

SEQGC MEMBERSHIP

Membership of SEQGC is open to anyone.

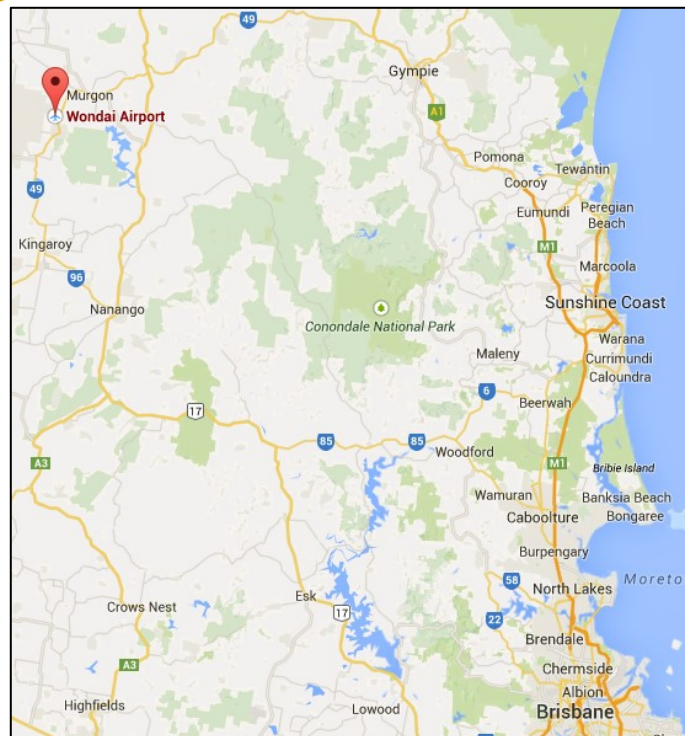
- ◇ Annual Club membership is \$50.
- ◇ The optional annual membership for Wondai Airfield is \$50.
- ◇ Annual Club membership fees are due 30 June.
- ◇ The Club fly in and training occurs every second full weekend of each month at Wondai near Murgon. More information here at www.asra.org.au/SEQGC
- ◇ Introductory gyro tow-glider training conducted during Club training weekends.
- ◇ SEQGC is affiliated with the Australian Sports Rotorcraft Association Inc (ASRA). See www.asra.org.au

SOUTHEAST QUEENSLAND GYROPLANE CLUB INC

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HOW TO GET THERE



Wondai is approximately 2.5hrs drive from Caboolture. There are sleeping, toilet, shower and meal facilities at the airfield for those that wish to camp.

SOUTH EAST QUEENSLAND GYROPLANE CLUB INC

LEARN TO FLY A GYROPLANE



**LEARN WITH APPROVED
INSTRUCTORS IN DUAL SEAT
MACHINES**

LEARN IN A CLUB ENVIRONMENT

**BUILD YOUR OWN GYRO WITH
ADVICE FROM EXPERIENCED PILOTS**

FLYING A GYROPLANE

HISTORY

The autogiro (modern day gyroplane) is an invention of Juan de la Cierva, a civil engineer born in Spain. The first Successful flight of an autogiro was made at Getafe Aerodrome, near Madrid, Spain, January 9, 1923.

The autogyro concept proved itself in the 1930's and 1940's when the Post Office Department used these craft for mail delivery from the roofs of post offices for nearly ten years. Hundreds of flights carrying thousands of pieces of mail were performed by Kellett and Pitcairn gyroplanes flying in Camden, NJ, Philadelphia, PA, Chicago, IL, New Orleans, LA, Washington, DC and other cities. Also during the 1950's, Igor Bensen, a colleague of Igor Sikorsky, developed a homebuilt kit gyroplane for amateurs. He called it the "gyrocopter". His idea for this open-frame model came from a German observation gyroplane towed behind U-boats during the war. Homebuilt kits, most of which seat one person, are popular today, with more than a dozen manufacturers in the market.



FACT OR FICTION

Gyroplanes derive lift from freely turning rotor blades tilted back to catch the air. The rushing air spins the rotor as the aircraft is thrust forward by an engine-driven propeller. Early gyroplanes were powered by engines in a tractor (pulling) configuration and were relatively heavy. Modern gyro- planes use a pusher propeller and are light and manoeuvrable. With the engine in the rear, the gyroplane has unobstructed visibility.

A Gyroplane can fly more slowly than airplanes, will not stall but cannot hover. Since the rotor blades on the gyroplane are powered only by the air (autorotation), much like a windmill, there is no need for a tail rotor for anti-torque. The gyroplane is a stable flying platform. This is not so with helicopters, which pull the air down through engine-powered rotor blades making it possible to hover, but also making the aircraft very complicated and expensive to fly. Due to their inherent simplicity, gyroplanes are easier to operate and less expensive to maintain than helicopters. Gyro- planes in flight are always in autorotation. If power fails in a gyroplane the autorotation continues, and the aircraft settles softly to the ground from any altitude. The



procedure to land after a power failure is the same procedure as a normal landing, which can require no landing roll. Thus the gyroplane is a safer aircraft for low and slow flight, as compared with both helicopters and airplanes. The ability of gyroplanes to fly faster than helicopters and slower than airplanes makes it something of a hybrid, having the good qualities of the other two types of aircraft with little of the bad.

