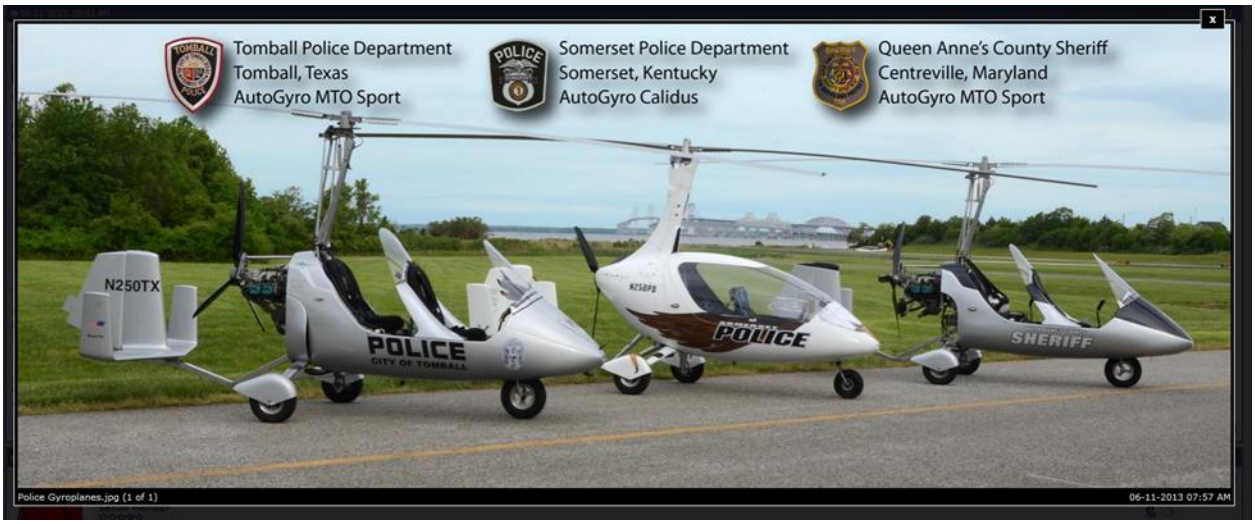
BENEFITS OF GYROCOPTERS

Aircraft suppliers and funding sources are listed in article.



Explanation of gyrocopters and various models video -
https://www.youtube.com/watch?v=p8IB-5PbL9U&list=PLGO4EgpwCKQIPN-I_gFmobaQx0iohE_-g

City of Tomball Texas gyrocopter (message from the Chief) video -
https://www.youtube.com/watch?v=Gk6TzkJk_fM

Law Enforcement model gyrocopter with InfraRed system video -
https://www.youtube.com/watch?v=vZHlT-aNX5U&index=35&list=PLGO4EgpwCKQIPN-I_gFmobaQx0iohE_-g

Extreme flight demonstration, turns, slow flight, high speed. Engine out landing demo starts at 5:40 mark. Video-
https://www.youtube.com/watch?v=IXjI81SuSKY&list=PLGO4EgpwCKQIPN-I_gFmobaQx0iohE_-g&index=52

Cost Effective

The costs of buying a gyro-copter, even the top of the line models from Europe, is less than what it would cost you to buy a helicopter or most fixed wing planes. AutoGyros have the best benefits of a fixed wing aircraft and helicopter combined.

Then when you factor in running costs which are far cheaper than any other kind of aircraft, you have a great reason to choose to fly a gyroplane over some of the other options available. Helicopters will cost between $500,000 to 4 million dollars with annual maintenance in the tens of thousands of dollars. Even small fixed wing aircraft for purchase, maintenance and special fuel can be nearly $500,000 as well.

Additionally, the engines only need to use regular 93 octane automotive gas and not the much more expensive aviation fuels. Engines are easily serviceable and autogyros are inexpensive in maintenance costs.

Much Cheaper To Learn To Fly

Each person is different in how quickly they learn how to fly an Autogyro. But as a rough average you could expect to take around 35 hours of practical instruction if you're starting from scratch before you're ready to fly solo.

This will cost you somewhere in the region of $6,000.

When you compare that with the cost of getting your Private Pilot's License (PPL) which can cost you well into 5 figures, the gyro alternative is definitely starting to look pretty good.

Easy To Learn To Fly

An Autogyro is far easier than you might think – much easier than learning to drive a car, because there's no traffic to contend with and you have fewer things to worry about.

The controls are very intuitive – as a pilot you'll be using a control stick, rudder pedals and a throttle to control your speed, height and direction.

Handle Windy Conditions Very Well

The Autogyro handles windy days with ease – in fact once you build up a level of skill and experience you'll actually welcome a bit of wind because it lets you have a bit more fun by using the wind to your advantage. Buffeting and turbulence are smoothed out because of the design of the rotors and how they create lift.

Fixed wing aircraft really feel the effects of wind because of their larger wing area, and this is exaggerated greatly in a light aircraft like a trike.

You'll never miss a day of flying in your gyro because of windy conditions…cyclonic conditions aside.

Fantastic Visibility

The visibility from an open or closed cockpit gyro is second to none. Most models offer almost a 360 degree view.

This makes it perfect for both recreational flying and aerial observation tasks like patrols, surveys and photography.

Fantastic Safety Characteristics

The AutoGyro is an extremely safe aircraft to fly. It's factory manufactured to exacting standards and has passed extremely strict certification testing in both Germany and the U.K.

The next point also explains why this is such a safe machine to fly…

Autogyro's Can't Stall Or Go Into A Tailspin

When a helicopter engine cuts out, the rotor on top of the aircraft is no longer being powered and therefore stalls. There is no counter torque or anti-rotation (as in a helicopter) because the main rotor is not connected to the engine or a drive shaft.

In this case the pilot has to very quickly try and turn the aircraft into a gyro to get the blades spinning again and create enough lift to allow the helicopter to land safely.

You also potentially have the problem in a helicopter of tailspin, where the blade at the rear of the chopper no longer counteracts the torque being created by the rotor.

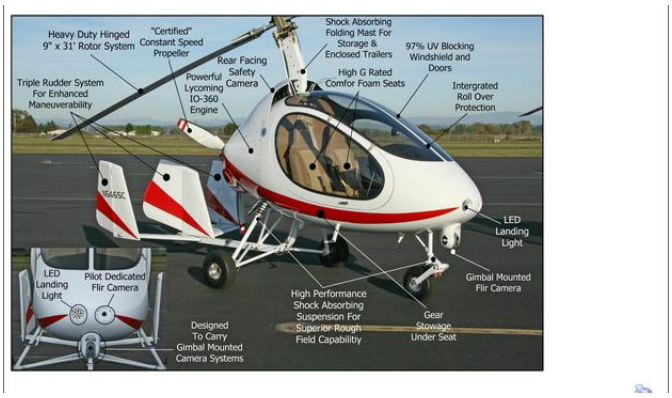
With a gyro you never have either of these problems. There's no power going to the rotor, so there's no torque being generated meaning there's no chance of the gyro going into a tailspin.

And if the engine cuts out, the rotors continue to spin in autorotation, which continues to create lift, allowing the aircraft to safely descend.

Aircraft Suppliers and Models

There are many different types of AutoGyro available for sale.

Made in the U.S.A with a law enforcement specific model is Sportcopter. The SportCopter II Law if made to carry heavy weight, with lots of room and space.
http://sportcopter.com/Portals/2/DOJ%20FLYER%2006%202011.pdf

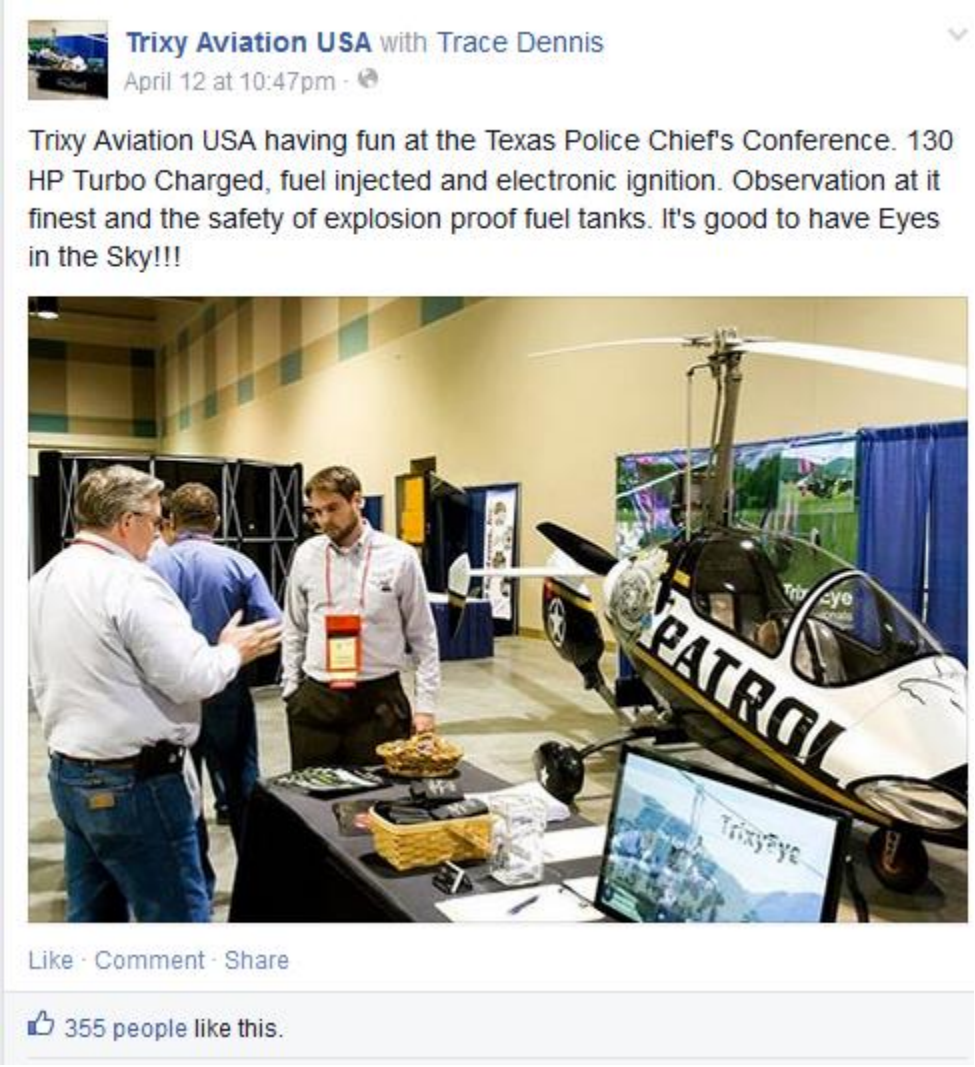


One of these – the MTO Sport – is an open cockpit aircraft. The other two are closed cockpit gyros. http://www.autogyrousa.com/mtosport-autogyro-info-sales.asp

The Calidus is a tandem seat gyro (front seat/back seat) with an enclosed canopy. http://www.autogyrousa.com/calidus-autogyro-info-sales.asp

The Cavilon is a side-by-side gyro with an enclosed canopy. http://www.auto-gyro.com/en/Cavalon/

Trixy Aviation is new to the U.S. Market http://trixyaviationusa.com/



Easy To Transport & Store

You could probably fit 3 or 4 gyro's in the same hangar space as you'd need for a small fixed wing aircraft.

Moving them around is a breeze – you simply push them into and out of the hangar, and up onto a trailer if you ever need to transport them from one place to another by road.

Minimal Take-Off And Landing Distance Required

While it's true that you can't take-off vertically in an AutoGyro (unless you have a really strong headwind), there is much less runway required than for a fixed wing aircraft.

And when you have a nice headwind to take-off into, the runway required is well under 100m, making them perfect for people who live on a nice block of land with room for a small runway. In landing, with the correct position into the wind it's possible to do drop landings with 0 distance just as helicopters do otherwise you land as an fix wing aircraft would but in a mush shorter distance.

So hopefully that's given you a better idea about some of the reasons you should consider getting a gyrocopter.

A gyro isn't for everybody…but at the very least it's worthwhile booking yourself in for a trial flight so you can experience one for yourself before making your decision about what sort of aircraft you learn to fly.

FEDERAL FUNDING PROGRAMS

NATIONAL INSTITUTE OF JUSTICE – AVIATION TECHNOLOGY PROGRAM
http://www.nij.gov/topics/law-enforcement/operations/aviation/Pages/types-of-aircraft.aspx

DOJ – AVIATION TECHNOLOGY PROGRAM (funding link on right of page)
https://www.justnet.org/aviation/contact_us.html

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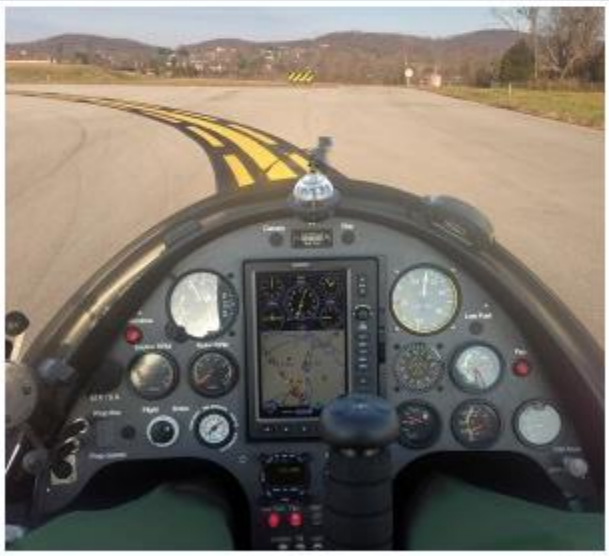
Gyrocopter aids Somerset, Ky., police

March 1, 2013 by Alton K. Marsh, Senior Editor, AOPA Pilot

The Somerset Police Department in South Central Kentucky is using a Calidus gyroplane for law enforcement under a program run by the federal Department of Justice to aid smaller law enforcement groups.

Flown by Lt. Shannon Smith, the Calidus has aided in several arrests for drunken driving, drug violations, and outstanding warrants. Shannon is the second law enforcement officer in the United States to become a certified flight instructor specific to gyroplanes for police operations



Somerset authorities launched an aviation program in April 2012 with the cooperation of the Law Enforcement Aviation Technology program, an arm of the U.S. Department of Justice's National Institute of Justice. The aviation program is administered nationally by the Small, Rural, Tribal, Border Regional Center (SRTB-RC) through The Center for Rural Development in Somerset. The program has assigned 17 aircraft to small law enforcement agencies that might not see aviation as a viable option to their police agency. See it fly here.