

Western Rotorcraft



Chapter 31 Recovers 'Lost Sportster'

Winter Webinars have resumed at [URA](#). Drawing on last year's experience, webinars are attempted only after meetings held wholly online, to minimize technical glitches, and the emphasis is on innovative products rather than variations on training material.

Chapter 31 was dormant for years, but at one time had a Hollmann [HA-2M](#). Dave Bacon finally tracked it down, and 31 hopes to build a training program serving southern CA. (See "San Diego," page 3.)



The first session January 8 featured Jim Fields of [AeroWorks International](#) conducting a presentation on his HoneyBee G2 gyroplane line, and was attended by more than 20 remote guests. Following the February 12 virtual business meeting at

10am, Larry Neal of [The Butterfly LLC](#) will discuss his effort to bring back boom trainers as a means to instruct buyers of his ultralight gyroplanes.

Find video of the January webinar, and a login link for participation February 12, at www.utahrotorcraft.org.

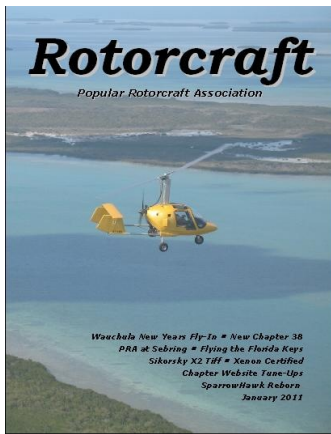


Regional Report

Paul Plack, NW/Mtn Rep



PRA board members, who moved ahead with needed reforms with furrowed brows and fingers crossed, are breathing a little easier. The shift to electronic media has not been without potholes, but *Rotorcraft E-Zine* has been warmly received, even among some early, vocal critics of the change. Membership numbers are up, now nearly at 1,400, and in a significant anecdote, many appear to be renewals of memberships which expired about five years ago, when a rumor campaign by some departing members created questions about the ownership structure of the PRA [Mentone Airport](#). The progress now ensures the organization will remain solvent through the 2011 convention, which is a major annual source of income.



If you haven't subscribed to the new *Rotorcraft*, use the blue button at the top-center of the main page at pra.org. While PRA obviously hopes you'll choose to support the organization, it will continue to provide at least a basic e-mail news service to all who subscribe, even if the full version of *Rotorcraft* goes to members-only access.

PRA had a very successful outing at the [US Sport Aviation Expo](#) in Sebring, FL in January. Some attendees joined, two Dominator gyros and a Mosquito helicopter on display attracted a constant stream of onlookers with questions, and the show's organizers seemed very pleased with the new attraction. Among the attendees at this show were representatives of the [Midwest LSA Show](#), scheduled for Mt. Vernon, IL the weekend of September 9 - 11. They are now encouraging PRA to display at their show, on favorable terms, and you'll read more about that in future editions of *Rotorcraft E-Zine*.

On the regulatory front, there are two bits of good news to report. Based on unofficial reports from meetings with the FAA at the Sebring event, it appears the training LODA issue is about to be resolved. Also, the FAA appears motivated to move on the issue of E-LSA status for gyroplanes, and is now expected to do so in a way which will preserve opportunities for US manufacturers to compete, not create a monopoly for European manufacturers with established production capabilities. Stay tuned, and stay involved. 2011 looks like an exciting time!



January 8 Minutes

The online meeting was called to order by President Doug Barker at 10:04am MST, with 19 members and guests in attendance. The minutes of the November meeting were approved as published in *Western Rotorcraft* and on the website. The treasurer's report showed a balance of \$909.24 in all accounts. A motion to accept the report was passed.

Doug reported 39 current members, and one application for membership pending. He added that 2011 calendars, featuring photos of rotorcraft, are now available from URA in printed form for \$10 including shipping, or free in electronic form.

Doug reported on his research into the costs involved in incorporating URA as a 501(c)(3) not-for-profit organization. The recognition from the IRS would allow donations to URA to become tax-deductible, and the organization to become eligible for certain grants. Filing and legal costs would be approximately \$900, or half as much to simply incorporate. Secretary Paul Plack moved to pursue 501(c)(3) contingent on available funding. Following discussion, a motion by Doug to table was approved.

Doug announced that the February 12 meeting will again be held online, followed by a webinar on plans by [The Butterfly LLC](#) to revive boom training for ultralight gyroplane pilots, presented by Larry Neal. The March 12 meeting will be held at [Airgyro Aviation](#) in Spanish Fork, UT.

In updating attendees on the status of PRA, Doug announced that dues have been reduced to \$42/year, and membership is rising. Doug urged all attendees to join and support PRA.

The idea of sharing ownership in a single-place gyroplane based in the Salt Lake City area, and available for trailering to distant fly-ins, was discussed. The idea has drawn about five interested members. Nate Oldham provided an update, and said Airgyro Aviation has two two-place gyroplanes suitable for training on hand, and an application for a training LODA has been submitted. Nate added that CFI Mike Burton is willing to travel to train students, if a suitable machine is available in the area.

The meeting was adjourned at 10:31am, and control passed to Jim Fields of [AeroWorks International](#) for a webinar on the status of the development of the HoneyBee G2 gyroplane. (Paul Plack)

San Diego County RC Club Jan. 22 Minutes & Detail

It was a great meeting today! It was attended by Sal Pecoraro, Dr. Bruce Charnov, Tom Johnson, Ives Able, John Rountree, and John Money Penny, a new guest. We really missed Dave, so we suspended regular business and agreed to only vote on whether to put our time and money into the Hollmann.



We discussed the old PRA 31 bank statement, the funds in it, and the liability issues of back taxes. John Rountree wrote the Franchise Tax board but has not received a reply regarding the corporation status.

John explained how Tom Johnson found us a CFI, Sport CFI, gyroplane CFI, DPE instructor. John Rountree told us he talked with our new gyroplane instructor, Jon Thornburg, and he is very excited to hear we will be bringing gyroplane training back to California. He said he receives more than a few requests for instruction each year but doesn't have access to a gyroplane. John told us he will train in Torrance or El Mirage, and he charges \$50/hour.

We discussed rebuilding the Hollmann, registering her, the 40 hours test flying, and getting a LODA. We compared the time and money for that to simply buying a state-of-the-art training gyroplane like a two-place [Dominator](#), [Genesis G2sa](#), RAF with drop keel HS, SparrowHawk, etc. John Rountree saw a RAF kit on the forum, and noted it would be easier to start out new and add the HS and drop keel.

In addition, we talked about the benefits of side by side instruction, with a better view of the student for the instructor, compared to tandem instruction, with easier transition to a single-place for the student.

Bruce is a wealth of knowledge regarding the Hollmann and so much else. We're so glad he is a major part of PRA 31.



Above: Cooling shrouds removed during checkout of the Lycoming O-320 on the Hollmann. The engine shows good compression on all cylinders. Left: Dave Bacon with the Hollmann on a trailer. On the front cover: The Hollmann [HA-2M](#) as found. Only about a dozen Hollmann Sportsters were ever registered in the US, but the design proved influential, spawning imitators including the Marchetti, which used a similar frame design but without an enclosure.

After a great deal of discussion we decided to use the Hollmann engine in a (G2sa) two place Genesis, and invest our time and money in fractional ownership of a new state-of-the-art Genesis, if Nicolas will design it for an O-320, and it will be able to carry a 320-lb pilot (Tom) and a 170-lb instructor with fuel.

Bruce proposed a motion to write about the Hollmann's historical importance and see if the Smithsonian wants it for display. The motion was carried.

We then discussed the restoration cost of the Hollmann as a donation project and the estimated cost of paint, plastic, and a display/junk motor, and the fact that some members may not wish or be in a position to pay to restore, let alone donate her.

John Rountree made a motion, that should the Smithsonian accept our offer, that John be allowed to request donations from the Rotary Wing Forum and any other source we can think of to pay for the restoration. The motion was carried.

We also decided that should we invest in the G2sa we would put the old battery back in the Hollmann for display purposes and use the new battery we just bought it in the G2sa.

It was proposed we meet at Bruce's house next month to see more of his historic films. We then had a general discussion - hanger talk - session on way too many topics to mention. (*John Rountree*)

Colorado Comments

Mark Shook, Pres., CRA (PRA 38)



I had a talk with a friend a few weeks ago who told me about an unfortunate accident that happened on his first flight in a unique experimental airplane he built in California, then finished and test flew for the first time in Montana. That got me to thinking about the lessons we can apply to our sport.

If you are new to rotorcraft, get training in the exact model machine you intend to fly, before you fly it solo. If you are building a rotorcraft, talk to other pilots in your chapter who have experience in the conditions in your area. Just because you can fly a tail dragger or are a hot rod trike pilot doesn't mean you have yet gained the feel and experience of a rotary-wing aircraft. (You will...just do it right the first time, and you won't have to build it twice.)

Use the resources of people and experience in your chapter, and the broader rotorcraft community. Don't be afraid to ask stupid questions. Be afraid of the questions you were too shy to ask when the little voice in your head prompted you, and you ignored it.

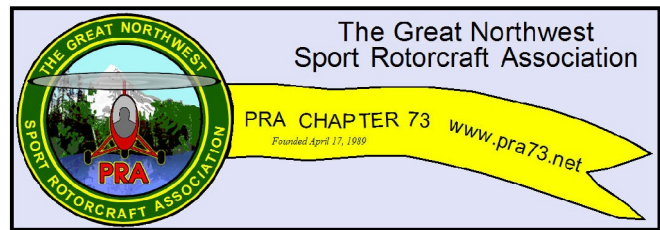
Especially if you live in Colorado or another higher-altitude area, find out how the beautiful machine you took hundreds of hours to build actually flies here, before you try it. Does it need bigger rotor blades, an engine up grade, a turbo charger, or some other modification to perform in your conditions? Just because it flew great in Florida or some other place near sea level, that does not mean you can roll it out and fly it in a high-altitude environment without cautious testing, and evaluation.

And last, follow the flight test rules for experimental aircraft, and use best practices. Never carry passengers until you have flown the required flight tests and hours. You would be surprised how many people building two-place aircraft are tempted to violate this one. They just can't wait to take up: the wife, girlfriend, best friend etc. But if you give that ride before you have thoroughly tested the machine, and before you are familiar with how it flies in your conditions, and something goes wrong, how likely is that important person to continue supporting you, if they had a near death experience?

A smart man learns from his mistakes. A wise man learns from the mistakes of others before him.

I have made a few mistakes over the last 35 years since my first solo, and I know (or know of) many others that have made and suffered every one listed, and then some. Don't let their lessons be ignored.

We wish you a Safe and HAPPY NEW YEAR !



January 8 Minutes & Detail

President Bob Johnson called the meeting to order at 1:12pm PST at the [NWAAC clubhouse](#) at Scappoose.

Visitors, Stan Paulson and Lyle Small were with us for the Potluck. Members present were: Bob Johnson, Jim Miller, Orval and Hester Longanecker, Gilbert Shepherd, Clint Martindale, and Jim Shawcross.

Gilbert Shepherd told us about his Benson gyro. Clint Martindale told us how he broke his gyro.

Thanks to Hester Longanecker for hot spaghetti and meatballs, with all the trimmings, and others who brought food.

Treasurer's Report by Bob Johnson was accepted.

Minutes of last meeting (November 2010) were approved as printed in the November newsletter.



Old Business: Collected dues for 2011. Several members asked to receive the newsletter by internet only. Their names were removed from the Newsletter mailing list.

Nominations for officers closed when no members would consent to have their names put up for nomination. Motion and vote to keep same officers for another year passed. Bob Johnson, President-Secretary-Treasurer; Jim Miller, Vice President

President Bob Johnson affirmed that PRA 73 meets all the requirements to remain a PRA chapter.

PRA 73 January 8 (cont)

There was a recent article in the newsletter by Dusty Wallace entitled, "My First Flight in a Gyro". Our president got the article put in all associated publications.

Discussed what is needed to generate interest in gyros. The biggest help would be the availability of gyro instructors.

Discussed rules for fixed wing, ultralight and gyro aircraft flying into and out of Scappoose.

Kevin Richie may want to sell shares in his gyro.

There are still 3 club jackets for sale.

New Business: Next meeting will be at NWAAC Clubhouse. They are having a Pancake Breakfast from 9-12AM, that same morning, February 12, 2011, so we will not have a potluck. Please come early and have breakfast (\$6) and support NWAAC. Our meeting begins at 1PM.

URA (PRA 2) had a webinar. It was recorded, and the video may be viewed at www.utahrotorcraft.org.

The meeting was adjourned at 2pm.

Upcoming Chapter Meetings

KBRA (PRA 1) Saturday, February 12, 11am PST. Agenda includes elections of officers for 2011. Teddy Udala Ranch, 22055 Old El Mirage Rd., El Mirage. CA 92301. [Info](mailto:info@utahrotorcraft.org): (562) 493-3960

URA (PRA 2) Saturday, February 12, 10am MST. Online meeting, followed by webinar on the reintroduction of boom training for prospective ultralight gyroplane pilots, presented by Larry Neal of [The Butterfly, LLC](http://TheButterfly.LLC). Details: www.utahrotorcraft.org.

ARC (PRA 15) Saturday, February 5, 11am MST, San Manuel Airport ([E77](http://www.arc.org)). Election of officers for 2011. Contact Britta Penca at (520) 840-0951.

SDCRC (PRA 31) Bruce Charnov home, date and time to be announced. [Request](mailto:Request@sdrcrc.org) e-mail notices from John Rountree.

CRA (PRA 38) Saturday, February 5, 10am MST, Meadow Lake Airport ([KFLY](http://www.cra.org)), Peyton, CO. Flying and driving directions at www.copterpilots.org.

GNWSRA (PRA 73) Saturday, February 12, 1pm PST, [NWAAC Clubhouse](http://www.nwaac.org), Scappoose Ind. Airport ([KSPB](http://www.kspb.org)). Preceded by NWAAC fly-in pancake breakfast from 9am to 12 noon. Details: www.pra73.net.

Arizona Rotorcraft Club January 8 Minutes & Detail

Call to order at 11:30AM by President Britta Penca. Present at the meeting: Britta Penca, Carl Matter, Mark Rhoads, Ron Van Atta, Dave Knudson, Helen Knudson, Bill Evans, Ron Menzie.

Approval of minutes for the November 20, 2011 meeting as printed in *Western Rotorcraft* – unanimous approval. Treasurer's report: \$441.65 in the Vantage West Savings account.

A discussion was held about preparation for ARC Days (Chapter 15 Fly-In). There will be a Friday night potluck. Motions and vote to spend money for hot dogs and supplies not to exceed \$100 – unanimous approval. The club will sell bottled water at the fly-in.



Tee shirts design to be simplified – Carl M. to look into it. Insurance will be through EAA – Mark R. will apply for it. Ron M. noted that most airports already have liability insurance. Mark R. will check with the airport manager to find out if that is the case. Helen Knudson volunteered to work at the information table.

A discussion was held about plaques to be awarded. A unanimous vote established that 2 plaques will be awarded for "farthest flown/trailerred" and "pilot and machine," and paper certificates will be given out for appreciation awards.

Donations for the raffle are being sought. Gift certificates to chain restaurants/stores would be an excellent prize. Bill E. will talk to an acquaintance who is building a compressed air tip jet helicopter about bringing it to the fly-in. Britta P. will talk to Ricardo about bringing the hydrogen peroxide tip jet Dragonfly helicopter. Britta P will talk to Bruce Charnoff about making a presentation at the fly-in.

Next meeting is Feb. 5, 11AM at San Manuel Airport. Meeting adjourned at 12:45PM. (*Mark Rhoads*)

Doug's Thoughts

**Doug Barker, President
URA (PRA 2)**



Here it is, winter again and there's not a lot of flying going on (at least in the circles I run in). But I do my best to get my daily fix by watching videos on YouTube, reading the forum, and my two favorite monthlies (*Rotorcraft* and *Western Rotorcraft*). It is amazing how much material there is out there if your motivated enough to look for it. And it is amazing to watch all the changes that are happening in the world of rotorcraft right now. Our organization (URA) is fine tuning the art of holding meetings on line and doing webinars that can be shared with a much bigger crowd than our own organization. This month we are going to get to hear Larry Neal talk about the new Butterfly Boom Trainer program he has developed and how that is working out so far down in Texas. We are also working on an exciting program for March when we start meeting back together again in person in Spanish Fork.

I hope everyone is looking at the dates for the rotorcraft events for 2011 and doing everything they can to commit a portion of their discretionary time to attending as many as they can. I especially hope we can get a large contingent together this year to travel to the events in our region. These are all within a days drive for those of us in the Western US so they won't take a lot of time or money to attend. We really need to support one another in order to help these events grow and to help our sport to grow and attract new members. The dates are all listed in this publication so put them on your calendar, schedule a few days off if you can and come join us. We will be putting car pools together to travel from Utah to all of these events so let me know if you are interested and we can share expenses and keep all of our costs affordable. There is just nothing like spending time with like minded rotorcraft enthusiasts, talking about your dreams and what you can do to bring them to pass.

Also for those that are interested in buying into a jointly owned gyroplane, there are some serious negotiations and discussions going on right now, so if you want to be a part of that let me know and for less than you ever imagined you could have a gyroplane available to start flying. It is amazing what can happen when we put our heads together and work towards a common goal. 2011 is going to be a memorable year for many of us. The question is: will it be for you? Only you can answer that question. But know you are invited to join us. I'll see you there!

Carter PAV Flies Over Texas

Paul Plack, Editor



The Carter Personal Air Vehicle prototype (above) has been flying over Wichita Falls, TX. I got to interview Jay Carter, Jr. on Tuesday, January 18 about the progress of the project, on what turned out to be the day of the machine's first jump takeoff with Larry Neal (of The Butterfly, LLC) at the controls. Here is some selected Q&A from that interview.

PP: Jay, first, how did we get here from the original Carter Copter?

JC: Well, this is basically the same aircraft...what we learned on the first aircraft we've applied to a second aircraft. This one will probably be twice as efficient as the first aircraft, and the first aircraft had achieved an efficiency one-and-a-half times better than the best helicopter in the world has ever achieved. Our primary focus on the second aircraft was really to go after peak efficiency, and to make it a lot simpler to fly, make it a lot safer, and start to look at the commercial applications.



This aircraft has applications both as a four-place kitplane, and also as a UAV for the military through AAI, who has a license for the UAV aircraft.

PP: The very abbreviation "PAV," personal air vehicle, suggests that this is tied in with the vision that many people have of the widespread adoption of personal flying machines that don't require an airport. Is that still part of the overall vision?

JC: Absolutely. We have the ability to take off and

land vertically, and yet fly as fast and efficiently as general aviation aircraft, so all that combined in one aircraft makes for a very attractive, versatile aircraft. That's our goal, to make this thing so simple to fly, and so safe to fly, that people with a drivers license will have a real interest in getting into flying again.

PP: You have a licensing agreement with AAI...you also had an economic development agreement with Wichita Falls which called on you to achieve certain milestones by a certain point. Tell us how you're going along that timeline, and are they happy?

JC: They're happy, we're happy, that's a good relationship. Basically, they came up with a certain funding level and said, "If you meet these milestones, we will fund you to the tune of about four million dollars to give you an economic incentive to stay in the Wichita Falls area. We've met...three milestones, so we're right on track with what we had set out to begin with.

PP: The first real test flight was made on January fifth. How many flights have been made as of the 18th?



JC: I'm gonna say we've probably made at least a hundred flights so far. Most of those flights, though...except for two, three flights, were all just takeoffs and flights down the runway. And then on the fifth, we did a 36-minute flight, which was one of the milestones for the City of Wichita Falls. Since that time we've focused on the vertical takeoff and landing aspects, and bringing Larry (Neal, above) up to speed...he's never done jump takeoffs before.

Today (January 18) was our first zero-roll. We've done some jump takeoffs, where we just roll down the runway real slow, then pop collective and jump in the air based on stored-up energy in the rotorblade, but today was the first day we've done a true, zero-roll, jump takeoff.

PP: Are we likely to see the machine this summer at Oshkosh?

JC: That's always possible. It is our intention, once we feel comfortable about the performance and we've gone through the testing...is to take this around the country, and show people what this aircraft will do. We're planning on selling these as kitplanes...where the people come in and work with us, so that they get not only the training, but also the instruction to build their kitplane in a very short period of time.

PP: Is there any thought on when that might start happening? 'Cause at this point, you probably got a couple people sitting on the edges of their chairs.

JC: We actually have over 40 deposits, but we haven't told them what the final price will be, so at this point their deposits are all refundable. As soon as we know for sure what the price will be...we'll make that announcement, and we'll start taking additional orders on the kitplane version.

PP: Is Dad (Jay Carter, Sr.) excited about this?

JC: (Laughs) Yeah! In fact, he was out here today to watch our jump takeoffs! This is pretty exciting stuff, it really is.

For WR readers, it will obviously be even more exciting when the Carter PAV visits fly-ins in the west or becomes available in kit form! Find the full audio recording from which these excerpts were sourced, in the archives dated January 20, 2011, at Aero News Network's website, www.aero-news.net.

Carter Aviation Technologies CarterCopter Technology Demonstrator (CCTD)

Technology Demonstrator Accomplishments: 1998-2005

- 1000+ takeoffs and landings – 150+ flying hours
- L/D – 7.0 @ 170 mph (1.5 times more efficient than best helicopter)
- Speed – 173 mph
- 107 rpm rotor
- Vertical takeoff
- Zero roll landing

URA was fortunate to have Jay Carter, Jr. as a presenter in its 2009-2010 Winter Webinar Series on February 13, 2010. URA members can find the video (still frame above) in the archives on the home page at www.utahrotorcraft.org.

2011 Rotorcraft Calendar

Bensen Days - Sunstate Wing & Rotor (PRA 26) Apr 6-11, Wauchula, FL

Regional event is focused on gyroplanes, and rivals or exceeds the annual PRA convention in size. ([Info](#))

GNWSRA Annual BBQ (PRA 73) Apr 9, Scappoose (OR) Industrial Airport

This year's annual BBQ meeting will celebrate 22 years of Chapter 73.

ARC Days - Arizona Rotorcraft Club (PRA 15) May 13-15, San Manuel, AZ

Info: (520) 840-0186

Colorado Rotorcraft Assoc. (PRA 38) Fly-In May 21, Meadow Lake Airport, CO.

PRA's newest chapter invites you to its fly-in at a pilot-owned airport near Colorado Springs. ([Info](#)).

Rotors Over The Rockies - UT Rotorcraft Assoc. (PRA 2) Jun 9-11, Brigham City, UT

Admission and on-airport camping are free. Food, awards, manufacturers, more! ([Info](#))

Vertical Challenge - Hiller Aviation Museum Jun 18, San Carlos, CA

Helicopter-oriented airshow in its 12th year. ([Info](#))

Colorado Rotorcraft Assoc. (PRA 38) Fly-In Jul 16, Meadow Lake Airport, CO. [Info](#).

Homer Bell Meet - Homer K. Bell Consulting Jul 21-23, Hillsboro, OH

Homer provides consulting and other services for builders of kit helicopters. Venue is a farm - may require VTOL capability. ([Info](#))

EAA AirVenture - Exp. Aircraft Association Jul 25-31, Oshkosh, WI

The largest fly-in in the world. Type club gatherings and group fly-ins, seminars, workshops. Rotorcraft flight limited to Ultralight Village, certain hours. Camping adjacent to Wittman Regional Airport. Volunteers recruited from EAA chapters. ([Info](#))

PRA Convention - Popular Rotorcraft Assoc. Aug 2-6, Mentone, IN

This event in 2010 drew 70 rotorcraft and 55 powered parachutes. Annual members meeting, on-field camping and food. ([Info](#))

Ken Brock Freedom Fly-In Ken Brock Rotorcraft Assoc. (PRA 1) Sep 23-25, El Mirage, CA

This legendary event takes place on a dry lake bed with enough room for gyro-glidors, a taste of the old-school, west coast gyrocopter scene, and a Saturday night corn roast at the Brock Ranch. ([Info](#))

Western Rotorcraft

Gyroplanes For Sale



SC VORTEX - Rotax 582 greyhead, N-number surrendered in previous sale. **REDUCED! - \$12k.** Richard, (360) 431-6817, forfunandsun@yahoo.com. ([More info](#). OR, 09/10)



SPARROWHAWK II - 2009. Subaru 2.5L, leather seats, MGL Odyssey 10.4" EFIS & EIS, Garmin radio and transponder. ROTR award-winner! \$65K. Brian, (801) 831-4649. (UT, 11/09)

VANCRAFT - E-LSA; Rotax 503, digital panel, hyd. Brakes, trailer incl. \$8,950 OBO. Clint, (503) 775-7372. Scappoose. ([More info](#). OR, 09/10)

Hangars Available

Scappoose, OR - Choice of two. See www.pra73.net "[Classifieds](#)" for details.

Western Rotorcraft is edited by Paul Plack at the Utah Rotorcraft Association, and published monthly for members of participating PRA chapters. Reach Paul at secretary@utahrotorcraft.org.