation from the IRS. This means you guys can leave us an inheritance, or other donation, without us paying any tax!

Getting not for profit status does require the proper wording in the application so anyone considering doing this could probably get help from Chapter 62.

It was suggested to the PRA president and vice-prez that the PRA grant chapters a portion of the first years dues from every new PRA member they sign up. They indicated that this item would be on an upcoming meeting agenda and indicated that one half of the 1st years dues would be suggested. PRA prez, Scott Lewis, commented that one half of something was better than 100% of nothing. Once signed up, it would be the chapter and PRA Internationals task to retain them.

The Life member meeting was also poorly attended; maybe we are all dying off! Consequently there wasn’t much discussed and for once there wasn’t any thing controversial or confrontational presented. I kinda missed the entertainment!

I had the opportunity for an extended discussion with Dick DeGraw and learned that the mishap that Karol had recently, was in the new jump takeoff tandem he had built and was bringing to Mentone. There was conjecture that the cause of the incident was a rotor coming off the trees along the runway (Dick & Karol’s private one). But, Dick says that is not what happened.

He took blame for part of the problem in that he had flown it and then didn’t make a Cg adjustment for her when she flew. I failed to ask him if he had a permanent way to adjust the Cg or just the usual way of temporary loading. Knowing him, I suspect he has an adjustable Cg.

He went on to say that what caused the start of the problem wasn’t a rotor but a wind reversal. He said just as Karol jumped into the wind, the wind did an abrupt 180 degree change. She apparently (I’m guessing here!) hadn’t reached transition speed and with the Cg not right, he said she couldn’t get the nose down. So, she splatted from approximately 30 feet and suffered some damage to a couple of vertebra; the gyro was a total loss. But thankfully, Karol will fly another day!

I also had an opportunity to talk to Dr. Ralph Taggart at the banquet about the possible revival of his Digipod flight monitoring/recording system. Several people, including me, have expressed an interest.

It turned out that Adam Helwich, the PRA Chapter 18 prez, was seated across from Ralph. And he spoke up and said he was in discussions with Ralph about that very thing and they were discussing a new printed circuit board that Adam would use for it. They indicated that the cost of the parts today, as opposed to when Ralph first built it, is considerably less and provides better performance.

I’ve been in contact with Adam since the convention to make sure he understands that there is an interest in the community. I’m hoping they will be able to provide input channels for what ever signals would come out of devices used to do gyro stability testing. Being able to document what is happening during these tests would go a long way to understanding them and provide a means to compare different gyros.

I’m going to end this report by saying that I hope all of the readers understand that PRA and chapter members should feel free to provide observations and input to chapter and PRA officers. And those officials should be held accountable for and responsive to input.

Continued on Next Page
We don’t need to wait around for the PRA board to do what is needed or right when we have the ability to do things at the grassroots level. The makeup of the board has changed considerably over the past couple of years and I feel they will take almost anything under consideration. However, they are still revenue limited. We still may have to pester them for replies or results but that is on us; lets not let them ignore us!

Thanks for reading!

Dean Dolph
Dues paying Life PRA member #8907

Arkansas Fly-In

Fly-in at Marshall Arkansas the last weekend in September, there will be small aircraft including gyrocopters. We are looking forward to going and camping out there. The town really likes this event.

Contact Walt at waltschips@gotsky.com for more information.

Paul Patterson, Edmund Oklahoma

Paul trains in a modified RAF at the Guthrie/Edmond Geoport (KGOK). His RAF includes both a stabilator and a horizontal stabilizer.

James Chowns
Bastrop, LA

James trains in a tow glider at the Morehouse Memorial Airport (KBQP) two miles south of Bastrop. This is a great training aid for anyone just entering training in gyros. This was the way training was done before the introduction of powered two place trainers.

gyrochowns@yahoo.com

www.aircraftspruce.com

www.rotaryforum.com
Would You Like to See Your Aircraft Featured in Southwest Rotorcraft?
We really like to share pictures and stories of each others machines. Just take a few pictures of yours and send them to us to include in future additions. If you include a short bio of yourself or tell us about some of the details of your machine we will include that too.
RAF Monarch Butterfly - N897TX For Sale
Brand new, never flown, engine broken in, MLS tested (to +300rpm).

- 582 Rotax 66 hp
- Coated exhaust
- 25' Dragon Wing Blades
- Wheel pants (not painted/fitted but not installed)
- Rotor tach
- All Terrain GFLG Landing Gear
- GFLG "Extension Selector"
- Metro Launch System
- MLS Rotor Brake
- Pointed Nose Pod, Windshield & Step
- Intake Silencer
- After Muffler
- Strobes/Landing Light
- Fuel Flow Meter
- Custom Seat Cover

Current price for new kit, plus options, etc $26,400. Selling Price: $21,500.
Contact: Michael Stone
michael.stone@mustangeng.com (w)
713.350.7666 (w)
August Meeting Minutes

Member roll call
Danny Whitten, Mike Grosshans, Chauncey Surry, Cliff Massey, Keith Johnston, Desmon Butts, Dan Carr, Michael Luttrell, Steve Weir, Antony Thomas, Monty Redick, Dean Dolph, Anthony Vallot

Visitor Introduction
Jesse Baker (Joined)
Gustavo Arias

PRA News
PRA Convention was held the first week of August. Danny, Dean, Steve, and Mike were there. Dean will be presenting a report to the chapter.

Reading and Acceptance of Minutes from Previous Meeting
Minutes were not read but accepted.

Treasurer’s Report
The chapter balance sheet was emailed out to the members.
It was discussed that over the last few months our lunches have cost more than what we received in donation, it was stressed how important the donations are to cover food costs and part of the clubs hangar rent, we will begin presenting food costs vs. donations for the past meeting

Safety Reports
1. Tony discussed density altitude and warned to be aware of the extreme temperatures
2. Desmon presented what he knew of the gyro accident at Oshkosh
3. Desmon recommended that Mark look over the members gyros, he and Mark had done an inspection on his new MTO Sport and Mark had found some things that needed to be addressed

Old Business
We have now acquired our 501c3 status

New Business
1. BOD Report, the Board had a meeting in August, discussion was the fly-in and monthly meeting lunch costs vs. donations brought in
2. Steve had a refrigerator for sale, Danny motioned that the club purchase it for the Sport Flyers hangar, Antony seconded, vote was unanimous; Steve donated a second refrigerator to the Anahuac hangar
3. The fly-in was discussed, volunteers to meet at Anahuc Saturday the 10th to make sure everyone is on the same page
4. Fly-in T-Shirts will be $15, add $1 for pocket and $1 for XXL, all of the other club shirts will also be reduced to $15 except the polos

Project Reports
1. Chauncey has his machine at home and is almost complete, should be back in the hangar in two weeks
2. Now Steve is back home he is planning to begin work on his two place machine
5. Cliff got his engine started
6. Mike installed a switch on the dash for his secondary fuel pump, got the exhaust aluminum coated with a high heat topcoat, also got his push to talk button working

Presentation

Plans For Next Meeting
The next meeting date is Saturday September 17th, we may have a brief meeting at Anahuac during the fly-in

Adjournment
Lunch was provided by Antony and donations were accepted.
Jesse and Steve both got some flight time in with Desmon

More detailed minutes can be found on the members only forum.
August Meeting Pictures
For Sale

7’x 13’ trailer for a single place gyro. It has a single axel and both tires and spare are new. Bearings are good as well. There is a winch toward the hitch for helping the gyro on to the deck so a single person can load the gyro. It is a project and needs to have it's deck replaced. Asking $350 PM or email for pictures. Paul 512-680-1835 or perbgyro@sbcglobal.net

Selling a set of RAF 2000 wheels (15x6.00x6 1in axle) and brakes (mechanical-cable) good rubber. $150 + shipping or will trade for ? jack jip77tex@yahoo.com

29’ McCutchen Skywheels, Contact Jessie Kohutek at jessiek1938@gmail.com or 512-213-7088.

I started to build a Zenith CH-650 but my cancer has returned and I am no longer able to work on it. I have several sheets of 6060 T6 aluminum that I need to sell.
5 pieces — 6061 T6 .025 X 48” X 144” (4’ X 12’) asking $50 each piece or best offer.
1 piece — 6061 T6 .032 X 48” X 144” (4’ X 12’) asking $55 or best offer.
Whoever buys it (them) will have to pick it up from my house as I have no way to transport them.
Jim Ley
6209 Hancock Road
Rowlett, TX 75089-8255
(214) 703-9144
EAA875705
Jim@LeyTech.com

Classifieds are free, just email mike484@aol.com with the information. Classifieds are open to everyone in our region.
Ken Brock Freedom Fly-In
Hosted by PRA Chapter 1
El Mirage Dry Lake
El Mirage, CA
September 23rd-25th, 2011

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

Directions:
From I-15 - Take 395 to Adelanto, turn West on Rancho Road, RT on Koala Road, LT on El Mirage Road, go West 8 mi. to Mountain View Road, turn right to B.L.M. Center for Lake access. Go to far Northwest end & look for Gyros flying! (GPS coordinates will help pinpoint location).

From I-5 - Take Hwy 14 to East Palmdale Blvd and head East, LT on Ave 240, RT on Ave P / El Mirage Road, LT on Mountain View Road to B.L.M. Center for Lake access. Go to Northwest end & look for Gyros flying! (GPS coordinates will help pinpoint location).

Friday Night STEAK BBQ ($15 Donation) Followed by FREE Corn Roast at the Brock’s

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

Bring your own Plate & Utensils for BBQ, Corn Roast & Cookout

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