Chapter 6 Mid-South Rotorcraft Club
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Gurdon, AR 71743
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Phone: 870-403-2888

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: Mark Spies
Houston, TX
Phone: 713-469-2462
Email: MarkHSpies@gmail.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
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This Months Contributors:
John Nagle
Bill Wieger
Dean Dolph
Becky O’Brien
Cliff Massey

Visit The Lone Star Rotorcraft Club on Facebook.

Southwest Regional Newsletter
- Club news and upcoming events
- Member profiles
- Member’s machines
- Chapter meeting minutes
- Projects, builds and modification
- Photos
- Family news
- Classifieds

Newsletter Past Issues
If you have missed an issue of our newsletter just go to http://www.gyrosaway.com/newsletters.php to download past issues.

To subscribe to Southwest Rotorcraft just click the button below. Subscribing to Southwest Rotorcraft also automatically subscribes you to the Western Rotorcraft. At the beginning of each month you will be sent a link to Southwest Rotorcraft and Western Rotorcraft where you can read them online or download them to your computer.
Upcoming Events

January 17; Chapter 62 Monthly Meeting at Anahuac
February 21; Chapter 62 Monthly Meeting at Anahuac
March 21; Chapter 62 Monthly Meeting at Anahuac
April 15—18, Bensen Days, Wauchula Florida
June 9—13; Rotors Over the Rockies, Brigham City Utah
July 27—August 1; PRA International Convention, Mentone Indiana
September 25—27, Ken Brock Freedom Fly-In, El Mirage Dry Lake Bed, California
October 15—17; Chapter 62’s Anahuac Fly-In, Anahuac Texas

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

On the Cover
John Nagle flying into Craig McPherson’s training facility.

Southwest Rotorcraft
Page 3
January 2015
From The Editor

First, I just want to say that I hope everyone had a very Merry Christmas and a Happy New Year.

In promoting safety and training for 2015, Southwest Rotorcraft would like to add more training and safety related articles to the monthly newsletter. Promoting proper training is a huge first step in safety. If you are a student, we would like to know who you are taking training with and what you are planning on owning/flying when you complete your training. If you are an instructor, we would like to know who is taking training and would really be interested in any students that complete their training and receive their certificate. Pictures of students and instructors would really be appreciated.

We would also like to receive some contributions from our regional instructors that our members could use to help understand the training process and what they need to expect when they arrive to begin their training.

When I first began my training it was the first time I had ever flown anything. I had never driven anything that you steered with your feet so just learning to taxi was a lesson in itself. There was just so much to take in that first week, learning about the machine I was training in, doing pre-flight inspection, taxiing out to the runway, doing the initial spin up of the rotors, taking off and flying the pattern. It was very exhilarating and the week just flew by so fast, seemed like we were just beginning and it was time to go home.

Until next month, fly safely.
Mike Grosshans, Southwest Rotorcraft Editor
Christmas at the Hangars

Chapter 62 celebrated Christmas at the Anahuac hangars on December 20th. The weather wasn’t good and the temperature was a little cold and the weather was not conducive to any flying but it still did not keep many of the members from attending, some coming in with their entire family.

Attendance to the gatherings was; Mark Spies, Becky O’Brien, Mike Ransleben, Dean and Martha Dolph, Danny and Linda Whitten, David and Janis Trammel, Mike and Elizabeth Stone with two of their grandchildren, Bobby and Pamela Munroe with their daughter, Steve McDaniel, Mike Grosshans, Keith Johnston, Chauncey Surry, and Tony Thomas.

We just hung around the hangars for a while, chatting and eating cookies and other treats, enjoying each other’s company. Some construction was being done on a couple gyro’s as staying inside the hangars seemed to be the thing to do.

At lunch time the group all migrated to Tony’s BBQ for lunch, the Chapter picked up the tab. This is such a great way to celebrate the holidays and to close out the year.

Next meeting to be held at Anahuac January 17th.
Chapter 62 Had a Great 2014

The chapter saw many changes throughout the year and continued to grow. We moved into our new hangar late in 2013 but the overall construction (installation of electricity and lighting) was not complete until 2014.

The club also decided to put in a work shop and voted to purchase some tools and equipment. With the purchases, and many very generous donations, the club was able to put together quite a work shop. Our shop now includes a TIG welder, MIG welder, plasma cutter, combo mill/lathe, drill press with a milling vice, sheet metal sheer/brake, a tool chest complete with tools, band saw, sander, bench grinder, and many smaller hand and power tools. This has allowed members to have the ability to fabricate parts for their various projects which in turn has increased weekend participation at the hangars.

The number of gyros at the hangars has dramatically increased. At the beginning of the year we had about ten gyros, at the end we had grown to eighteen, all in one location. Our membership also grew from 32 members in 2013 to 41 in 2014. We saw much more activity at the hangars on the weekends, just about any given weekend you would see some flying, building, and just general comradery with-in the club.

In the fall, Chapter 62 hosted Steve McGowan from Macon Georgia who traveled to Anahuac with his Parson’s trainer and stayed for a full month while providing instruction to many of the members. We were able to keep Steve busy throughout his stay which proved to be a win/win for both, the instructor and the club. This was such a success that the Chapter is making plans to do the same in 2015.

Our fourth annual Anahuac Fly-In (which we named the Steve Weir Memorial for this year), was the best one held yet, we want to make sure we recognize and thank the volunteers and the many donations we received which helped to make it such a success. We had visitors from as far away as Florida and more gyros not only in attendance but also flying, that we have had in any previous year. Moving the event back one month to allow the summer time temperatures to cool down a bit also proved to be a big help in making the fly-in much more enjoyable as the weather was perfect all week long and allowed for a lot of flying and other outdoor activities.

Cliff Gets His OK to Solo

Chapter 62’s Vice President, Cliff Massey, has been working on getting his wings. He first purchased a Dominator and had plans to rebuild it and get it flying. Then he saw Anthony Spagnoletti’s custom built tandem Air Command come up for sale and soon changed direction. He is currently working on tweaking the Air Command in preparation for flight and has recently taken training with Steve McGowan and Dayton Dabbs, He has just received his solo sign-off with Dayton and is planning on taking his AC back out to Anahuac and begin his solo flights.
Recently, I came across this entry in a list of MTO Sport accident reports on Steve_UK (from the RotaryForum) accident blog:

4th March 2012 - Lommersum, Germany - MTOsport - D-M..... - the pilot and passenger were seriously injured. The gyrocopter was flying low over the village of Lommersum. The passenger was a member of a wedding day party and was going to release roses over the brides home. As the pilot slowed the gyro it descended and hit a tall roof and then crashed into the courtyard of a house below.

Having recently been doing a lot of experimentation with the “power curve” in my MTO Sport, this one was particularly relevant to me.

What is the “power curve”?

For anyone who might be unfamiliar with the term, the so-called “power curve” – in simplified definition – refers to the amount of power required to sustain altitude in your gyro. The amount of power required will vary depending on your forward airspeed, payload, and the angle of your rotor disk. The commonly used phrase “behind the power curve” is usually a reference that someone had insufficient power to maintain level flight. To get back in front of the power curve requires airspeed, derived either from more engine power, lowering the nose, or if you’re sufficiently behind the power curve, both at once.

Walking the tightrope between level and descending is a delicate balancing act, and I really believe that it’s something that we should all spend a good deal of time practicing in our aircraft.

Flying low and slow is risky business, yet gyroplanes, being excellent observation platforms, often find themselves in this area of the flight envelope. But if you find yourself there and you fall behind the power curve, you’ve got little altitude to recover.

The High Risk of Ground Reference

When flying low, we are very often focused on things outside the aircraft – buildings, antennas, terrain, etc. This is not a bad thing, we need to be extraordinarily aware of our immediate surroundings when flying at low altitude. (After all, the number one cause of all accidents in rotorcraft is running into ground obstacles.)

But we also must be mindful of the airspeed indicator. Keep in mind, you can do a nice slow 40 mph orbit of something on the ground, but at some point during that orbit you will be going downwind. Your sight picture looks the same (i.e. you’re maintaining that 40 mph groundspeed) but your airspeed has dropped off by whatever the wind is blowing that day. That, my friends, can land you squarely behind the power curve without even realizing it. You’ll be flying along thinking everything is AOK and suddenly you’re in a descent.

You MUST watch the airspeed indicator frequently to make sure you’re at an airspeed that can safely sustain flight at all times. Don’t rely on ground reference for your speed.

A Useful Skill

I often say there’s never a reason to land with a crosswind greater than about 15 knots, because at that point you should land directly into the wind and expect a near-zero ground roll. I do this often in the MTO, and it makes flying fun even on days when most of the fixed wingers are grounded. I’ve landed on cross taxiways and even directly on uncrowded ramps with ease.

One way to make sure you have little to no ground roll with these “helicopter approaches” is to ride just in front of the power curve as you get close (< 20 feet) above the ground. I start pitching back to stay on my “approach line” and adding power to stay ahead of the curve. I stay further out in front of the curve until I get within around 5 feet AGL, and just before touchdown I’m at probably 85% power.
Robert Todaro took a trip to Scotland, while there he toured the National Museum of Scotland and sent us these pictures, there was no information on them so the history is unknown to us.

**PRA ANNOUNCEMENT:**

Greetings PRA brothers and sisters:

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/forums/showthread.php?108-Forum-LOG-IN-the-only-way-into-this-forum

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

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

Happy New Year!
Doug Barker,
PRA President
I had an order established for a new set of McCutchen brand rotor blades, and wanted to travel to the production facility to satisfy curiosity about how they are created. I was able to schedule such a trip in mid-December, and the photos display my curiosity satisfaction.

His facility shown as an elongated shop, is located in extreme southwest Indiana, north of Princeton, and just across the river that puts him in the Eastern Time Zone. He moved there several years ago to produce extraordinary rotor blades for use on proposed acrobat helicopter performance, as part of a venture of such extreme flying for use in commercials. Technology fell short along with adequate finances, and he has resumed production of the well-known Sky Wheels. The testing done on the current tweaked version by some pilots, has produced high regard for somewhat improved performance, as bit more speed, a bit better lift, evidently a bit faster rpm, and improved smoothness.

He produces the blades as a solo operation, one set at a time, which amounts to around a several week period of layup and curing. For acquisition, lead time is necessary as an order. Jim McCutchen is shown standing by the blade jig, with a blade shown under compression. The other jig picture is from the end showing a blade curing in the vise, and a set of blades ready for shipping. The top & bottom pictures of a large hub size are shown as they lay open, which is the same lay-open beginning of the templates for the blades.
The blades under about 28 feet are made of fiberglass, rather than the carbon fiber that many of us have understood them to be. He lays the fiberglass with glue in the templates as layers at a time and it cures. The blade molds are the compressed together with a leading edge spar, whatever length, and cured (however that actually occurs, forgot to inquire) in the jig. He incorporates carbon fiber longitudinally in the longer length blades to achieve desired stiffness.

In one portion of the shop area, he has an alignment jig and a dynamic testing setup. The blade & hub are precisely aligned in the jig. The unit is then placed in the rotor tower on the spin unit. The unit is spun to operational speed and fine-tuned. He has incorporated into the blade tips, an adaptive place for incorporation of a strobe sort of light which will allow observation of tracking, with the lights powered somehow by batteries energized in some way by centrifugal force. The actual light sets are in the refinement stage of development.

He commented that he has orders, but not a great backlog, because the approximately 3,000 of his units currently in service amount to his significant competition. Curiosity satisfied, and looking forward to completion of gyro overhaul and resumption of flying as the weather becomes more accommodating.

Bill Wieger
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.

Available on Amazon.com.

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- Blades, either Bensen or Brock attach points $1,295.00
- Hub Bars: 25", 36", or 48" $1,295.00
- Blades and Hub Bar Sets: 21', 23', or 25' $1,295.00

Contact Roger Farnes at rotorsnradials@msn.com or (909) 519-4427

Chapter 62 has two styles of T-shirts available, if you are interested please contact Danny Whitten. He has these available for purchase at the meetings. They are $15 each.

Chapter Patches
If you would like to get a chapter patch for your flight suit, favorite shirt, ball cap, or just whatever you want to stick it on, contact:

- Chapter 20; Rudy Graffeo at RLGraffeo@eatel.net
- Chapter 62; Danny Whitten at dannywhitten@embarqmail.com

FOR SALE

- Bensen Gimbal Head
  Early style head that uses Heim bearings for pitch, rather than the solid blocks. I bought this straight from Bensen, less than ten hours, new main bearing because of age. $400 Contact Jim Edwards at 479-747-4323 or jimedwards200@gmail.com

- 28’ Rotordyne Rotor Blades
  New old stock, still in the box with hub bar. Asking $2,200. Contact Don Bouchard at dbouchard6@gmail.com or (979) 777-5166

- 2 - Rotax 582 Blue Heads
  Heads are actually painted red. Fresh rebuilds, almost $3,000 invested in each engine. Will sell for $1,700 each. Also have one used exhaust and one radiator. Contact Chuck Burgoon at cburgoon@msn.com or (713) 775-5996.
**Golden Butterfly**
Golden Butterfly, flown regularly, for sale. Comes with two radios, two helmets, spar 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

**TWO SEAT AIRCOMMAND**
$30,000.00
Experimental Light Sport Airworthiness Certificate, Approx. 25 hours since new, Light Sport test time completed, Subaru 2.2 with cam grind (engine professionally overhauled prior to installation), two helmets, intercom, radio (not installed), spare Subaru 2.5, spare hub bar, logs and data sheets included, airframe factory built, Rotordyne blades, three blade prop, Wunderlich pre-rotator, Nav lights and landing lights.

Contact: Robert Stark at (940) 564-2938, Olney Municipal Airport, Olney Texas

**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

**Older RAF For Sale**
This is a A&P built with a EA 82 w/ 78 hrs , It looks very well built . It has built in 2004 . NEW price lowered to $11999 FIRM My number is 864-985-1774 My name is Redd
**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.

**RAF 2000**

Subaru 2.2 Carbureted, 30Ft RAF Rotors, Built in 2006, Cabin Heat, Pitch and Roll Trim, Belt Driven Pre-Rotator, Carb Heat, Rotor Tach, Engine Tach, Altimeter to 20,000 Feet, Air Speed Indicator. Reduced to $29,500.

Contact: Thom Francis, email thomefran@netscape.net, phone 870-403-2888. Located in Gurdon Arkansas

**Aggressor, Plans Built**

27' Dragon Wings, 1982 1.8 Turbo Bratt engine, Tennessee prop, Aggressor air frame. Also have a 2.2 Legacy engine included. $8,000 Gyro is located at the PRA headquarters in Mentone.

Contact John at john-gillmore1959@yahoo.com or 317-840-2697

**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

**For Sale by Ron Menzie**

I have one more RAF, Fuel injected Subaru, 350 hours total, has never been damaged. $24,000.

ronsgyros@gmail.com, (501) 766-6456, www.ronsgyros.com. Located in Searcy Arkansas
Proper training is the best money spent.

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