Chapter 62’s 2012 Anahuac Fly-In
Chapter 6 Mid-South Rotorcraft Club
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Chapter 62 Lone Star Rotorcraft Club
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Website: www.gyrosaway.com

Chapter 65 Central Texas Rotorcraft Club
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Chapter 78 Texas Rotorcraft Association
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This Months Contributors:
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Becky O’Brien

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 www.gyrosaway.com to download past issues. Also available at www.pra.org.

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.

Click Here to Subscribe Now
Upcoming Events

October 12, 13 & 14; Chapter 20 and Chapter 6 Two State Gyro Meet in Bastrop Louisiana

October 13: Chapter 65 Meeting at Luling

October 20; Chapter 62 Meeting at Anahuac

October 27 and 28; Wings Over Houston Air Show

October 27; Chapter 78 Meeting at Olney

November 2 and 3: Chapter 20 and Chapter 6 Fly-In in Russellville Arkansas

November 3: Georgetown Airfest

November 10; Chapter 65 Meeting at Pioneer Flight Museum / Old Kingsbury Aerodrome Airport

November 17: Chapter 62 Meeting at Anahuac

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.

The new PRA manufacturers & Service Directory is currently being compiled.

This has always been the most popular publication by the Popular Rotorcraft Association (PRA).

The directory is compiled as a service to the PRA membership and the rotorcraft community so there is no cost to list your product or service.

The PRA Manufacturers directory is the only comprehensive personal rotorcraft products and services guide.

If you have a product or service you would like to have listed in the directory please use this convenient online form or email PRAGlobalSupport-Team@gmail.com http://www.surveymonkey.com/s/HR8N23D

Please feel free to forward this information to anyone you know that might have a product or service of interest to the personal rotorcraft market (gyroplanes and light helicopters).

The directory will be made available to thousands of light rotorcraft pilots, builders, mechanics and enthusiasts.

Listing in the directory does not constitute an endorsement of any product or service by the Popular Rotorcraft Association.

www.pra.org
This past month we had another fatal accident involving a low time pilot. After one year of no fatalities, which was a landmark achievement, we have had three in just the past few months. All of the accidents involved pilots with low hours and a couple that possibly did not achieve proper training with a CFI before conducting their own flight. There has been a lot of work in the past years to study the stability of gyros and to build machines that meet what many consider necessary to have as safe of a machine as possible. But even though we are building safer and easier flying machines we can’t let false securities set in and think that just because the machine was built with safety and stability in mind, that an untrained or improperly trained person can safely fly them. We have all got to do our due diligence to make sure that people joining into our sport understand the importance of proper training and the consequences involved when you try to cut corners on getting the right training.

Whenever I talk to someone who is interested in gyros the same questions always come up, how much does it cost and do you need a license? I always answer the cost question by adding that training will cost 5 to 6 thousand dollars and you have to have it to fly one. The license question I answer by saying, yes, you need a license, unless you fly ultra light but you still have to do all of the training. the only difference is you don’t have to pass a written test.

Fly safely.

Mike Grosshans, Southwest Rotorcraft Editor

Our prayers go out to the family and friends of Edward Wiggins, Lansing Michigan

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.
Possible New Oklahoma Chapter

Robbie Hyde in Oklahoma is trying to gather enough interested people to form an Oklahoma Chapter along with Rick McCauley who just recently acquired a Monarch.

Scott Sullins is thinking about buying or building a Golden Butterfly and CFI Paul Patterson is located in Edmond so there is a good opportunity for a solid Chapter with some machines and local training available.

If you are interested and need more information please contact Robbie at Robbie.hyde@yahoo.com or give him a call at 580-475-5261.
2 State Gyro Meet
Hosted by Louisiana Chapter 20 and Arkansas Chapter 6

Bastrop, Louisiana
October 12, 13, & 14

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

Chapter 20 is planning their annual two state fly-in for mid October in North Central Louisiana. Every year they host a great fly-in, it has been dubbed a “mini Mentone” with PRA members and machines from three states traveling to this event. There has been as many as eighteen machines show up and members from three chapters in Louisiana, Arkansas, and Texas.

General flying is expected from Friday until everyone departure on Sunday.

Saturdays chow is planned to be at about 1:30 PM and will be hamburgers, chips, drinks, and the like. Cost is $3 for members and $5 for non-members. Group pictures will be taken shortly after everyone gets done eating.

We intend on conducting fun and competitive events such as spot landings, bomb drops, and maybe a pylon or figure eight race.

Saturday evenings dinner is scheduled to be at Granny’s for spirits, kibitzing, and captivating stories of daring-do (dodo) for all those who can stay for it. We’ll have a laptop available for showing any DVs or CDs, including any video taken during the day. Late night dancing is available a the American Legion with a live C&W band nearby on Main Street.

We expect to have the availability of the training glider (towed gyro without a motor), operated by James Chowns for use as a means of providing an acquaintance with gyro flying for folks who might be interested. Also others that have accumulated some training could add to it in preparation for visits to one of the CFIs in the area for final training and sign-off. We believe the glider training will provide a jump-start and thereby decidedly shorten the more expensive training time in the two place machine.

OF NOTE: This will be our fourth return to Bastrop for annual events since the ’05 muster. Bastrop is most interested in resuming it’s reputation as a “friendly airport” for general aviation to reverse the era of inhospitality it had carried for several years. The airport manager, Brent Elton, who has taken over a couple years ago, wants the airport to regain the status of a favorable destination for pilots and training, he is also a certified mechanic. We can assist by having a real good safe event and spreading the word.

For more information contact Rudy Graffeo at RLGraffeo@eatel.net or 225-715-2918
The September meeting this month was morphed into work days on the hanger for some and Chapter 62s Fly-in. The weather didn’t cooperate to fly into the event, but Lindsey made it on Sunday and got a ride with Desmon.

In the spirit of getting Gyros in the public’s eye, Paul Erb flew down to T-26 for the 23rd Annual Under the wire fly-in for the first time as part of the evangelize gyros effort and just plain fun! http://eaa896.org/underthewire/

On the way, he stopped by the hanger construction at Lu-ling (T91) to get some pictures of the progress that has been moving along with Al and Hoppy’s diligent work. Then it was on to Hallettsville for an unplanned, but necessary stop!

Not knowing what to expect, the aerial view showed that it is well attended. The reason why it’s called under the wire, in the past, the power lines that went across the airstrip were not buried, so landings had to be a bit precise! The fly-by picture shows the power pole that was redirected. The owner of the airport specializes in rebuilding bi-planes, so quite a few were on display. Some of the radial engines were so immaculate that you could eat off the valve covers!

It was a great time with lots of people taking pictures and asking questions. Hope to attend next year and stay the night in order to participate in the flour bombing and spot landing contests that are Saturday evening along with good food, taking people for rides and working on a better list of demonstration maneuvers.
Meetings:

October meeting: The next meeting is 10:30 Saturday 10/13 at Luling T91 airport
Bring camp chairs.

November meeting: The Nov. meeting is Saturday 11/10 at the Pioneer Flight Museum / Old Kingsbury Aerodrome Airport
http://pioneerflightmuseum.org/
The location is about halfway between Seguin and Luling.
Time is TBD depending on the event and will update in Oct.
Probably talk club business over lunch and have fun!

December meeting: The Dec. meeting is Saturday 12/8 :TBD and looking for suggestions…

For more information on Chapter 65 please contact Paul Erb at Perbgyro@sbcglobal.net

Event Calendar:

10/20/12 - Breakaway Park fly-in 40XS 10am
http://breakawayairport.net/

10/19-21/2012 - Llano Fly-in

10/27-28/2012 - Wings over Houston
http://www.wingsoverhouston.com/

11/3/12 North of Austin - Georgetown Airfest KGTU
http://airfest.georgetown.org/

11/3/12 South of Austin - Elm Creek Flyin 0TX6
10am - 3pm - $9 Lunch

11/10/12 - Pioneer Flight Museum / Old Kingsbury Aerodrome Airport 85TE and location of Nov. meeting
http://pioneerflightmuseum.org/
The weather forecast was looking real good until just days before the fly-in was to take place. Thunderstorms were forecasted throughout the weekend. This caused many that were planning to attend to have to cancel as they didn’t want to tow their gyro through the storms and then not be able to fly because of the bad weather. There were also some that were planning to fly in but had to fly through IFR to get to Anahuac so their plans were spoiled.

Thursday evening some began to show up and started setting up for the event. There were already eleven gyros at the airport by the end of the evening.

Friday morning it was cloudy and we had a light sprinkle but it was still early when everything began to clear up and the flying began. The day turned out to be beautiful and the attendance was more than what we had expected considering the forecast. Keith Johnston served up lunch again this year with hamburgers (donated by Bobby Martin) and sausage (donated by Stacy and Barbara Maness). The food was great as Keith did a very fine job and made sure everyone was served, fresh and exactly as ordered. Linda Whitten and Barbara Maness set up the information table and sold raffle tickets and t-shirts. There were also PRA information brochures and Introduction to Gyros videos for those interested in more information. Crissy showed up and set up her massage table under a canopy where people could enjoy the cool breeze as they received a very relaxing massage. Desmon, as always, got busy giving rides and introductory training. Just as the evening was beginning to set in the PPCs pulled out to the grass field and began taking off one by one. Mike Grosshans took his first ride in a PPC with Bobby Martin and they took advantage of the pleasant weather, landing just as it was getting dark.
Saturday started out nice, a little cloudy but no rain as the PPCs took flight just as the sun was coming up. Soon after the gyros were in the air and Desmon was once again busy giving rides and training with his schedule filling up quickly. Crissy was also busy Saturday and Keith, again, cooked up a wonderful lunch with many of the PPC group joining us. Linda and Barbara manned their post all day and sold a lot of raffle tickets and t-shirts which is what funded the event. During the day some of our members and guests made a trip over to the Gatorfest for some fun on the carnival rides, to play games, and to see the gators on display. The day was beautiful with a lot of flying and everywhere you looked people were enjoying the weather and having great conversations.

Late in the afternoon we gathered up all the gyros in a row to take group pictures. Just as the pictures of the machines were taken and before we could get all the pilots/owners into line for more photos, the rain moved in. There was a mad dash to get all the machines into the hangars as the rain lasted about fifteen minutes. At about 6:30 we went to Tony’s BBQ for our evening dinner, the PPC guys didn’t join us this year as they wanted to get in a little flying after the rain quit. The drawing for the raffle was held and Breyden Athey (our hangar buddy) won the two hours with Desmon, Dan Carr won the radio, and Bobby Munroe won the headset. Desmon and Crissy donated a CD and a Rice Bag for the auction which was won by Chauncey Surry. Dean Dolph, Stacy Mannes, Bobby Martin, Lindsey Jackson, and Allen Dunsled all won a T-Shirt.

Chapter 62, The Lone Star Rotorcraft Club, wants to thank everyone that made the trip and helped us to once again put on a very successful and enjoyable fly-in. We also want to extend our appreciation to all of the volunteers who helped everything run smooth and making sure everyone had a good time.
Steve Weir, Dragonfly

Danny Whitten, John Bond

Bill Wieger, Bensen

Desmon Butts, MTO Sport

Mark Spies, Bensen

Tony Thomas, Air Command

Mike Grosshans, KB3

Dan Carr, Golden Butterfly

Chauncey Surry, Bensen

Don Bouchard, Bandit

Steve McDaniel, Mad Max II

Stacy Maness, GyroBee

Chuck Burgoon, Monarch Butterfly

Jay McCauley, Falcon

All gyros in attendance in line for photos
The Texas Rotorcraft Association (TRA) met Saturday, September 22, at the Olney airport. The clear skies and light winds that day were made for flying.

After a lunch of lasagna, several persons lingered at the table for an informal discussion, largely about the prospects for SLSA gyroplanes.

Bob Stark, fresh from a DAR renewal session, reported that the FAA is emphasizing the importance of fabrication, and not only building, in determining if an experimental aircraft qualifies as being “amateur built.”

The next meeting of the TRA is Saturday, October 27th. Officer elections will be held at that meeting and we’re actively seeking persons willing to fill either elective or non-elective positions.

Ira McComic
TRA Rambling Ambassador
imccomic@gmail.com

*Right Side, Top to Bottom:* Chef Wayne Lowry prepares the gourmet meal. Those not flying or otherwise engaged at the moment, partake of a meal. The Carter Copter, hatches open, is being prepared for its next series of flights. Pat Christine (left) gets a first-hand briefing on the Carter Copter for flight engineer David Dontonio. CFI Henry Foster refuels his modified RAF while Fred Garner (left) and Scott Sul- lins grin for the camera.

*Above:* The unidentified pilot of this twin Cessna contemplates trading his ride for the jauntier Air Tractor. Bryan Fair poses with his two-place Air Command. CFI Henry Foster saddles up with Fred Garner.
Dream Flying Planes

Sue and Bob, a pair of tight wads, lived in the mid-west, and had been married years.

Bob had always want to go flying. The desire deepen each time a Barnstormer flew into town to offer rides.

Bob would ask, and Sue would say, "No way, ten dollars is ten dollars."

The years went by, and Bob figured he didn't have much longer, so he got Sue out to the show, explaining, it's free to watch, let's at least watch. And once he got there the feeling become real strong. Sue and Bob started an argument.

The Pilot, between flights, overheard, listened to they problem, and said, "I'll tell you what, I'll take you up flying, and if you don't say a word the ride is on me, but if you back one sound, you pay ten dollars.

So off they flew. The Pilot doing as many rolls, and dives as he could. Heading to the ground as fast as the plane could go, and pulling out of the dive at just the very last second. Not a word. Finally he admitted defeat and went back the air port.

"I'm surprised, why didn't you say anything?"

"Well I almost said something when Sue fell out, but ten dollars is ten dollars."

The world's smartest man?

A pilot, Michael Jordon, Bill Gates, the Pope, and a pizza delivery man were all in a plane together traveling through stormy conditions.

Suddenly, the pilot came running back to the passengers and announced that lightning had hit the plane, and they were going to crash in a matter of minutes. "There are only enough parachutes for four of the five of us," he announced. "Since I'm the pilot, I get one!" After saying this, the pilot grabbed a parachute and jumped out of the plane.

"I'm the world's greatest athlete," proclaimed Michael Jordon. "This world needs great athletes, so I must live." Michael Jordon then grabbed a parachute and jumped out of the plane.

"I'm the smartest man in the world," bragged Bill Gates. "The world needs smart men, so I must also live!" Bill Gates grabbed a parachute and jumped out of the plane.

At this point, the Pope began to speak. "I have lived a long life compared to you, and you may take the last parachute. I will go down with the plane."

"You don't have to stay here! The world's smartest man jumped out of the plane with my backpack."
Machinist's Workshop Mag recently published some information on various penetrating oils that I found very interesting. Some of you might appreciate this. The magazine reports they tested penetrates for break out torque on rusted nuts.

They are below, as forwarded by an ex-student and professional machinist. They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

<table>
<thead>
<tr>
<th>Penetrating oil</th>
<th>Average load</th>
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<tbody>
<tr>
<td>None</td>
<td>516 pounds</td>
</tr>
<tr>
<td>WD-40</td>
<td>238 pounds</td>
</tr>
<tr>
<td>PB Blaster</td>
<td>214 pounds</td>
</tr>
<tr>
<td>Liquid Wrench</td>
<td>127 pounds</td>
</tr>
<tr>
<td>Kano Kroil</td>
<td>106 pounds</td>
</tr>
<tr>
<td>ATF-Acetone mix</td>
<td>53 pounds</td>
</tr>
</tbody>
</table>

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. Note the "home brew" was better than any commercial product in this one particular test.

Our local machinist group mixed up a batch and we all now use it with equally good results.

Note also that "Liquid Wrench" is almost as good as "Kroil" for about 20% of the price.

Steve from Godwin-Singer says that ATF-Acetone mix is the best and you can also use ATF- lacquer thinner 50 - 50 mix.

ATF=Automatic Transmission Fluid
**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

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**New Bensen/Brock Rotor Blades**

**B & B**

**Rotor Blade Price List**

July 9, 2012

Blades, either Bensen or Brock attach points  $1,295.00

Hub Bars: 25", 36", or 48"

Blades and Hub Bar Sets; 21', 23', or 25'

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

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**FOR SALE**

For Sale - Twelve volt electric winch. 2000 LB capacity Model 68146 Badland Winch. never used, still in the box. $50.00 paid $68.00

Danny Whitten at: DannyWhitten@embarqmail.com

Sport Rotor blades; 8" cord X 25' long with approx 20 hours flying time, blades come with the 36" Hub Bar (Pitch Adjustable Hub Bar System and Track Adjustable, Self-Alignment, Coning and Dampening System). They are in great condition. They sell for $4495.00 new plus crating/shipping, I am firm at $3000. I will be attending the fly-in in Bastrop October 12-14 and I can bring them with me if needed. Kirk 225-279-1326
**GYROS FOR SALE**

**EXCEPTIONAL RAF2000 GTX-SE**

with Phase II Subaru 2.2L FOR SALE. 450 hours TT, Flies great, current annual. Features include Keith Dorton 500 cfm racing carb, tuned exhaust headers, full instrument panel, dual fuel pumps, Sigtronics dash-mounted intercom. REDUCED PRICE includes spare main drive belt, spare fuel pumps, new tires / tubes, GPS (Garmin 195) and mount, Icom handheld radio (A5), spare mast bushings and extra hardware. Hangared in Waycross, GA. Asking $24.5K OBO. Contact Jerry at 912-449-1140 or jrtiahrt@atc.cc

**Falcon**

Subaru 2.2 carbureted engine with reduction gearbox with warp drive prop, dragon wings with engine driven pre-rotator, electric trim, new hydraulic Matco disc brakes and rims, Simpson 5 point harness with 13 gallon fuel cell, custom dash with all new MGL digital instrumentation, push button switches, strobos, landings lights, and NAV lights, back up fuel pump, MSD ignition switch with back up ignition, READY TO FLY, LOW FLIGHT HOURS AND ENGINE HOURS $12,000 or will take partial trade for Powered Parachute. Contact Chuck Burgoo at 713-775-5996 or cburgoo@msn.com

**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

**Monarch Butterfly**

Rotax 582, Metro Launch 300 RPM pre-rotator, Nose Cone & Windscreen, G-Force landing Gear, Wheel Pants (not in Photo). 35 hours TT and flown regularly. $19,750 OBO. Buying a helicopter. Contact Chuck Burgoo at 713-775-5996 or cburgoo@msn.com

**KB4 built by Mark Carmouche**

Rotax 503, centerline thrust, tall tail, powder coated, band brakes, pre-rotator with large hub to spin the blades up fast, mark did a lot of work on this gyro needs a few things to finish it, 5k

Contact Guy Seghers at napsover@hotmail.com or 504-331-6515

**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

**Come Fly With Me!**
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

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

Henry trains at the Olney Airport in a Modified RAF, a SparrowHawk, and an Air Command

hsf66@yahoo.com 214-692-0727

arkansas

Louisiana

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

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Great books, DVDs, and CDs at www.gyrobooks.com

Lithium Aviation Batteries

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Smaller • Last for Years
Drop in Replacement
See at Airventure!

Trainer Services & Training

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