

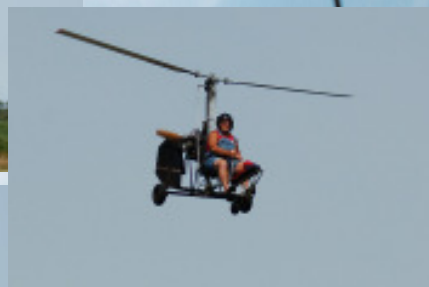
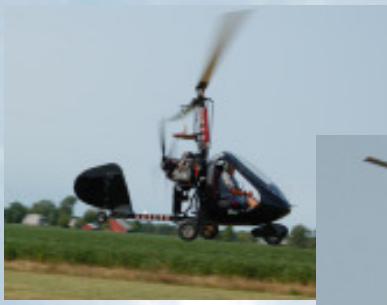
PRA Chapter 40

Serving Southern Ohio, Northern Kentucky and Eastern Indiana

Next Meeting Date TBD. Watch your email for details!

September 2007 Newsletter

Topics: Joint Chapter 40 and Tristate Sport Pilot Association (TSPA) fly-in a big success.
EU puts restrictions on RAF Gyroplanes
"Anything Goes" fly in
Classified Ads



PRA 40 and TSPA Fly-IN

It was a great day in Southern Ohio for sport planes and gyros.

The Tristate Sport Pilot Association and PRA Chapter 40 combined forces and had a duel club fly-in meeting.

Over 40 people showed up, 5 gyros and 11 sport planes.

Johnny Hay tore up the sky with his bensen (the machine with the Air Command pod) much to the delight of everyone.

Scott Biser was no slouch either and demonstrated just how airworthy his new Dominator is!

Randy Workman flew his bensen in and he did do some fancy low flying around the airport's fields but I missed most of it as I was flying around in the Twinstarr at this time as well.

Tom flew his RAF around the pattern making some low passes and I did the same with my Twinstarr.

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European Transport Agency Puts Flight Limits On RAF Gyroplanes!

After evaluating the frequent fatalities of high-time pilots in RAF (Rotary Air Force) gyroplanes from “Bunts” (Power Push Overs or PPOs) the UK has placed limits on how the RAF gyroplane can be flown in Europe.

The limits are:

1. A maximum airspeed of 70 mph
2. A maximum wind speed of 15 knots.

Also interesting is that the report that was released also stated that the Stabilator does not make the RAF more pitch stable.

‘The gyroplane had unacceptable longitudinal dynamic stability above 70 mph and unacceptable directional stability’

‘The Stabilator dramatically improved the gyroplane’s trim system however the gyroplane tested exhibited similar static and dynamic stability characteristics to a similar gyroplane tested without a Stabilator.’

The stability flaws of the stock RAF gyroplane are well known in the gyroplane community. However, in the US RAF pilots can reduce or remove these flaws easily and inexpensively by adding an effective horizontal stabilizer and adding an extended keel or drop keel modification. Unfortunately, to make modifications to a European registered RAF the paperwork and expense is more than a typical private pilot can do.

The company that produced the RAF gyroplane has gone out of business but when they were in business they stated that pilots could be trained not to PPO a RAF gyroplane. This position is quite controversial in the gyroplane community.

A group of English RAF owners are working to produce a Section T compliant stab for the RAF. They report the increase in handling performance is "mind blowing".

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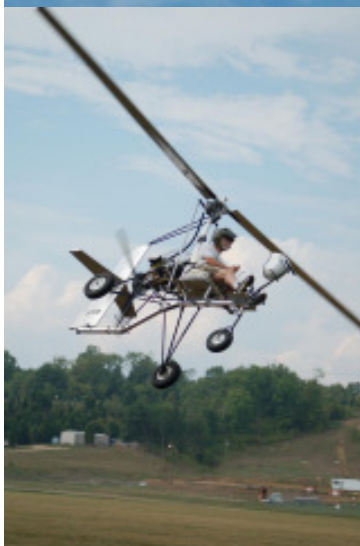
"Anything Goes" Fly in

The 2007 Anything goes fly-in was a great time. Mostly a fly in for Powered Parachutes and Powered Para-gliders all aircraft are welcome.

Scott Biser flew his gyro in again this year and impressed attendees with his gyroplanes extreme maneuverability and tolerance to windy conditions. He was unquestionably one of the highlights of the fly in.

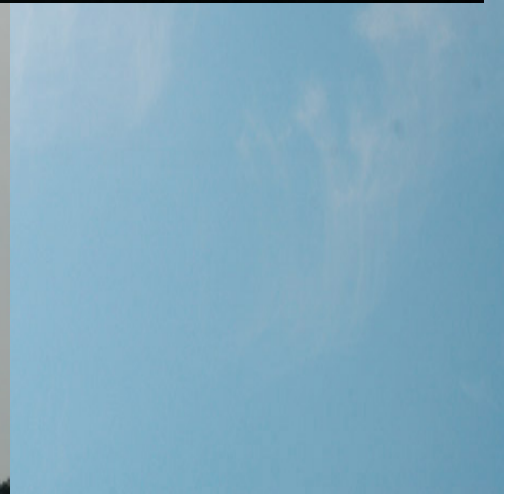
My lesson from the fly in is not to trust weather reports and PPG pilot's assessments of runway conditions. When I arrived in my Twinstarr chance of rain was predicted at 30-40% but an hour after I arrived storm cells moved in and I was stranded until the next day. I did not do any local flying because unlike Scott's single place Dominator my Twinstarr's suspension is not designed to deal with very rough runways.

The PPGs and PPC were very impressive and beautiful machines. I love the portability of the PPG but the PPC's seem to be a lot of work for just a little flying time (but then again I am a biased reporter) !



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Classified Ads:



Hanger to share.

Very large hangar.

My gyro only takes up the spot for parking a car.
The whole rest of the T-Hangar is open for another aircraft.

Fully enclosed.

Electric Door.

No birds, no critters.

Electric power.

24 Hour security

Private airport entrance gate.

Close to very nice pilot lounge with bathrooms and computers.

Close to grilling and seating area with view of the runway.

Non-Towered airfield

Asphalt Runway

Close to I-275

Facilities at airport:

Large Pilot shop.

24 hour vending machines.

Warbird Museum.

Airframe and Avionics Repair Stations.

EAA Chapter.

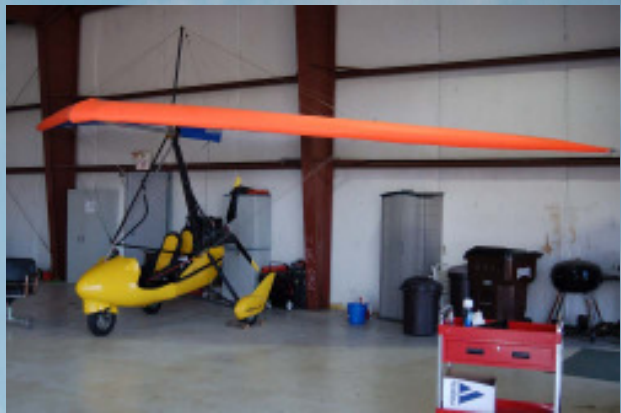
Lots of extras.

Plenty of room in hangar (see photo)

Contact Tim gyro.pilot@yahoo.com

ELSA Trike For Sale:

Contact: Doug at: dkgaudette@juno.com



Dominator Gyroplane For Sale:

Contact:

John Benham

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onesmartmove@hotmail.com