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 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
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:
Rudy Graffeo
Dean Dolph

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.

Click Here to Subscribe Now
Upcoming Events

October 15—17; Chapter 62’s Anahuac Fly-In, Anahuac Texas

October 30 - November 1; Chapter 20’s Fall Meet in Bastrop Louisiana DATE CHANGE

November 21; Chapter 62 Meeting at Anahuac

December TBD; Chapter 62 Christmas at the Hangar

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.

On the Cover

John Craparo and Dayton Dabbs begin their cross country world record trip.
From The Editor

Preparing for our fifth annual Chapter 62 Anahuac Fly-In which so far looks like it will be our best yet. This is an event we look forward to each year as it has really propelled Chapter 62’s recognition as being one of the premier PRA chapters in the US.

We are being told we will have pilots and machines from Florida, Kansas, Illinois, and from all parts of Texas. We will also have most makes and models of both, the legacy models and the newer modern ones. There will be at least three CFI’s there to make sure everyone that wants a ride will get one and to provide training for anyone seeking lessons.

As the fly-in season closes out for the year, there are several in our region that are well worth your while to attend. Chapter 62’s Anahuac the third weekend, RECKLAW the fourth weekend, and Chapter 20’s Bastrop the fourth weekend. There is enough to keep you busy if you enjoy attending fly-ins.

This has been a great year for fly-ins and for our community as a whole. I got to attend Bensen Days and Mentone which both are always such an enjoyment and got spend time with many friends that I normally only get to see once a year. The modern gyros have been booming in sales and have provided a boost to the publics interest in gyros. And we had national attention when a gyroplane landed on Capital Hill back in April.

Hopefully soon the new Apollos will be delivered to Anahuac to top off the year.

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!

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

We strongly encourage all SWR readers 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 has 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.

Southwest Rotorcraft

October 2015

Page 4
September 2015 Chapter 62 Meeting

On August 19th, the PRA Chapter 62 meeting was called to order by President Mike Grosshans. Members in attendance were Mike Grosshans, Danny Whitten, Bobby Munroe, Antony Thomas, Keith Johnston, Dean Dolph, David Trammell, Bob Ziegler, Chauncey Surry, Will Templeton, Mike Ransleben, Becky Obrien, and Cliff Massey. Tom and Sonya Ray were guests. Tom joined chapter 62.

General Discussions:
- Voting results for the fly-in expenditures were 23-0 in favor from the e-mail vote.
- The updated bylaws were approved unanimously by the attendees.
- Fly-in awards were determined to be:
  - Furthest Flown to the Fly-in in a Gyroplane
  - Innovation Recognition
  - Pilot & Machine Award
  - People’s Choice
- Mike discussed the need for volunteers for the fly-in.

Progress Reports:
- Tony completed his engine swap, but needs to replace one of the head gaskets.
- Bobby has continued to practice balancing on the mains in his single seat Air Command.
- Bobby showed the group the blade socks his daughter makes.
- Chauncey is making great progress on the build of his single seater.

The meeting was adjourned and lunch was provided by Bobby Munroe.

There will be no meeting in October because of the annual fly-in. Robert has volunteered to provide lunch for the November meeting.
The International Association of Professional Gyroplane Training

Nurturing the culture of Great Gyro Pilots!

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http://www.PraMentoneAirport.com
October 15, 16, and 17, 2015

Chambers County Airport (T00), Anahuac Texas

Chapter 62 of the PRA is holding its fifth Annual Fly-In. There will be food on site, t-shirts for sale, and a raffle. We are making plans to have a few brief seminars to introduce some of the models that will be there. Camping on site is permissible but there are not any hook-ups, there are several nearby RV parks and motels.

Try your luck at a computer based simulator, see lots of gyros, catch a ride, meet other gyro enthusiasts, attend a seminar and learn more, have lunch with us, buy your chance at winning the raffle, do a little hangar flying, and most of all, just enjoy yourself. CFIs will be providing training and rides.

The legacy models will all be there, Bensen, Brock, Air Command, Dominator, RAF, John Bond, Butterfly, Gyrobee, and some custom builds. The newer modern gyros will also be represented with ArrowCopter, Magni, TAG, AutoGyro, and Apollo.

For More Information:

Mike Grosshans, mike484@aol.com or 832-457-2836. You can visit our website at www.gyroaway.com or our Facebook page at https://www.facebook.com/groups/366798356732181/
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

2 State Gyro Meet
Hosted by Louisiana Chapter 20 and Arkansas Chapter 6

Chapter 20 is currently planning their annual two state fly-in for 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. The has become one of the Southwest Regions don’t miss events.

For more information contact Rudy Graffeo at RLGraffeo@eatel.net or 225-715-2918
Two pilots plan to depart from Dallas Love Field on 4 October 2015 in an attempt to set three world speed records over recognized courses in a two seat open-cockpit gyroplane. The duo will fly the following routes: Dallas to Los Angeles, Los Angeles to New York City, and New York City to Dallas. John S. Craparo and Dayton A. Dabbs will act as co-pilots during this National Aeronautic Association (NAA) sanctioned flight. Their aircraft is a Magni M16 gyroplane designated as an Experimental Amateur Built (EAB) flying machine. The pilots will alternate as pilot in command (PIC) of the aircraft during each leg of the flight. The M16 has two open cockpits which situate one pilot in front of the other. Each cockpit is equipped with dual controls.

The pair will navigate the gyroplane at various altitudes taking advantage of favorable wind and weather conditions. Plans call for cruising altitudes from 500 to 12,500 feet above the ground. The aircraft is equipped with advanced navigation and radio transceivers. Satellite tracking will allow the mission support team and all interested parties to track the flight in real-time. The public can follow the satellite track at gyrotrips.com.

Major airports visited during the flight will include Dallas Love Field, Santa Monica Municipal Airport and LaGuardia Airport. Dabbs states, “Aside from any record setting, we would like to display the capability of this small aircraft as a comfortable and economical touring vehicle for short and long distance travel.” The gyroplane uses about 5 gallons of premium auto fuel for every hour of flight. The gyroplane cruises at 100 mph. John Craparo stresses the safety and stability record of the aircraft. He also says, “It is fun and its simple controls make it easy to fly for a properly trained pilot.”

John S. Craparo, 56 years of age from Georgetown, TX, is a retired senior vice president of Hewlett-Packard Company. He holds pilot privileges in airplane, seaplane, gyroplane, powered parachute, glider, and hot air balloon. He is also a certificated advanced ground instructor and aircraft repairman.

Dayton A. Dabbs, 30 years of age from Taylor, TX, is the president of Lone Star Magni Gyro, Inc. The company trains gyroplane pilots and is a leading distributor for Magni Gyroplanes in the USA. He holds commercial pilot privileges in airplane and gyroplane. He is also a certificated flight instructor (CFI) and aircraft repairman. He is authorized to issue pilot certificates as a designated pilot examiner (DPE).
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.

Also available on Amazon:

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Born Free - My Life In Gyrocopters

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Gyro Books For Sale

Great books, DVDs, and CDs at www.gyrobooks.com
Online Sport Pilot Gyroplane (SPY) Ground School 2016

Tim O’Connor, a gyroplane CFI and Advanced Ground Instructor in collaboration with the Popular Rotorcraft Association (PRA) and FAASTeam (FAA Safety Team), is making available a live online ground school for the Sport Pilot/Gyroplane certificate. Here is a chance for those seeking the certificate to complete the preparation for the FAA Knowledge Test online.

The course will total 24 to 27 hours of live virtual classroom instruction, and students will be assigned homework.

An additional (optional) 3 hours of flight planning may be added to the schedule if time permits for a total of 27 hours of live online training.

You’ll need a computer with a good internet connection, and headphones with microphone (no speakers please).

Students will receive a bundle of materials after they have registered for the class, including exam supplement diagrams, worksheets and practice links. Students achieving a 90% or higher score on test prep will receive a logbook endorsement to take the knowledge test at an FAA authorized testing center. Students completing the course will also receive FAA Safety Team educational credits for the FAA WINGS program. Students who already hold a gyroplane pilots license can use the class for recurrent training or remedial training requirements.

Required class materials include: Electronic E6B Flight Computer; Sectional Chart Plotter, must be rotating type; a supply of sectional maps, one must be Cincinnati; one or more FAA Airport Directories, one must cover Ohio; a bound notebook; a copy of FAA FAR/AIM; a selection of FAA handbooks, circulars, fliers and publications relevant to your exam; several packs of index cards; Post-It notes (several packs).

Tuition is $250.00 for PRA members. Contact for details and registration: gyro.pilot@yahoo.com

Next Session Dates:
Thursdays, 7pm - 10pm Eastern. January 7 - February 25

Enrollment Currently Open. Now accepting students. To register Email: gyro.pilot@yahoo.com

Below: Screen shot from the On-Line Ground School
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Chris Phone: 316 435 2091 - Secretary
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Desmon Phone: 907 841 2409 - Vice president
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Or pay online through PayPal to ddakota@earthlink.net.

Heavy Duty Warp Drive hub for Rotax. New, bolted on once, ran for engine test, then changed out. $200.

Also have 3—64” Warp Drive blades, turns counter clockwise when viewing from the back, $400

Contact Tony at: thomasant@hotmail.com or (281) 799-5115

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

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
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

Turn Back Time

Ken Brock KB3. 100% original, looks like it just came from Ken Brock Manufacturing. Rotax 582, 60” IVO prop, pre-rotator, rotor brake. Asking $9,000 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

KB3

Rotax 582 Blue head (fresh rebuild, 0 time), 23’ McCutchen blades, 60” Warp Drive prop, RFD 58” tall tail, electric start. This is a project that only needs instruments, all is new except the blades and electric start, everything else is there, just needs to be completed.
Asking $10,000, make offer.

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.
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 johngillmore1959@yahoo.com or 317-840-2697

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

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 defectors. 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

Yellow MTO Sport

89 hours TT, powered by a Rotax 912 ULS 100hp, Instructor package, Wiring for heating appeal both front and back seats. A smoke system for added visual safety, Funkwerk transponder and transeiver, I-Fly 720 GPS, helmet's/headsets with intercom included. Located in the Dallas TX area, can deliver for cost. Asking price is $65,500.

Call Mark @ 214-697-0155 or mamtx@verizon.net
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

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

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

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.