John Nagle’s Cross Country Trip
Chapter 62 Lone Star Rotorcraft Club
Contact: Mark Spies
Houston, TX
Phone: 713-469-2462
Email: MarkHSpies@gmail.com
Website: www.gyrosaway.com

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

Chapter 6 Mid-South Rotorcraft Club
Contact: Thom Francis
210 S 8th Street
Gurdon, AR 71743
Email: thomefran@netscape.net
Phone: 870-403-2888

Chapter 65 Central Texas Rotorcraft Club
Contact: Paul Erb
9901 Brodie Ln. 160-283
Austin, TX 78748
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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:
Dean Dolph
John Nagle
Mike Ransleben

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.

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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

June 20; Chapter 62 Meeting at Anahuac
July 18; Chapter 62 Meeting at Anahuac
July 27—August 1; PRA International Convention, Mentone Indiana
August 15; Chapter 62 Meeting at Anahuac
September 19; Chapter 62 Meeting at Anahuac
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

On the Cover
John Nagle preparing for his trip from Austin Texas to Van Nuys California
From The Editor

This past month I partnered with Danny Whitten and Cliff Massey to acquire a dealership from Silverlight Aviation to represent and sell the Apollo Gyroplane. Cliff has placed his order for the new AR-1 and Danny and I placed an order for ours. Both are scheduled to be delivered in October, hopefully before the Anahuac Fly-In.

With the addition of the Apollo, Texas now has distributorships for most of the manufacturers of the modern designed gyroplanes. I think it’s safe to say that Texas is the gyro capital of the United States with having more gyros and more dealerships than any other state.

Other dealerships in Texas include: The Magni (Dayton Dabbs), The Arrowcopter (Jason Knight), Autogyro (Craig McPherson), and the new Titanium Auto Gyro (TAGNA—Jim and Chris Toes, Mark Airey, and Desmon Butts) There’s also been a new ELA delivered to Matt Pearson in the Dallas area, I don’t know if there will be a dealership for them or not.

These new gyroplanes and their respective representatives have given the gyro movement a new life and has revived the interest by providing a machine that fits today’s flyers. We will always have the home builders that spend months or even years designing and building their own but, we now have kits available that can be assembled in a matter of days and flown with-in the first or second week of ownership. Hopefully some day soon we will see gyroplanes be certificated aircraft.

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:
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!

Doug Barker,
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
May Meeting

On May 16th, the May meeting of PRA Chapter 62 was called to order by President Mark Spies. Members in attendance were Mike Grosshans, Danny Whitten, Cliff Massey, Bobby Munroe, Antony Thomas, Chauncey Surry, Keith Johnston, Mike and Elizabeth Stone, and Will Templeton. Anthony Spagnoletti and Don Bouchard showed up a little late in Anthony’s R-44. Visitors were Bob Brenner and Robert Ziegler.

Danny presented the monthly Chapter bank balance. Danny also had the incorporation documents from the state to show we are registered as a corporation.

For safety, there was a discussion about the loss of rudder authority with engine outs in winds.

Dean emailed us and said the event scheduling board for the PRA convention has been bought, he’s getting it painted and will give to Danny to finish.

Old Business; Cliff and Mark are working on the by-law revision and will present them at the next meeting.

Progress Reports: Tony has finally got his Dominator flying. Cliff has completed his solo and is now ready to get his check ride. Bobby is working on his exhaust, needs to find the gaskets. Chauncey is ready to get his modified RAF in the air.

The meeting was adjourned and lunch was served. Lunch was provided by Keith Johnston.

Next meeting will be June 20th at Anahuac.
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—(512) 750-0332 Cell

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4th of JULY
TREASURE SALE
ONE MAN’S JUNK IS ANOTHER’S TREASURE
SATURDAY AND SUNDAY—ALL DAY

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AIRCRAFT TOOLS
SHOP TOOLS
AMATEUR RADIO PARTS AND ITEMS
GARDENTOOLS
EVERYTHING ELSE

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FLEE Market Style Sale
For those who want to sell Junk (Treasure)
Table Space Available for a Small Fee

Contact Bob Stark, 940 564 2938 for information or to reserve space for your table.
My California Adventure...The Trip of a Lifetime!
John Nagle

A little bit of back-story is in order here...

I've been wanting to do a LONG...L O N G....cross-country in gyros since I first rode one with Dennis Fetters in 1990.

I got my MTO Sport last year and since I started flying it in mid-August I have put 170 hours on it flying all over Texas...from the northern border to Port Aransas, to Anahuac.

But I've REALLY been wanting to go on a REAL cross-country...to California.

NOW IT IS GOING TO HAPPEN.

I intend to depart Austin and head west, stopping in Los Angeles (at Santa Monica) for 3 days for E3 (videogame expo), then exploring the California coast for a couple of days before flying home.

My wife is flying commercial to LAX so she can fly with me along the coast but have the comforts of an airliner for the long trip. The back seat of an MTO Sport is not particularly comfortable on a long trip.

I read...(and re-read, and re-read again, and again) Chris Kurz’ amazing journey across the USA. My journey will be at least as long as that and maybe longer, since I will be flying round-trip + sight-seeing. I estimate probably 2800nm total.

I have ordered the Sensenich prop, and I was given a SPOT tracker from Paul Erb so I can be located if I end up stranded in the middle of nowhere. (AKA New Mexico.)

I am packing light, since my wife will have most of my clothing in her suitcase.

A Dirt Devil in the distance.

DAY ONE
Austin, Texas to El Paso, Texas

I got started a little later than I wanted, for 2 reasons: one, low morning clouds. Two, Soohyun was very meticulous in helping me prepare the cockpit environment for comfort and efficiency. It was well worth the wait.

I first headed to Junction, about 120nm west of Austin Executive Airport. I had been to Junction only once before, in a rented C172 back in the late 90’s. It really hasn't changed. Before today, the furthest west I had flown was Fredricksburg, where I go for lunch sometimes.

Was content to get AvGas, but the elderly airport manager volunteered to take me down the road TWICE to fill up his 5 gal can with 93 octane. I really appreciated that.

From Junction I flew to Crane County, a dinky little airport 144nm further west. No
people OR aircraft were present when I landed, and they had pumps but no fuel. Fortunately, there was a gas station just a few hundred feet away. Unfortunately, there was a cattle guard at the only exit. But a hero arrived in the form of a local who stopped to see the strange aircraft. He had a big piece of plywood in the bed of his truck, and I happily taxied down to the gas station to top off.

From Crane County, I headed to 150nm onward to Dell City. On this leg the terrain began to get REALLY interesting. I could see a HUGE mountain in the distance and I kept climbing and climbing to get through it. There was no problem at all with performance. I topped out at 7,500 feet, probably 500' above the highway winding through the pass. Dell City was another 13nm ahead.

Landing at Dell City was interesting, as the wind was gusting 20kts and perfectly crosswind. So I landed directly to the "ramp" (if it could be called that.) I was dismayed to see NOTHING. No hangars. No people. Literally just a strip of asphalt. No other airport within range of my available fuel. As usual, a passer-by stopped to see the strange aircraft. He informed me a local cropduster MIGHT have some Avgas. He managed to locate the elderly guy and he graciously came and gave me fuel.

As I departed, I was about 100 feet in the air at full power (37" MAP at this altitude) and things suddenly got VERY QUIET. The engine had quit. I immediately throttled back and the engine came back to life...eased power back in, and it quit again. Decided to use the remaining runway to land.

The 20kt crosswind was a challenge. I couldn't turn into the wind. So I just kept a little power in and crabbed it best I could to keep it straight. It was not pretty, but I was happy with it.

Being as Dell City had no mechanics, no facilities, not even a hangar, and given that the terrain between there and El Paso was very emergency-friendly, I decided I should try to get to El Paso if at all possible. I sumped the tanks and did a lengthy ground run-up, the problem did not re-manifest. I then did a reduced power take-off and climbed to 1,000' AGL and orbited the airport at max. continuous power for 10 minutes with no problems. El Paso was

Crane County, wherever Crane County is.
only 60nm and I felt comfortable making that leg.

I landed at El Paso near 6pm and taxied to Cutter Aviation where the usual gaggle of bystanders (including a LifeFlight team) came to gawk at the gyro. They put me in the hangar for the night and they drove me to a nearby hotel, which is where I'm writing this now.

Tomorrow morning, I'm replacing both fuel filters before my departure. I'm not in a hurry, and as Vance points out, it's the journey not the destination.

DAY 2
El Paso, Texas to Phoenix, Arizona

The day started with frustration and ended with total satisfaction. Hard to ask for any better.

First, my mechanical issue turned out to be (thankfully) something very simple...a crack in the manifold pressure sensor hose. Fixed it and blasted off around 12:30 out of El Paso.

Taking off out of El Paso, a Southwest jet pulled alongside me. I theorized that there would be a lot of people on there wondering what the hell kind of aircraft I was. So I waved. Instantly the windows filled with hands...it was really cool!

I feel very good about the day overall. And other than the fuel filter issue, the MTO Sport was perfect the entire flight.

At this point, I'm over halfway there...if I make it tomorrow, great...if not, I'm fine with that too.

Followed a train (loosely followed, that is) to Deming. The wind was bouncing me around pretty good. I stayed relatively close to the track in case my problem re-manifested, which it thankfully did not.

At Deming, the only fellow there was an eye surgeon in a Mooney, who apparently had stopped for fuel and found it difficult to restart. Since the fuel was by truck only, I had to wait (over an hour) for the guy to get back. So I ordered a pizza from Pizza Hut and chatted with the guy. He eventually gave up and got a hotel.
When I landed at Safford, the FBO was abandoned (but nice, and with AC)…there were some people getting ready to fly cropdusters. Oddly, no one approached me or talked to me at all. I got fuel and left.

My last leg of the day was to the Phoenix area.

Let me explain something.

I have high confidence in my gyro. It has been, other than yesterday, an extraordinarily reliable and predictable aircraft. But the terrain I flew over on the way to Phoenix was a definite "gut check".

I had to climb several thousand feet AGL to make it through various mountain passes. Few roads to follow along this route. The terrain was not friendly at all, and the route was rather turbulent. The heat and fatigue starting to set in. When I made it over the last mountain range, the Phoenix valley was a very welcome sight.

At Phoenix, there were a gaggle of people from all over the airport swarmed me as I parked. Apparently the gyro was big news. Even the airport police pulled up (which gave me pause Gregg Primm)...but he just wanted to check it out. He asked all the same questions that everyone asks. I’m so used to answering them now. In fact, when the hotel shuttle driver picked me up, he said, "what's a gyrocopter?" The lady at the desk had told the hotel desk clerk, who told the driver.

I spent the ride back to the hotel explaining all the usual facts about gyros. Finally the guy, in the thick Boston accent, said, "Wow! You're like a regular Lindbergh (sic)!!"

I chose to assume he was referring to the gentleman who flew solo across the Atlantic, not the ship that crashed and burned in flames…so I dared not correct him and nullify his enthusiasm.

When I got to the hotel, the desk clerk simply had to see pictures. So my shower was delayed, and happily so…I’ll talk gyros with anyone, anywhere, for any length of time.

The name of the airport I landed at is near an area called "Proving Grounds", and while I’m not trying to prove anything to anyone other than myself, I felt that it was a keenly appropriate place to end the day's journey.

Tomorrow….Los Angeles!

The flight from Deming to Safford was smoother. Lots of rolling plateaus and easily navigable topography. I stayed close to the highway for most of the flight.

DAY 3
El Paso, Texas to Van Nuys, California

I finally got to start a day "early"...I was thoroughly exhausted the day before, but I found it difficult to sleep nonetheless. I keep flinching awake seeing images in my mind from the day.
So rather than fight sleep, I got up at 5am, got packed, and headed back to Phoenix Mesa. Today was going to be relatively short, so I wanted to try and arrive around lunch.

After fueling the gyro, once again got stuck explaining the gyro to the morning crew who were briefed from the evening crew about the strange flying machine in the hangar. So I finally took off around 7:30am.

The flight out of Phoenix was cool and relaxed. Actually, it was the most relaxing flight I've had so far on the trip. There were still some mountains to negotiate, but they were much lower and in general I did GPS direct, hopping over them where I needed to.

(Edit: one weird thing...it's strange how accustomed I am to flying 2,000-3,000 feet AGL now.)

My first stop was Blythe, California. Nothing interesting here...except there were 2 gas stations less than 300 feet from the end of the end of the taxiway, yet to get there I would have had to drive out the airport property and down a highway for almost a mile. So close yet so far away...so I filled with AvGas and departed.

My next stop was Banning, about 15 or 20 miles past Palm Springs. I shadowed the interstate for most of this, some of the mountains got quite high and it was not worth the climb when I only had to deviate a little to go around them. (Plus it kept me in friendly territory if I needed to land.)

Palm Springs was very scenic, and I proceeded up the valley over a large wind and solar farm towards Banning.

At Banning, there was also nothing going on, but the airport attendant was very friendly and pumped my fuel for me (even though it was self serve.) After refueling the gyro and myself (water for me), I taxied out and blasted off for the final leg of my flight.

The airspace between Banning and LA has a lot of both military and civilian controlled airspace. I considered navigating around them, flying through them calling each one, etc. And in the end, I was having such a nice day I decided to reduce my stress and just climb to 3,500 feet and get flight following. That was totally the right call. I was handed off from controller to controller, leaving me free to navigate and see the sights. So strangely enough, the most crowded airspace of my trip became the least stressful of all of them.

Speaking of which...Van Nuys is a busy airport! I felt like I was landing at a big class Bravo airport, but it was just a class D. Amazing. I followed a Cessna in. The controller told another Cessna, "follow the gyrocopter downwind," and the Cessna replied, "sorry, did you say gyrocopter??" :-)

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(Edited: one weird thing...it's strange how accustomed I am to flying 2,000-3,000 feet AGL now.)
I pulled into Rotor F/X and met Jay and the other awesome people like George Marciniw and others. Spent a wonderful couple of hours talking about helicopters, showing the gyro to a fresh batch of fascinated people. Jay spent some time with me giving me the lowdown on the LA airspace, this will be very helpful on Friday when we head up the coast for "Phase 2"!

I hope George Marciniw doesn't mind if I tell this story. About 10 years ago, George was ferrying a helicopter through Texas and had landed at a tiny little airport run by an elderly gentleman and his dog. The man kept trying to take him to dinner, but George needed to cover ground so he declined, thanked him, politely and left.

5 years ago, George stopped back in to that same airport under similar circumstances, and although a dog ran up to him, the old gentleman was nowhere to be found. The fuel was free to pump, with instructions to leave your name and number so they could call you and get payment. George left his information and took off, but never heard from them and assumed the worst about the man.

While I was sitting there, I helped him locate the airport on ForeFlight, I got the contact number, and right then and there, George called him. The guy was alive and well, though the dog had passed. :-O But he was elated to hear from George. A lost connection between two people that may have never happened if I had not made this trip. I feel great about that. Thank you, George, for adding to the memories.

And so concludes "Phase 1" of this grand adventure. I was asked by a friend of mine if I dreaded the trip home. And the truth is I'm as excited to start back as I was when I left.

The next 3 days I will be at "E3", the giant gaming expo in LA....but in the back of my mind, I will be crankin' and bankin', and counting the seconds until my flight up the coast.

So stay tuned!

-John

For more pictures and up-to-date status, follow Jon on Face Book at: https://www.facebook.com/media/set/?set=a.10153412503883817.1073741832.524198816&type=1&l=37b1d0b590
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CHAPTER SHIRTS
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.

Mike Ransleben’s Bensen

After working on his original Bensen for the last couple years and still not having it completed, Mike jumped at the opportunity to pick this one up. Once gold in color, Mike stripped it down and painted it purple to his liking and has gotten it reassembled and ready to bring out to the Anahuac hangars for the club to see.

He did a beautiful job on it and it is something to be proud of. Now, if he can just get Danny to test fly it for him, he may finally have a completed gyro that is ready to fly.

Next step, start training.

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
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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KB3
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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.

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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.
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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 of training.