

PRA Chapter 40

Serving Southern Ohio, Northern Kentucky and Eastern Indiana

Welcome to the June 2009 Edition of the
PRA Chapter 40 Newsletter!

Boston to San Diego in gyros!

Chirs Kurz and fellow pilot Robert Müntz from Austria are taking the trip without a ground crew, flying MT-03 autogyros!

They shipped their flying machines from Austria to Boston and began their trip May 18. If all goes well, they'll arrive in San Diego around June 7. The men are both homeopaths and they are trying to collect an odd collection of materials, including rattlesnake venom and plants along the way to try out for use in homeopathic medicines.

Next Meeting: Saturday, June 13th
ClearWater Airpark

FAA Identifier: 21OI

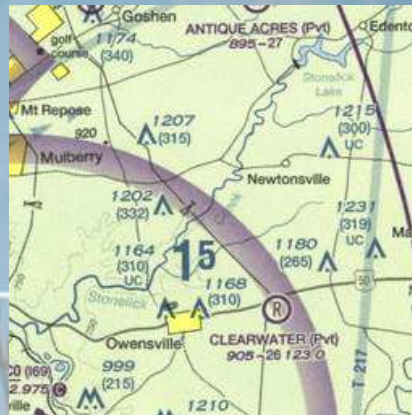
Lat/Long:

39-07-41.2260N / 084-05-33.7610W

39-07.687100N / 084-05.562683W

39.1281183 / -84.0927114

2 miles E of OWENSVILLE, OH



Chris and Robert fly their MT-03's over the Grand Canyon!

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(continued from cover)

You can follow the trip on-line here:

<http://student.cosy.sbg.ac.at/~sgruen/tragschrauber/map.html?t=1242769252>

<http://www.rotaryforum.com/forum/showthread.php?t=19302>

What a great adventure!

POPULAR ROTORCRAFT ASSOCIATION

INTERNATIONAL CONVENTION
August 4th - 8th 2009

Mentone Airport
12296 W. 600 S
Mentone, In 46539

WWW.PRA.ORG

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The meeting for Cincinnati Rotocraft/PRA Chapter 40 will be held on Saturday, June 13th.

It won't be long before our first meeting
so please get those plans made to attend.
Let's have a big turnout!!

Food will served around noon and
the business meeting will follow.

The meeting will take place
at Gene Young's next
to Clearwater Airpark

<http://www.airnav.com/airport/210I>

Address is: 2875 US Rte. 50, Batavia
NW corner of the runway
(please let me know if you need directions)

If you plan to fly in, please call
ahead for runway conditions.



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Classifieds:

Rotax 912 ul 80 hp. With around 80 hrs on it for sale, asking \$7000.00 for it, -. Steve Smg phone# 937-545-5756.

FOR SALE: AEROLITE 103 SHOW plane @ Sun and Fun, 447 Rotax, Electric Start, Wheel Pants, BRS, Strobes, Brakes, Instruments and More, Aprox 20 hours total time, \$12, 900. Call Glenn 937-866-8300

582 blue head still in box... With E drive.. Carbs, side exhaust, and radiators.. CPS is asking \$8234.00... Will sell all for \$6000.00.. Call Mike Peters 937-531-6680. Dayton area

CENTER LINE THRUST AIR COMMAND GYRO

This Gyro is AMAZING! My friend Paul, a machinist, sold me this Rotax 503 DCDI (dual carb dual ignition). Oversized pistons have also been added. Air frame was converted to Center-Line Thrust, & all parts & hardware are aircraft grade. Engine has been COMPLETELY rebuilt & only has 40 hrs on it! Flies PERFECT! Also has hydraulic brakes! I now have a baby on the way and need to sell it.

I bought this Gyro for \$8500 with McCutchen Rotary Blades, but am selling it for \$5,000 WITHOUT the Rotary Blades. Contact me for a video of this Air Command being flown. Kevin DeLaune, Owner - located Prairieville, LA USA Telephone: 225 439-1344 .

Wanted:

Used motorcycles 50-1000cc any condition. Working Aircraft Transponder. Contact gyro.pilot@yahoo.com

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Press Release:

http://news.cnet.com/8301-11386_3-10232687-76.html

Sikorsky Aircraft is offering a bit of a look at its X2 helicopter concept.

The X2 Technology design is intended to showcase a range of possibilities for advancing what a helicopter can do—most notably, how fast it can fly. Sikorsky aims eventually to use its X2 demonstrator to push helicopter cruising speed to 250 knots, or nearly twice as fast as today's machines, such as its Blackhawk.

Sikorsky said Monday that it is “progressing” toward that high-speed milestone. It is showing off the Light Tactical Helicopter design at this week's Army Aviation Association of America annual convention in Nashville, Tenn.

The Palm Beach Post reported last month that the X2 prototype was headed to a Florida airfield, where it would make the airspeed record attempt by the end of the year.

The first test flight for the X2 took place in August 2008. In the 30-minute exercise, the X2 performed maneuvers such as hovers, forward flight, and hover turns.

The look of the X2 is striking in a couple of ways. First, it uses a pair of coaxial rotor systems on top, rather than the single rotor found on most helicopters. Second, the tail rotor faces backward, like the propeller on boat, in order to provide push for the aircraft; on helicopters with a single main rotor overhead, the tail rotor is oriented along the main axis of the aircraft, like a bicycle wheel, to provide lateral stability. (You have to just love these technical writers... **“tail rotor faces backward” give me a break...** -Tim O)

Even with that unusual design, Sikorsky says, the X2—which also features fly-by-wire controls—would retain “such desirable helicopter attributes as excellent low speed handling, efficient hovering, autorotation safety, and a seamless and simple transition to high speed.”

(note: PRA 40 member Frank Black may have some of his technology introduced by Boeing)

