The Very First AR-1

Southwest Regional Chapters of the Popular Rotorcraft Association
Chapter 6 Mid-South Rotorcraft Club
Contact: Thom Francis
210 S 8th Street
Gurdon, AR 71743
Email: thomefran@netscape.net
Phone: 870-403-2888
Website: www.gyrosaway.com

Chapter 20 Pelican State Rotor Club
Contact: Bill Wieger
112 Gayven Dr.
Pineville, LA 71360
Phone: 318-640-5656
Email: bwieger@suddenlink.net
Website: www.pra20.com

Chapter 62 Lone Star Rotorcraft Club
Contact: Mike Grosshans
9535 Coast Bridge Street
Houston, TX 77075
Phone: 832-457-2836
Email: Mike484@aol.com
Website: www.gyrosaway.com

Chapter 65 Central Texas Rotorcraft Club
Contact: Paul Erb
9901 Brodie Ln. 160-283
Austin, TX 78748
Email: perbgyro@sbcglobal.net
Phone: 512-680-1835
Website: www.centexpra.org

Chapter 78 Texas Rotorcraft Association
Contact: Bob Stark
PO Box 428
Olney, TX 76374
Phone: 940-564-2938
Email: rgstark@brazosnet.com
Website: www.txrotorcraft.org

Oklahoma
Contact: Robbie Hyde
Duncan, OK
Email: Robbie.hyde@yahoo.com
Phone: 580-475-5261

This Months Contributors:
Stacy and Barbara Maness
Cliff Massey
Chris Toevs
Paul Erb
Gabor Kavoks
Rotary Forum
Rudy Graffeo

Visit The Lone Star Rotorcraft Club on Facebook.

Southwest Regional Newsletter
- Club news and upcoming events
- Member profiles
- Member’s machines
- Chapter meeting minutes
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If you have missed an issue of our newsletter just go to http://www.gyrosaway.com/newsletters.php to download past issues.

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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 editions. 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. Any family news or announcements you want to share please feel free to send us so we can let everyone know.

Upcoming Events
May 21; Chapter 62 Meeting at Anahuac
May 21; Chapter 20 Meet at Opelousas Airport
June 7—11; Rotors Over the Rockies, Brigham City Utah
June 18; Chapter 62 Meeting at Anahuac
July 16; Chapter 62 Meeting at Anahuac
July 19—23; PRA International Convention, Mentone Indiana
September 22—24; Ken Brock Freedom Fly In, El Mirage California
October 13—15; Anahuac Fly In, Anahuac Texas
October 22; Chapter 20 Meet at Bastrop

On the Cover
The all new, American Ranger 1
From The Editor

Last month we made our way to Bensen Days where Danny and I finally got to sit in our new AR-1. It was at last years Bensen Days where we took notice to the Apollo and both of us went up in it. We liked it so well that we decided we wanted one of them. Cliff Massey liked the report we gave on it so much that he also purchased one.

The Apollo was being redesigned and transformed into the American Ranger 1 and would become the first American manufactured modern designed gyro moving from Hungary to Zephyrhills Florida. Along with the redesigning also came the task of setting up the manufacturing facility and obtaining vendors in the numerous parts and supplies that would be needed. This process took almost a year and the finished product was much better than what we had anticipated. This made the long wait well worth it as Silverlight Aviation did not hold back on anything while improving on an already great machine. It has surpassed all our expectations.

Now, the next step is to get them home to Houston. Ours will be hangered at our Anahuac location, Cliff will hangar his at Dan Jones up near Tomball. Hopefully he will be flying in into Anahuac frequently.

These machines will offer the chapter a much more broad spectrum of gyros at our home base as they will be the first modern designed actually hangered at the clubs location. Now when we get visitors and onlookers at the hangars, we can also offer them a chance to experience both the legacy and the modern designed gyro.

Until next month, fly safely.
Mike Grosshans, Southwest Rotorcraft Editor

PRA ANNOUNCEMENT:

YOUR FORUM is now available to share our passion, camaraderie, and learning from experts! We invite you to come hang-out in your new virtual hanger today. Just log into your PRA.org account and follow the instructions at: http://www.pra.org/s.php?

Not a member? We invite you to join us at http://www.pra.org/default.aspx?p=join&i=4

Greetings PRA brothers and sisters:

This is just the first of many new member's benefits to follow!

Brent Drake,
PRA President

PRA Volunteer Opportunities

The PRA is not a self-standing separate entity; the PRA is the expression of the effort by the members who donate some of their time to our wonderful sport. Please consider lending a hand by pitching in and volunteering for PRA activities like writing articles, helping at the convention or some of the following positions.

- Web Content Editor
- Web Interface Programmer
- Manufacturer Information Ambassador
- Airport Activities Manager
- Web and Content Ambassador
- Advertisement Coordinator
- Social Media Ambassador
- Curator Volunteer for the History of the PRA

For info about any of these opportunities, email praglobalsupportteam@gmail.com.

www.pra.org
February 2016 Chapter 62 Meeting

Lone Star Rotorcraft held our monthly meeting on March 19th at the Anahuac hangar. In attendance were David Trammell, Bobby Munroe, Stacy Maness, Danny Whitten, Cliff Massey, Mike Grosshans, Mitch Ziegler, Keith Johnston, and Anthony Spagnoletti flew his Robinson 44 over.

It was not a great day for flying, but we were able to install the 4” drain pipes from the new bathroom location to the sewer. Thank you Keith Johnston for your planning efforts and bringing the materials. It was a productive day with Keith herding us cats, and then made lunch for us all. Thanks again, Keith.

With such a small turnout, we had an informal meeting while eating lunch in our first attempt at “Eat & Meet”. Jury is still out and we will try again next month. Bobby Munroe has agreed to bring lunch for the April meeting.

The main discussion was about the upcoming Bensen Days in Florida where we ended up having 8 members from our chapter attend.

The next meeting will be held April 16 a the Anahuac hangar.

Cliff Massey, Secretary

BENSEN DAYS 2016

Chapter 62 members, Danny Whitten, Bobby Munroe, Chris Toevs, Jim Toevs, J C Hopkins, Don Bouchard, David Wysong, and Mike Grosshans were all in attendance at this years Bensen Days in Wauchula Florida.

This was the first Bensen Days for TAGNAs Titanium Explorer as Chris and Jim brought theirs in from Kansas after a stop at the Anahuac hangars. Danny and Mike finally got to see their new American Ranger gyroplane as Silverlight Aviation introduced the first American production made gyroplane. And Anthony brought home the Most Innovative award for a single place. This was probably the best Bensen Days Chapter 62 has had in recent history.

Hopefully we will be seeing two American Rangers at Anahuac after waiting for nearly a year while they were being designed, built, and tested. See the AR-1 in person just made us realize that the wait was well worth it as Silverlight Aviation has produced a very fine machine.

Top: Mike and Danny in their new AR-1
Bottom: Anthony’s single place Air Command
Left: Jim and Chris’s Titanium Explorer
Bensen Days Photos
The February meeting was held at the Skyport conference room at KHYI. We had seven in attendance with three visitors who found out about the meeting from our listing on SocialFlight. Everyone updated where they were in their projects and a number of general discussions on gyroplanes. We had a special visit to the KHY1 Tower and got to meet the controllers and tour the operations! It was great meeting the faces behind the voices and discussed how best to make their job easier to accommodate gyroplanes into the pattern. The meeting was finished off with a visit to the hanger followed by a demo flight and Q&A.

The March 12th meeting was attended by Hoppie, Lindsey, David, Paul and Chris. This was Chris's first meeting and he recently completed his sport gyroplane add-on to his private pilot license! We discussed Lindsey's Sport Copter getting close to flight and hope to see him in the air April or May. We discussed upcoming events and future meetings that will move from Skyport to the Specialized Aero Hanger for at least May and we are looking at other locations in addition to San Marcos for future meetings. The topic for May's meeting will be Radio Communications, especially with some new ultralight class gyros getting in the air and attending the meetings at San Marcos. Paul and Chris went for a flight Our March after the meeting around San Marcos. The area photo is of the San Marcos River with the city of San Marcos in the background.
American Ranger 1 (AR-1) Unveiled at Bensen Days

Silverlight Aviation presented to the public for the first time, the AR-1 at Bensen Days. The first one to roll out will be going to Anahuac Texas and is being purchased by Danny Whitten and Mike Grosshans. It will be hangered at the Chapter 62 hangars in Anahuac. Cliff Massey has also purchased one that will be going to Cypress Texas and will be hangered at Dan Jones airport.

It was very exciting to finally get to see the new gyros after patiently waiting months as Silverlight set up a new facility in Zephyrhills Florida to produce the first American made modern designed gyro. Apparently many others were waiting to get a first glimpse as the AR-1 drew quite a crowd when it was pulled out onto the tarmac for the first time.

Also on hand was the AR-1 prototype which was giving demonstration rides. There was some very positive feedback from some of the pilots.

I was fortunate enough to fly the proof of concept AR-1 at Bensen Days with Greg. Many of the little nits I found had been taken care of on the production AR-1. I love Greg’s teaching style and enjoyed the flights in the AR-1 a lot. It has less power/pitch coupling than any of the European tandems I have flown. I liked the way the linked steering was managed with trail similar to the Titanium Explorer. I intentionally touched the nose wheel down crossed up with some forward speed and there was none of the typical bobble. The vertical stabilizer seemed particularly effective and most maneuvers could be done quite nicely without the rudder. The rudder was particularly effective at low indicated air speeds and very progressive. It was more effective in a vertical descent than most gyroplanes I have flown. The blades were very smooth and they masked my intentionally high flare well. I was not able to screw up the landing and the suspension works well on asphalt. The wind protection was uncommonly good despite the gusting conditions we were flying in. I would not have any reservations about recommending the AR-1 to anyone who wants an open tandem. I was not able to find any dark corners or unexpected behavior.

Thank you Greg and Abid for the opportunity to see for myself the results of your efforts.

Regards, Vance Breese
Gyroplane CFI
Yesterday I had the opportunity to try the new gyros, the TAG which I had planned to fly and the AR-1 which came as a pleasant surprise while I was waiting for my turn in the TAG, Greg explained the switches and controls to me and I strapped into this machine with the expectation that it wasn't a real gyro and I a real gyro pilot was going to have proof in a short time, the take off was longer than it should have been because of my being careful not to touch the tail, Greg told me not to worry about it and the next takeoff was short enough to qualify as a real gyro, I did some steep turns and it tracked straight and true with no need to use the rudder, ok you piece of plastic with a pretty face and a great body, where are you hiding your nasty stuff, I will find it, turns and dives with the power chopped worked well with no wild pitching, ok slow it down and yank it around and still nothing, landing was easy with lots of rudder power for the cross wind, I am impressed, this is a real gyro that I would feel comfortable flying anywhere that I would fly my other gyros and I don't mind admitting that I almost missed out on a great machine because it has a pretty face and a great body that real gyros don't have, I love this machine after only a few minutes I was totally comfortable with it.

Thanks Greg.
Norm

I had the privilege of getting my gyroplane add-on review in the AR-1 on Friday. It was a very gusty day with a heavy cross-wind but I found the machine handled excellently through all maneuvers and landing was a piece of cake. My only problem was balancing on the mains during take-off but that was most likely the winds. The next day the AR-1 was not available so I had to take my check-ride in Chris' MTO. The maneuvers were smooth but there was very little wind so that was expected. My landings were not nearly as smooth in the MTO. The AR-1 seemed to be more forgiving of a novice and really easy to land even with bad winds.

Steve Jones

The thing that impressed me is that I fly a dominator which is the most stable and forgiving gyro on this planet so for me to be able to climb in the AR-1 and feel so comfortable in such a short time means to me that it sets a very high standard for the plastic gyro with the pretty face and great body.

Norm
We introduced the AR-1 gyroplane which stands for American Ranger 1 model at Bensen Days 2016. It is completely manufactured by us in the US but uses a European Rotax 91X series engine and an Averso Stella (French) rotor system. We stayed with these items because they are very good, tested for decades and are critical to flight safety.

I want to thank all my team involved in the development of AR-1. Everyone had ideas and we hashed them out together. I was just fortunate enough to lead the effort and manage the project and I have done exactly that before a few times successfully.

In no particular order:
1) Bryan Bean (Engineer)
2) Colby Kudja (Engineer)
3) Joseph Stonebraker (Engineer)
4) Michael Gunnell (Engineer)
5) Daniel Saunders (Engineer on contract)
6) Gregory Spicola (Company partner, CFI and test pilot and a very fun friend to be around, well most of time ). Greg worked with us many times without pay because he believes in bringing an American product of this genre to market.
7) Clemens Wolf (Chief Mechanic, IA and floor Quality Control)
8) Shawn Murphy (Mechanic, engineering student)
9) Christopher Murphy (Investor, advisor and partner. A key person in making this dream a reality to me)
10) Aaron Duncan (Composites lead)
11) Pedro Deville (Composite shop lead)
12) David Seace (Mechanic)
13) Lonny Tucker (Welding)
14) Levi Newsome (Welding)
15) Kevin and Dave Hoover (Wiring)
16) Brian Hoover (Aircraft upholstery)
17) Todd Ware (Temp. Mechanic)

Partners:
1) Averso Aviation and Planet Gyros - Pascal Podogorska - France for providing us with a great proven rotor system and for a great professional service as a partner
2) Sterna Composite Prop (John) for taking our suggestions to improve the design and finish of the Sterna prop model we use

And of course my extremely valued first batch of customers from the US as well as from China who pre-ordered sight unseen simply because they believed in me based on my previous accomplishments. We could have never done it without you and in the times of Denali Exo gyros and others in the gyro world, I am glad some people can still see who can actually make things happen and who can't whether in the US or in Europe. We might have been late but I would never let you down.

In May 2016, we move to a facility down the street that is twice the size so we can keep up with production and create more manufacturing jobs in this niche market. We ask for your support and backing. Customers drive the business.

Best Regards,
Abid Farooqui
SilverLight Aviation
Manufacturer of AR-1 and other fun flying stuff.
Zephyrhills. Florida
More details in information on the new Sky Cruiser Autogyro will be published next month in the Southwest Rotorcraft.

For more information contact Gabor Kavoks at: applehood@gmail.com

http://www.silverlightaviation.com/
http://swgyro.com/
Lone Star Magni to Expand Operations to Houston

Dayton Dabbs of Lone Star Magni is planning to expand his training operations to the Houston area. He is wanting to be in the Houston area on a set schedule to accommodate anyone interested in training and who would prefer to do it here rather than travel to his place in Taylor (about 45 minutes north of Austin).

If you are interested in getting training in the Houston area please contact Dayton at:

Dayton@lonestarmagnigyro.com
(800) 241-0924 Office
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usautogyro.com soloshot.com

Click on the movie poster to see the first trailer of Gyronauts, Aviation’s Best Kept Secret By Mitchel A. Jones.
Light-Sport Gyroplanes

An introductory guide for discovering these unique aircraft

This non-technical book is for persons who are interested in gyroplanes, especially those who may not know much about them, but are curious to discover more. Even persons who think they know a lot about gyroplanes may be surprised to learn about developments that are making gyroplanes better, safer, and more inviting to fly for novices new to aviation as well as pilots who fly all kinds of aircraft.

In brief, whether you’re avidly interested in gyroplanes or simply curious, this book is for you.

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blueskygyros@gmail.com

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**Bensen B-8.**

EA-81 fresh rebuilt. Direct drive, 52 in prop, 22ft Dragon Wings, electric pre-rotator. Converting to tall tail, have stock tail as well. This is a project Gyro, never flown. $4500.00. Contact Mike Ransleben, rotorguy55@yahoo.com.
**Snowbird Avenger Tandem Gyroplane Kit**

Has a Honda Cam engine with Mikuni carb. 115 HP. $16,500.00

Contact Mark at 225-936-3527 or mmcdonner@bellsouth.net

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**Golden Butterfly**

Golden Butterfly, flown regularly, for sale. Comes with two radios, two helmets, spare parts, aluminum custom built trailer, and a “Find Me” transmitter. This can be seen at the Anahuac Texas hangar. Taking confidential bids via email at dcarr4321@hotmail.com

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Ken Brock KB3. 100% original, looks like it just came from Ken Brock Manufacturing. Rotax 582, 60" IVO prop, pre-rotor, rotor brake. Asking $6,500 but will consider serious offers. For the right price, I will include the original build manual, original build drawings, and a Ken Brock catalog from the year this was purchased.

Flying Video: https://www.youtube.com/watch?v=2xs9UnOCfls

Ken Brock KB3 modified. Rotax 582 Blue head (fresh rebuild, 0 time), 23' McCutchen blades, 60" Warp Drive prop, RFD 58" tall tail, electric start. MGL engine monitoring system.

This is a project that only needs flight instruments, everything else is there, just needs to be completed. Everything is new except the blades and electric start. $12,000 invested, Asking $9,000, make offer.


I will be getting my AR-1 soon and no longer need these, both are great examples of Ken Brock gyroplanes. May even consider financing as long as they don't leave until paid in full.

Contact Mike Grosshans at mike484@aol.com or 832-457-2836

Air Command

Rotax 582ul DCDI Model 99 with electric start, 25 ft Dragon Wings, high torque pre-rotator, 9 gallon seat tank, RK Clutch on the Warp Drive 68" 4 blade prop, EIS Model 2000 control panel, Rotor Brake, Shine plated muffler, am asking $15k but will consider all reasonable offers. Rex Byrns, 361-655-4987, .

Bensen

Bensen, has the McCullough 72 just put a new cylinder and piston and rings and a starter kit on it also 10ft 3 in rotors with a 24 inch hub bar. $5,500, may have a small trailer to throw in if needed, ready to fly. Contact Hoppy at 512-488-2440
**Rotor Hawk RH-1**

This gyroplane project is sold as is/where is, trailer included. ROTAX 532 two stroke motor (compressions indicate 78/80 on both cylinders), WARP DRIVE prop, BENSEN rotor blades AND Rotor Hawk blades, both with their own hub-bar. Both sets of rotor blades have discoloration/corrosion on the surface from sitting in storage for quite some time. This aircraft is NOT currently in flying condition, and no warranties, express or implied, are included in the sale. This aircraft appears to have never been flown, and it will need basic instruments (airspeed, altimeter, magnetic compass, etc.) It appears that very minimal work will be necessary to get the aircraft flying. The seat/fuel tank will definitely need to be cleaned/washed out, and the fuel lines will definitely need to be replaced. Tires/tubes will need to be replaced, as they are not currently holding air. The straps that hold the exhaust pipe in place have dry rotted, and they will need to be replaced, as well. The radiator seems to be missing the edging, but appears to be otherwise in good shape.

**Air Command Side-By-Side**

This gyroplane project is sold as is/where is, trailer included. Subaru four stroke motor (compressions indicate 58/80, 76/80, 73/80, and 76/80) IVOPROP propeller, Air Command and Rotordyne rotors. Both sets of rotor blades have discoloration/corrosion on the surface from sitting in storage for quite some time. This aircraft is NOT currently in flying condition, and no warranties, express or implied, are included in the sale. The hour meter on the aircraft reads just under 300 hours. The seat/fuel tank will definitely need to be cleaned/washed out, and the fuel lines will definitely need to be replaced. The rotor bearings have a scratching sound to them, and the tires/tubes will need to be replaced, as they are not currently holding air. The pre-rotator is also missing off the aircraft. It appears that very minimal work will be necessary to get the aircraft flying.

Many more pictures are available. Please contact Dayton Dabbs at (512) 750-0332 for more details.
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Contact: Thom Francis, email thomefran@netscape.net, phone 870-403-2888. Located in Gurdon Arkansas

Sportcopter Super Vortex M Series

Completed in Aug. '13, Fresh Annual, 71 hrs. TT. This is a proven machine. Viking engine rated at 110 HP @ 5800 rpm...118 HP @ 6600 red line. Direct fuel injection. No carb icing. Custom cold air deflectors. Has 70" X 3 blade Warp Drive w/spinner. MGL full color readout E.I.S. including fuel level gauge and fuel/air mixture. S/C rotors are 8" X 27' and turn S/L ± 360 rpm. Smooth as silk. 4 way elec. trim control. Very stable machine. High inertia blades allow for more 'hang time' making landings a breeze. This is the sister ship to Doug Smith's that won grand prize at Mentone in 2014. They are nearly identical except for the paint 'wrap'. 18 gal. w/aux. tanks. Funkwerks radio & mode A/C-S transponder w/built in alt. encoder. This ship has ALL the bells/whistles for the pilot who wants 'the works'....and the best thing of all; you won't have to wait a year after ordering it!! PRICE REDUCED!.....$54,995.00 .... some 'extras' included.
All Inquiries promptly answered; contact Mark Treidel 303-475-9156

MTO SPORT AUTOGYRO N832TX

Rotax 912, Garmin 695 GPS, Funkwerk ATR833-LCD and TRT800H-LCD Transponder, seat heater, dual controls, Autogyro cover, etc - 98 hours total $67,500 Contact Jason Knight at 281-826-9005

Southwest Rotorcraft Page 22 April 2015
James Chowns  
Bastrop, LA  
James trains in a tow glider at the Morehouse Memorial Airport (KBQP) in Bastrop. This is a great training aid for anyone just entering training in gyros. This was the way training was done before the two place trainers.  
gyrochowns@yahoo.com

Henry Foster  
Trains at the Olney Airport in a Modified RAF, a SparrowHawk, and an Air Command  
hsf66@yahoo.com  214–692-0727

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.  
405-826-8443  
PaulPatterson1@cox.net

Proper training is the best money spent.

It’s amazing how many accidents happen on the ground before the aircraft sees it’s first flight, training can greatly prevent and reduce accidents. One set of rotor blades can buy about fifteen hours (or more) of training.