Your Committee:

Chairman:
Kai Barnett
Membership Secretary:
Lawrence Spiller
Treasurer:
Rupert Stanley
Safety And Training:
Clive Rose
Events Coordinator:
Steve Paffett
Web Design / IT:
David Reeve
Member:
John Truman
Member:
Allan Mackey
Editor:
Chris Rose

Contact:

Post:
British Rotorcraft Association
1 Focal Point
Lacerta Court
Letchworth Garden City
Hertfordshire
SG6 1FJ

Phone:
01462 683344

Email:
membership@britishrotorcraftassociation.co.uk

Web:
britishrotorcraftassociation.co.uk

April Newsletter 2025

Welcome

Welcome to the April newsletter.

In this month's newsletter…

Meet Your Instructor talks to Nick Wright who's based in Devon.

Kai Barnett, BRA Chairman, gives us guidance on the new LAA permitting scheme. If your gyro is on the LAA register, then you need to read this as there seems to be confusion on what it means for gyros.

Steve Paffett, BRA Events Secretary, debriefs us on the Deenethorpe fly-in earlier this month.

Single-seat guru and LAA Inspector, Francis Moyle, reports on his visit to Gyro Technic in the USA to build a single seat gyro so that the LAA can do a BCAR Section T assessment of it. BCAR Section T is the standard laid out by the CAA for any new gyros. This offers a real hope for anyone looking to go down the single-seat gyro route.

Allan Mackey, BRA Committee Member, takes us back to 2017 when he had his introduction to gyros.

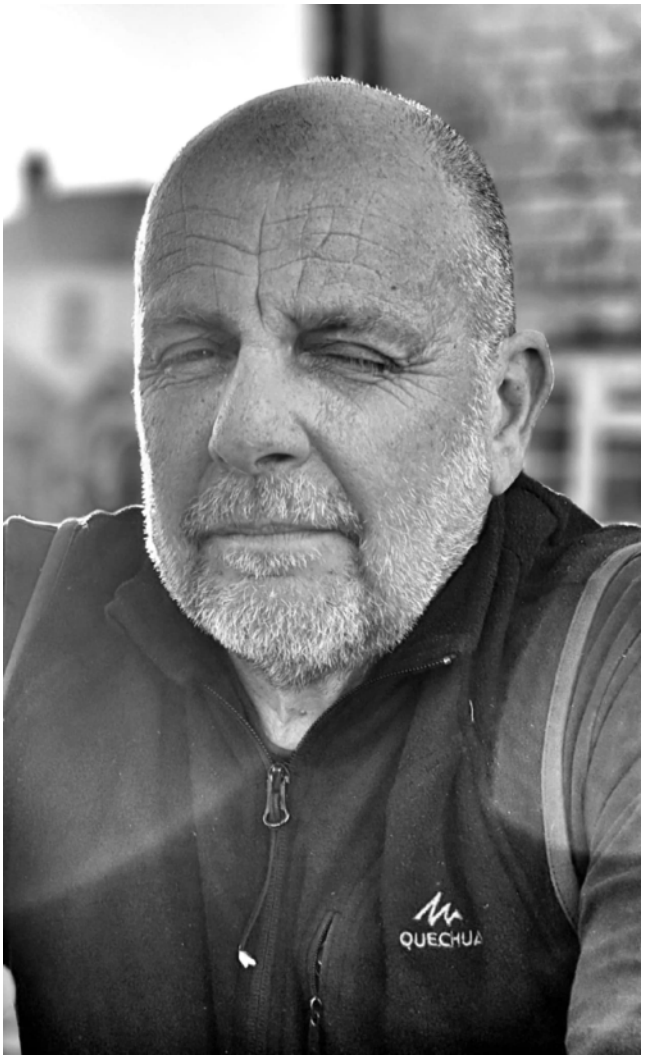
Clive Rose is back with his Rubber Side Down regular contribution. This month he has a cautionary tale about making sure you understand the times given in NOTAMs.

Finally, we hope to see you all at Popham, 3rd and 4th May, for the Microlight Trade Fair, and the BRA AGM which will be held at 13:00 on the Saturday.

If you have any interesting gyro related stories, or photos, that you're happy for us to use in the newsletter, then please email them into me.

Chris Rose
ed@britishrotorcraftassociation.co.uk

Meet your instructor: Nick Wright



Your Name:
Nick Wright

The Name Of Your School:
The Gyrocopter Experience, Devon

Website:
gyrocopterexperience.com/devon
Flythisgyro@gmail.com

Location:
Exeter Airport

How long have you been teaching for?
I've been instructing on Gyros since 2009, so 16 years.

How did you get into gyro flying?
I gained my PPL(A) in 1988 in Cessnas at Birmingham Airport. Over the next 20 years I owned different aircraft, or shares in aircraft, and added different ratings, all the while searching for that 'Unicorn' experience that I had dreamed of as a child.

Then, on the cover of 'Pilot' magazine, I saw the picture of Steve Boxall's red MT03, and thought 'Wow' got to try that!

So I had a one hour trial flight with Chris Jones and as soon as I was back on the ground I phoned Gerry Speich to order one!

What can you offer as a school?
The South West has a stunning variety of landscape, and a gyro is the perfect aircraft to enjoy it.

Exeter Airport, where the Cavalon is based, has its own micro climate. Often sunny and dry when other airfields are unflyable.

Exeter has almost a mile and a half of smooth hard runway, and Air Traffic Control; so students quickly become comfortable using the radio (which lots of people are initially uncomfortable with).

I also instruct at other airfields in the area. I've taught at Henstridge (which is a superb place to train) for the last 10 years; I use Eaglescott Airfield regularly for grass runway experience; and now Bodmin Airfield has a Magni M16 that I instruct in.

What do you see as the biggest challenges students have?
I think there are two main obstacles for most people hoping to achieve a PPL(G). Firstly, the obvious one, flying is expensive! The solution

for most people is shared ownership, which is very common in the fixed wing world.

Secondly, and possibly more difficult, is having the tenacity to stick at it. Anyone who gains a PPL can give themselves a pat on the back, they've shown that they have that drive!

What can you comment on your teaching style?
Flying is simple, but that's not the same as being easy.

I think that my past students may agree that I can be demanding of their hand/eye handling skills. But I hope that leads to them not being a statistic.

Gyros are, in many ways, simple to fly. But they can be unforgiving, so proper appreciation of why things go wrong, and how to avoid that in the first place is a prime objective.

Any other comments?
Of course being a pilot isn't just about handling the aircraft; there's navigation, weather, RT, etc etc, which I also try to teach in a practical manner as a fundamental part of the learning process.

New LAA Permiting Scheme

By Kai Barnett, BRA Chairman

The LAA are moving to online permit renewals for their fleet. However this does not apply for any of the gyros, whether self built or factory built, therefore permit renewals will be carried out in the usual way.

The LAA has also decided that they will not review the check flight data and that check flights only need to be carried out every three years. The information regarding permit renewal and check flights can be found under LAA Technical Documents TL2.00 15/04/25.You will note that this document has no reference to gyros or their flight characteristics therefore you should use your current check flight schedule.

To move to the three year cycle at your next permit renewal you will be required to declare your last check flight, HOWEVER, that check flight must have occurred within the last THREE months. For example if your permit is due 15 June 25 you can declare a check flight carried out between 15 March and 15 June 25, your subsequent check flight will be in the same window 2028.

BUT:

IF your gyro has flown LESS than 12 hours in the last year a check flight IS required.

IF your permit has expired by more than TWO years a check flight IS required and LAA issued PFRC to authorise flight.

You do not have to send a copy of the check flight to the LAA unless they have requested it.

The check flight documentation MUST be kept with the aircraft records and the check flight MUST be recorded in the aircraft log book as a check flight and reference the documentation accordingly.

Personally I think check flights are a useful tool for monitoring the health and wellbeing of your aircraft. The CAA dropped the flight check from their permit review a number of years ago and in my experience has led to a gap within the aircraft records regarding aircraft performance and also the owners knowledge of their aircraft.

Regards Kai.

Deenethorpe spring fly-in debrief

By Steve Paffett, BRA Events Secretary

Friday the 4th kicked off our Gyro Spring Fly-in and Camp at Deenthorpe and it has to be said, for those of us that could make it, it was a great weekend.

Strong winds and maintenance issues I know kept a good few of you away sadly as I think under different circumstances the numbers could have or would have been much higher.

None the less the weekend went very well, 28 gyros in all most of whom flew in on the Saturday (some of you will do anything for a free lunch) and enjoyed some very nice food and a decent marquee to enjoy it in. I have to say camping was definitely only for the toughest amongst us.

My thanks go out to all those who made the event possible and of course a massive thank you to all of you that came, engaged in some good old fashioned banter and talked lots of nonsense about gyros.

I trust you all got home safe and look forward to seeing you at Popham.

Steve.

A special mention goes out to Rod Keay, who flew in to Deenethorpe on the way back from his tour from Liverpool to Dunkeswell. Quite an epic journey in the strong winds, camping at various airfields along the way.

Photos credit: John Truman

A visit to Gyro Technic Inc.

By Francis Moyle, UK Light Aircraft Association Gyroplane Inspector

Building the Future of Gyroplanes

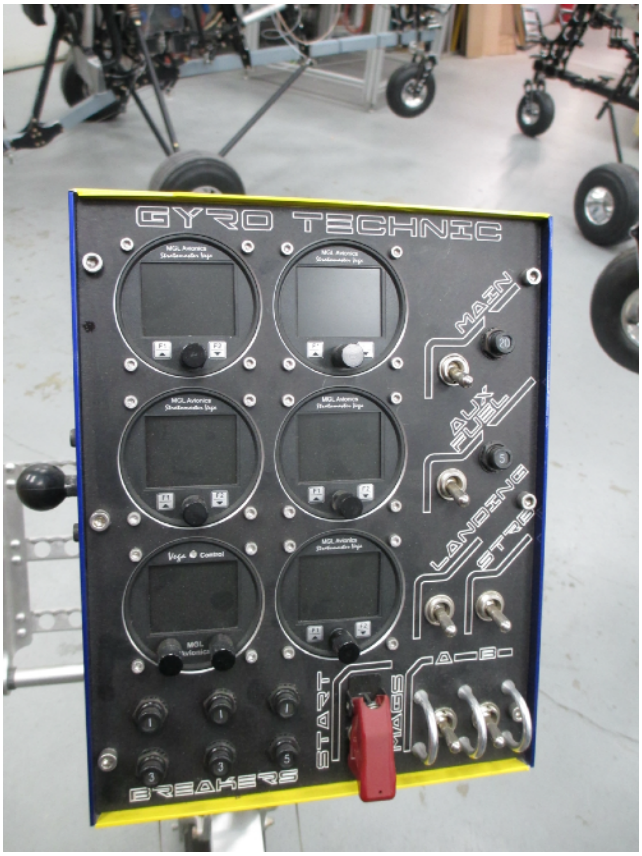
On a recent trip to America, I visited Denis Schoemaker of Gyro Technic Inc, who are based in Minnesota, to assess the quality of the GT-VX Gyroplane Kits. I also received hands on

experience of building the GT-VX2 gyroplane with the team there up to the point of engine and instrumentation installation.

Gyro Technic has been introducing new innovations into the gyroplane community in the US and I was curious to see firsthand the innovation, technology and the dedication that defines them in the Gyroplane world.

I was made very welcome by the owner Denis Schoemaker and the team and found the facility very impressive, from the automated manufacturing machines, gyroplane kits, to the finished products.

Gyro Technic supplies 2 standard gyroplane kits which are the GT-VX1 which uses the Simonine Victor 2 Super 100HP engine and GT VX2 which uses the Rotax 100HP 912S or the Rotax 915IS engine. There are 2 instrument packages available for the aircraft, the Kanardia or the MGL Vega Series.



Denis has designed the aircraft using the CNC 3D CAD Auto Disk Inventor (Solidworks software) to create the designs for the GT-VX gyroplane components, with the ability to design any new part or amend existing designs that needs to be manufactured the software will then automatically update the system. Using this software is second to none. All the parts are machined to a very high standard saving time.

The CNC milling centres are connected to the Solidworks Software. These make the components for each aircraft. When the kit is being prepared to send out, the parts are selected and individually bagged with the numbered build sheet included. This makes the kit very easy to build.

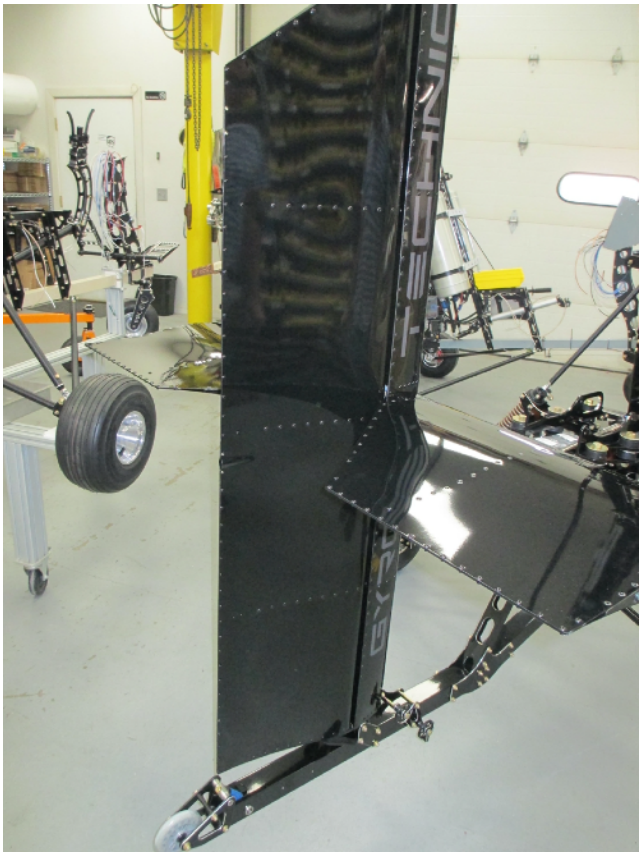
I also had the privilege of seeing the machines and process on how they manufacture the Razor Blade Rotor Systems, which are of a Bonded Aluminium construction based around the NACA8H12 Airfoil profile with a non linear twist and reflex in 23ft to 27ft blades systems.

The process is carefully controlled and documented, from the markings on the end caps, the etching process to how the adhesive is applied and then into the oven. The Curing Oven was custom built around the adhesive curing cycle of 270°F 60 minutes, 50psi clamp pressure with 1° rise. It's a stainless steel frame and all the internal components were manufactured in house. There are 32 individual air cylinders under the oven as the leading edge is different from the trailing edge so the air cylinders were engineered accordingly.

After the blades have come out of the oven, they are drilled to match the hub bar and then polished to a mirror finish. The hub bar is machined in 1, 2 and 3ft lengths depending of the blades they are being fitted to these are machined out of a solid billet. Onto a weight, balance and track calibration scale system where weights are added to the blade tips to be sure that they are in balance within 1gram and if any adjustments are needed lead weights are added. Once all of this is done it's onto the final blade tracking and any adjustments are then done.

The Razor Blade Rotor System is already approved in the UK to BCAR Section T. The blades can also be fitted on smaller gyroplanes going back to the early Benson models.

The high point of my visit was learning about the “Assist to Build” programme, and I was lucky enough to build the GT-VX2 Gyroplane from the very beginning. Going through each build process using the drawings and parts and watching the GT-VX2 take shape. It was a very satisfying experience and from an engineer’s point of view I found that all the components, just went together perfectly. It offers excellent support throughout the building process, providing hands-on assistance and guidance from the novice to the experienced builder.



This initiative stands out a testament to Gyro Technic’s commitment to the home build community and education in the aviation sector.

The aircraft that I built at the factory is going to be used to obtain BCAR Section T Approval.

Introduction to gyrocopters report from 2017

By Allan Mackey, BRA Committee Member

A long long time ago, I learned to fly gliders, then light aircraft. I didn't have many hours in my logbook and then I met a girl... and flying stopped “temporarily"...

Recently I thought "If I don't get back to flying now, I never will". I then happened to see the BBC news article about the 'Secret' Dambusters photographs to be auctioned. That got me

thinking about the bouncing bomb invented by Barnes Wallis – and that reminded me of the late Wing Commander Ken Wallis and his autogyros. A few internet-clicks later and I came across "The Gyrocopter Experience" website.

With some trepidation, I telephoned the nearest branch of the Gyrocopter Experience, at Halfpenny Green (Wolverhampton) airport. I booked and paid for two experience flights, one hour in an open-cockpit MTO Sport and one hour in a closed-cockpit Cavalon.

On Saturday 13th May, I arrived at Halfpenny Green at 12:45 and parked in the public car park. Visitors can follow the blue line to the control tower, on the first floor is the cafe and a verandah where one can sit, watch the aircraft activity and listen to the ATC through a loudspeaker.

The weather was overcast with grey clouds, about 15 degrees, no sun. Wind approximately 10 knots from the south-west.

At the far north end of the taxiway is the Rotorsport/Gyrocopter Experience establishment: a hangar filled with gyrocopters and an office behind a formidable set of permanent heavy-duty wire fencing and locked gates. I found out soon enough that the fencing is there to keep the dogs in, not the visitors out!

I met David, an earnest and capable young man who was in the office but is also taking lessons. David has the enviable asset of a desk from which he can see the length of runway 04/22. I also met other visitors who had just finished their experience flights – and I got very positive feedback from them. Finally, I met Jim Hughes, Instructor, who was to be my pilot.

My first flight was to be in G-CITX, an MTO Sport two seater (tandem) open cockpit gyrocopter, in dark blue. The machine looked small and very open – no sides.

I clambered into the windproof flight suit and was ushered into the pilot's seat (the front seat!). Getting in was my first challenge, having to step around the cyclic and get my foot into the footwell. I settled for a "sumo" stance to get my foot high enough and my leg extended, then straightened up and sat in the seat, bringing the other leg up into the cockpit.

I strapped in, donned the flight helmet with full-face visor and built-in noise cancelling headphones and could not hear a thing until Jim was strapped in his seat behind me and we were both plugged in to the intercom. The instrument panel was set low down. Above the panel – a windscreen and nothing else. To the left and right, and as far back as I could see – nothing of the gyrocopter, no airframe or fuselage, just my leg and the open air. Jim then explained that I would need to operate the equipment as he only had basic flying controls in the back seat. I wished I had spent a bit more time studying the instrument panel before the flight!
Master switch on, "Clear prop", engine to "Start" and wait for it to fire – which it did immediately, being warm. Electrics on, lights, strobe, radio (ow! That's loud! Where's the volume control?), gloves on, wheel brake off, and Jim called the tower for permssion to taxi. A bit of throttle started the ground taxi across the grass (the dry ground was rock hard, taxying was therefore bumpy – and although I didn't know it at the time, more so than the remainder of the trip!), onto the tarmac, along Runway 10, turn left and all the way up Runway 34, hold position for Runway 22. Pre-flight checks, magneto drop 1 & 2 OK, everything else in the green. Radio "Ready for takeoff". Clearance received from the tower. I took a deep breath - here we go!

Rotor brake from "Ground" to "Flight". At Jim's command, I engaged the pre-rotator (using the red machine-gun button on the control stick) and the whirly thing above me growled, came to life and started rotating, spinning up to

about 200 rpm, though I wasn't concentrating on that dial at the time. Jim taxyed us out, (he has already told me one has to be careful doing turns on the ground with the rotor spinning) lined up on Runway 22 ("off the pre-rotator now" – I guess we were out of bullets) and applied full throttle. We accelerated briskly (motorbike-style) down the runway and the rotor (was) spun up, by virtue of our forward motion through the air, to about 400 rpm, then a gentle wheelie and suddenly the ground levered itself away from us and – just fell away. There was no low-wing monoplane sensation of "lean back, yes the ground is not there any more, you may see it again later today when we level out". Instead, the cockpit remained level (it's hanging from the rotor head, stupid!) and although it is free to swing, there was little pendulum effect throughout the flight. So you don't need an artificial horizon, it wouldn't show climb or descent attitudes, besides, who needs an instrument, you have a free and unrestricted view of horizon all around (including to the front, where I had been used to a propellor, a big engine cowling, windscreen struts, sunshades and in Cessnas, half an acre of dashboard in the way of a good view). Climbing out, the engine sounded smooth and happy, no airframe-shaking blatter, just a precision power plant doing its job. No propwash either as the engine is behind! Not even any downwash from the rotor – the air goes the other way, up through the rotor. Also, the rotor was quiet (it's freewheeling, wierd), no chop, chop, chop as you might expect from an engine-driven helicopter rotor.

I was at the front, in an aircraft, climbing at near max rate, and I could see where I was going!

At about 1000 feet Jim set the throttle to its cruise setting, which established straight and level (no cyclic movement was required, I think) and set the trim for straight and level flight. About this time I remembered to breathe, which helped things along considerably.

Jim asked me to fly straight for a while, which was no difficulty as that was the way we were going anyway. "Up and down": I gingerly tried the controls and we climbed a bit and descended a bit. After a while we arrived overhead Bridgnorth. We flew around the town sightseeing, Jim calling out points of interest (the market, the castle, the cricket club), and me trying to spot them while reacclimatising myself to looking down (straight down!) without getting dizzy.

On leaving Bridgnorth, and after we had absorbed for a minute the magnificent sight of a steam train on the Severn Valley Railway, Jim handed control to me and challenged me to follow the river, every twist and turn. This exercise was difficult at first while I got used to the responsiveness of the gyrocopter, the gusts of wind from the side, the amount to pull back on the cyclic and the increase of the throttle in the turns to maintain height. However, I could feel long-dormant skills reawakening and as the exercise progressed I felt that from being a passenger I was actually flying with a purpose in a well-crafted machine that I was liking more with each passing minute.

We returned to the airport from the west and joined for a left-hand circuit to Runway 22. I flew around the circuit with Jim prompting me when to turn, descended on the base leg, turned final, lined up and reduced the throttle to an idle. The descent was smooth, and with Jim telling me not to flare, we landed without any drama. Easy!

While still rolling, the throttle went to full power and we were launched into the sky immediately. "Let's do a practice forced landing", said Jim, and he invited me to cut the throttle any time I liked. So, abeam runway 10 (grass), I dutifully yanked back the throttle and we descended in control, again no drama, easily able to see where we were going, and with a quick S-turn we landed without a bump, on the numbers. The landing roll was very

short. "I could do that!" I thought, and with that my flight in the MTO Sport had ended – all too soon. We taxied back to the hangar (ow, this grass is still bumpy!) and I disembarked as gracefully as I could. The flight suit was bulky but did not get in the way during the flight – it worked to keep the wind off, as I found my ankles and neck were cool but the rest of me was warm.

Back to the office for a drink and a breather. My impressions of the MTO Sport – altogether a very nice, solid and precise machine. At the beginning I did not know if gyrocopter flying would be to my taste nor did I know if the open cockpit was something I could get used to – being high up in the comfort of a flying room is one thing but being high up on a chair without armrests and an immense view is something else. However, the MTO Sport was very welcoming and we got on well together – much better than I would have expected from a first meeting. Would I fly it again? - definitely. Would I learn on one? - definitely. Would I buy one? - um, not until I can find out for myself what it is like flying in the British winter, ask me in a few month's time!

By now, the weather had improved, the cloud base had lifted and broken up, the sun was out and the wind had reduced. Temperature was about 16 degrees, altogether a nice day for flying.

My second flight of the day was in G-CJVT, a two-seater (side-by-side) Cavalon gyrocopter in dark blue, with an enclosed cockpit.

We did not need flight helmets or flying suits for this flight, so I sumo'd my way into the pilot's (right-hand) seat – this time getting in seemed to be easier and I saw that this cockpit is set lower than the MTO Sport: the seats are side-by-side and this means that the main airframe member can run between them, hence the lower seating position.

Strapped in and helmets on, I started the engine (a longer crank time on this occasion as the engine was cold). Jim explained the difference between the two gyrocopters briefly: "This one's a lady, treat her as such".

We taxied along the tarmac past the control tower and turned left onto and along Runway 34. By the time we had reached the holding point for Runway 22, the engine had warmed up. Preflight checks as before, line up on the active runway, machine gun, sorry, pre-rotator engaged, and then when the rotor was at 200 as instructed, open the throttle, hold the aircraft in a wheelie to spin up the rotor, then up a few feet, fly level, then away in a climb for the third time that day.

We climbed into the blue sky straight out of the circuit, heading South West for 17 miles to Cleehill, being due west of Kidderminster. The sun was doing a good job of warming the cold air, and I could feel thermal up draughts. We kept gaining height and I had to throttle back to return to our cruise altitude (initially 1500 feet then 1800) as we approached the hill. And keep the cyclic positioned for a cruise speed of 70 m.p.h. We went round the hill in a clockwise direction. The view was outstanding. Jim took over as we hunted for and found, a small private airstrip on farmland. He then showed me, by facing into wind and reducing the throttle more, and more, and (as the fixed-wing pilot in me was shrieking "That's enough Jim, add power") yet more, that the gyrocopter just stopped its forward motion relative to the ground, i.e. it could maintain height facing into a light wind. We were hovering! It was surreal to say the least, especially to look down at a spot on the ground to see we had no relative movement to it. It was like wall-to-wall Google maps on full zoom, but live!

The Cavalon felt light and buoyant to fly. The cockpit was roomy and comfortable. One thing I did not care for was the Air Speed Indicator, a digital version – although the display was clear,

bright and easy to read, the indicator had no damping and jumped around as the speed was sampled once a second or so: the net effect was that one could not see an accurate rate of change of speed.This turned an exercise of changing speed, e.g. from 80 to 70 m.p.h into a game of "chase the needle", overcome by looking out of the cockpit and flying to a constant throttle setting and constant altitude. The main advantage of the Cavalon over the MTO Sport (apart from being able to see the expression on the instructor's face!) was of course the closed cockpit which certainly makes the thought of winter flying, and cross-country paper-work management, less challenging.

In time we headed back to the airfield, rejoined the circuit, this time I found the view of reference points on the ground somewhat obscured by the windscreen pillars which are wider than I expected and widen further as the pillars flow down into the lower bodywork. The approach to Runway 22 was again rock-steady, the landing satisfactory then Jim took over and flew us all the way down the runway at an altitude of about six inches and landed (after the numbers) with a very short roll-out and taxi to the hangar.

Summary:

Altogether a brilliant day. The Gyrocopter Experience are well set up and project professionalism in their approach. The machines I flew were almost new, stable, comfortable, responsive, remarkable in many ways and a great way of learning to fly. I got used to them very quickly and felt quite at home in them by the time my flights ended. I thoroughly enjoyed my day, in spite of the occasional weirdness, and it gave me the confidence not only to fly these gyrocopters but to return to flying as a hobby. Why don't you give it a try, too?

Rubber side down

By Clive Rose, BRA Safety And Training

My Le Mans mates call me Flossi (the full moniker is Rossi on the straights, Flossi in the corners), Smart Mart and the Saddle Sniffers call me Fluffy and my climbing buddies call me… well, never mind what they call me! We all have nicknames – even POTUS.
Some of you have asked how the Time Bandit (honourable mention last month) came by his moniker. I'm glad you asked – because it relates to a very important safety issue.

Like me, the Time Bandit began his Gyro training at Popham with the legend and all-round lovely man that is Mac Smith. It was drummed into us that before we go anywhere near the aircraft we must, at the very least, check F214, F215 and NOTAMs. This was before Sky Demon became so ubiquitous so it was a bit of a faff going to multiple different web pages for info, but heh! that's what Bookmarks are for, isn't it?

You're way ahead of me, aren't you! But let's keep the story going for the benefit of our mates who have less kind nicknames than our own.

The timestamp on the F215 mentions Zulu; UTC, on the F214; and the YYMMDDhhmm timestamp on is GMT. The Saddle Sniffers would have you believe Zulu is The Best Film Ever but, clearly, Who Framed Roger Rabbit should also be mentioned in that context.
When it comes to Flying, which is what we're all so excited about with these beautiful blue skies, Zulu, UTC and the effective date/time stamp on your NOTAMs all refer to GMT.

At the moment, that's all fine and dandy but, when your clocks Spring forward on Mothering Sunday, and you spring out of bed to cook your beloved a stonking full English (just how you'd like it prepared for you the rest of the year!) you need to tie a knot in your hanky to remind you

that the times on your pre-flight checks are still issued with GMT effective times.

Fast rewind to a lovely 2-ship flight down to what is now Guy Ritchie's gaff. Food and beverages consumed, we headed home. As we climbed out on departure, Liane and I looked down from 2,500' hoping to see some BBMF action which was NOTAM'd in a nearby village. No animals were harmed in the making of this epithet; no avoiding action or change of underwear was required but, from my ringside seat, I did get to witness the size disparity between an MTO and a Wellington bomber.

The Time Bandit was adamant the display should have ended at 1400 but he'd forgotten that NOTAMs are timed using GMT and we were now in British Summer Time. 1400GMT is, of course, 1500BST so the display was just wrapping as he flew towards them. The very nature of nicknames is that they stick, like… well… something very sticky. I'm seeing him next Tuesday, when I shall remind him.

I hang my head every time I hear a pilot calling up an airfield NOTAM'd as closed, asking for fuel. Clearly, they've taken off without even checking NOTAMS. But when you do check them, please make sure you know the local time they refer to. And if you're not sure, there's absolutely no shame in checking.

Keep smiling, keep safe and keep it… you know – Rubber Side Down.

Upcoming events:

You can find the BRA calendar which details all our events, and many others you might be interested on our website. You can find in in the Events section of our website. Click on the Events Calendar button.

If you have any events you'd like added to our calendar, then please feel free to send an email to: events@britishrotorcraftassociation.co.uk

Keep checking back as we'll soon be adding new official BRA events for 2025!

Popham Microlight Trade Fair And BRA AGM

May 3 - 4

Always a very popular event on the Gyro calendar, held at Popham Airfield, Winchester, Hants is the Microlight Trade Fair where annually, manufacturers and organisations present the new and the best in GA. This year it is Saturday 3rd May and Sunday 4th May 2025.

Last year was disappointing as the then new organiser was not aware of the Gyro community and our pitches were all over the place. We have been assured that was a one off and that all gyro related organisations will be in the same area.

As we have in previous years, the BRA will be holding its AGM at 13:00 on the Saturday 3rd May, so if you are interested in where we are, joining the committee or proposing change, then please come along and get involved.

Spamfield, Sandown Isle Of Wight

May 23 - 27

One of the GA's most popular events held annually at Sandown Airport on the Isle of Wight. On the last Bank Holiday Weekend in May this really is an unmissable opportunity to Fly, Eat, Drink and be Merry. Camping, Showers, Great Food and Drink and only a short taxi ride to some of the best beaches in the South.

Free landing and camping for BRA members.

Kirkbride Fly-in

May 24

An open invitation to all to experience the beautiful Cumbrian location that is Kirkbride. The Airfield host this event annually and each year more things to see, do and experience are added. Chris Jones Gyroplanes is based there and I'm sure he would love to see on the day.

Free landing for BRA members.

Mass Gyro Fly-in, Sherburn in Elmet

July 11 - 13

The BRA are excited about at the opportunity of hosting an event further north. This Mass Gyro Fly-in is more accessible to members than any event we have ever held. Sherburn in Elmet are really looking forward to hopefully smashing the official gyro record of 71. This as many of you will know was set in 2022 at Old Warden in Bedfordshire, we are though well aware that that is far too far south for many of you to come.

Landing and Camping will be free to BRA paid up members so if you haven't joined us yet please do. We look forward to seeing you and enjoying North Yorkshires beautiful scenery and great hospitality.

Arrive Friday onwards. Event dates 11th – 13th July 2025

For Sale:

Got a gyro to sell? Or maybe a gyro related item? Please contact:
events@britishrotorcraftassociation.co.uk
They will put your items on the BRA website For Sale area until you tell us it's sold. It will also appear in this newsletter for one issue.

912 MTOS For Sale, £29,500

Having recently bought a share in a Cavallon I am offering my Autogyro MTOS for sale.

New in 2010 it has just 950 flying hours logged.

A new permit to fly has just been signed off as of April 1st

It is fitted with System 11 Topp 8.4 Blue Tip Rotor Blades.

Trigg 8.33 Radio and Funke transponder and Rotax 912 engine.

It has an Instructor pack already fitted.

My Gyro is based at Rochester and there will be the option to retain its place in the Airports new, secure Hangar.

The asking price is £29,500 and includes a Flycom helmet and padded Flying suit.

Eddie Barnes 07801 653745