

Next Chapter meeting at Lenhardt Airport, 4 miles east of Hubbard, July 11

See the chapter website at: www.pra73.net for airport details and directions.

Last Month: June's meeting was held at Sport Copter's facility at Scappoose airport.

Minutes: The June 13, 2009, PRA73 meeting.

1:01pm: President Bob called meeting to order.

Wellness Report: Fred still down. Others on sick list have recovered.

May Minutes approved as read.

Jackets: Brock has e-mailed Logo file to Jonathon Fant. Back logo needs to be larger. Jonathon to try to make it the right size and download to Corporate Casuals and place our order. Need to change order to include one size 4XL.

Meeting Location Change: Dan drove to Lenhardt Airpark, 3 miles east of Hubbard, OR, then flew there. PRA73 is welcome to have club meetings for July, August, or September, with a one-week notice. It was decided to have the July meeting at Lenhardt Airpark. Bob Johnson will not be able to attend so Jim Miller will take his duties.

August meeting to be at Sport Copter at Scappoose.

September meeting to be at Chuck Wenger's FlyNW airport, in Salem. BBQ with meat and beans ,etc, furnished. Club to furnish soft drinks. Chips would be nice.

Make sure Gary knows to put directions to these airports in the newsletter (*Gary*: directions added to pra73.net).

NWAAC Fly In: August 14th through 16th at Pearson Airport, Vancouver, WA. Vendor space is 10x20 \$150, 10x10 is a free benevolent space. It was decided to get a 10x10 tent size, but try for bigger if available, with Gyro parking. (Note: Bob applied for a free 10 x 40 foot space, so gyros can park there.) Club needs to man our booth on Friday, Saturday, and Sunday, (Please volunteer). You can also volunteer to help NWAAC if you wish. Bob has the list of volunteer goodies.

Discussion: PRA Chapter Coordinator, Dean Doff. We can add Chapter airport and other information to PRA magazine. We should add Scappoose Airport and meeting info. (Bob sent this in to be added if they will take it: "We meet on the second Saturday of each month at the Scappoose, Oregon airport midfield west side, unless



changed (see Website for more details: <http://www.pra73.net/>.)")

Jon Daley brought his R/C gyroplane and had it as well as the Little Nellie gyro (of James Bond-007 fame) he recently purchased from a Rotary Forum member, on display at the last meeting. He is considering making kits available for those who wish to construct a Little Nellie of their own.

Comment from Dean Dolph,
PRA Chapter Coordinator on
ELSA:

“Okay, I haven't been visiting the Rotary Wing Forum much lately but found the following from PRA/FAA liaison, Greg Gremminger, when I did this a.m.

As most of you know, gyroplanes were excluded when the FAA approved the Light Sport Aircraft (LSA) rule. They are being petitioned by three gyro manufacturers to allow them to sell ELSA gyros in the U.S. These are not factory built machines, but experimental gyros that meet the ASTM design & performance standards.

The factories must provide information that shows they meet those standards and comply with all the LSA specifications. By meeting the ASTM standards, these gyros should be safer and making them available would prove or disprove that. That is why the FAA is considering granting the petitioners the right, as an exemption to the LSA rule, to sell these machines in the U.S. Please participate and provide the FAA your comments.

Here is the 'Forum' link where the thread exists with several interesting comments.
<http://www.rotaryforum.com/forum/showthread.php?t=21216> . If you aren't a member of the 'Forum', now is the time to register at www.rotaryforum.com It is free and painless!

Please pass this on to all those who have an interest in gyroplanes.

Thanks!

Dean Dolph - PRA Chapter Coordinator”

Three new petitions for Experimental Light Sport Gyroplane exemptions have been submitted to the FAA: Magni Gyro, srl., Sport Copter, Inc., and AutoGyro GmbH (MT03).

If these petitions are granted by the FAA, it would then be possible for these gyro manufacturers to sell ready-to-fly (factory built) ELSA gyroplanes. The FAA has provided this option in order to get ASTM "compliant" gyroplanes flying in the U.S. - to verify that "compliant" gyroplanes will improve safety. This is an interim step toward possible SLSA gyroplanes in the U.S.

Last year we helped Xenon submit a similar petition. Several years ago, GBA (Sparrow Hawk) submitted the first such petition. The FAA has recently indicated they will now put priority on processing these requests.

It is very important now that the FAA receive (supportive) comments on these requests. Large numbers of comments are very helpful and the gyro community HAS made a difference with their response to other gyroplane issues in the past (i.e.: Sport Pilot NPRM, 51% rule changes, etc.)

Here is how to post your comment: Go to <http://www.regulations.gov>

Enter one of these three Docket numbers in the search line, then click GO:

FAA-2009-0442, FAA-2009-0445, and FAA-2009-0475.

The first is for the Magni Gyro petition. The second is for the Sport Copter petition. The third docket number is for AutoGyro GMBH (MT03).

On the second page that opens up, near the top of the page, click on "Send a comment or Submission".

Fill in your information - at least your name. Fill in your comment in the lower box. If you want to submit a file, be sure to click "Add Attachment" after you browse for your file.

Repeat the above process for all three petitions.

Promoting gyroplane safety through demonstration and education

He suggests that we write to the FAA so gyroplane builders can build and sell factory made ready to fly ELSA gyroplanes. We are in favor of Club sending comment on ELSA Gyros. Bob was given that task.

Mentone 09 Meet in Indiana. If anyone goes let, Bob know. There is the 2nd annual chapter contact meeting with the PRA president there that we should have a representative present for.

Dean Dolph also asked if our club would like to place an ad/announcement in the convention program in support of the PRA. It was decided that we would not do so.



Wayne Mansfield and his daughter, were at last month's meeting. He was training in Sport Copter's tandem gyroplane, and she later went for her first gyro ride. They drive up from the Coos Bay area.

For Sale: Erick Blaha (not sure of name) has Vortex, single seat, gyro with 618 Rotax engine. Wants \$12k

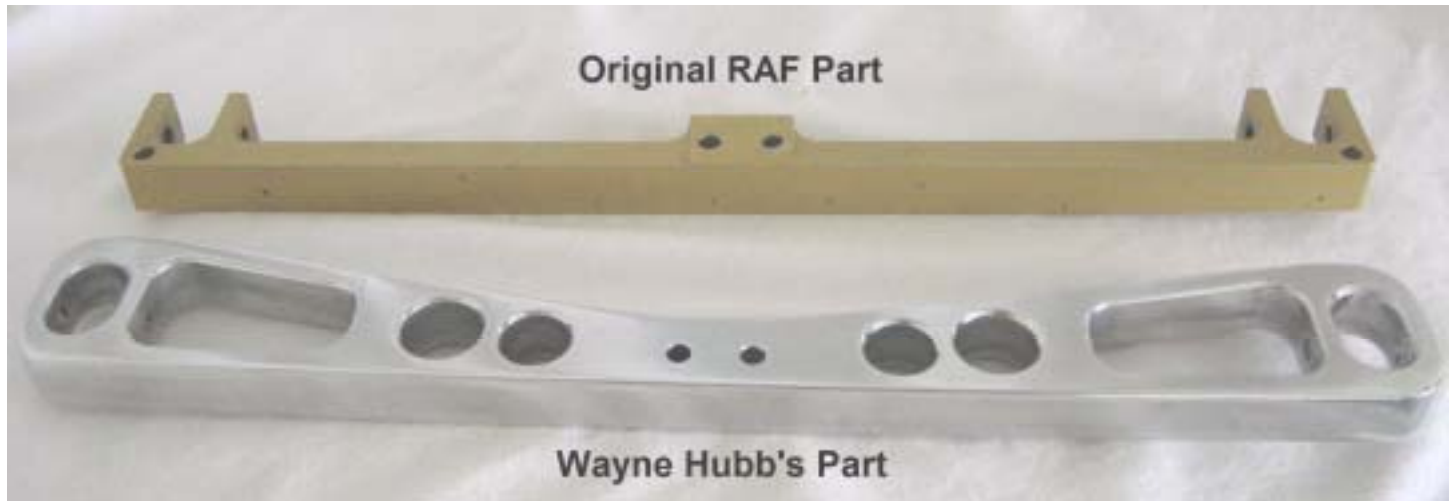
Bob gave away 2 drink insulator holders to the nearest two number guesses. His number was 17. Sorry, I forgot the names of the two winners.

1:46pm: Meeting adjourned.

My Recent RAF 2000 Upgrade

By Gary Kaminski

Kevin asked me to report on my recent upgrade of my torque tube (or called gimble activation arm). Best way to see that is with a picture (see below). I was following a thread on RotaryForum.com and saw a discussion on how the original RAF part left something to be desired. Even though there was never a reported failure of the original part, it just seemed like a good idea to upgrade it since it was less than a \$100 part.



On the forum, Wayne Hubbs reported that he had a machinist make up a bunch of these. He offered them for sale, including shipping for under \$100. I took him up on the offer. After reading a discussion about anodizing or powder coating critical parts, I decided to leave mine bare aluminum. I did sand out some machining marks and a couple nicks. Then I polished it a little. That is what took the most time.

Swapping it out on the machine took only about 30 minutes. The next picture shows the finished result. This gives me some additional piece of mind.



Gary's new torque tube installed on his RAF2000.

Remember next month's meeting to be at Lenhardt's airport, near Hubbard, Oregon.

Please take some time to contribute to our chapter newsletter, whether it is some photos, stories, or something mechanical about our rotorcraft. You can send it into any of the chapter volunteer officers so we can include it.