

SINCE 1969

# Experimental Rotorcraft Association

Providing Service and  
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1400 E. BURNSIDE • PORTLAND, OREGON 97214 • PHONE: 233-7508

October 19, 1971

Mr. Jukka Tervamaki  
Tuulimylyntie 6 D 40  
Helsinki, 92 Finland

Dear Sir:

We have enjoyed reading about your beautiful ship the ATE-3 in both the P.R.A. and Wings of Tomorrow. You certainly deserve to be very proud of your little craft as it is without question one of the finest we have ever seen.

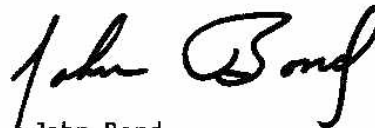
The article you wrote concerning zero-g was also most interesting. Do you think it possible that a too flexible mast (also rotors) could contribute to porpoising and then zero-g? Enclosed is some literature on <sup>air</sup>aircraft which in general seems to be overlooked. Carrying two people it will consistantly take off in less runway than my Bensen. Mr. Vanek has just finished installing a new cockpit on his craft which adds a good deal to its appearance and comfort.

We are very much interested in stocking and selling your fiberglass rotor blades. However we would like to contact someone in this country who is presently flying them. Can you provide us with the name and address of one or two people who have purchased them. Also if you have any pictures or sketches of your rotor head and pre-rotator we would certainly appreciate receiving them.

Looking forward to your reply, we remain

Very truly yours,

EXPERIMENTAL ROTORCRAFT ASSOCIATION



John Bond

JB/md

# WINGS OF TOMORROW

WEST-PENN ROTOR CRAFT CLUB

PRA #4

SAA #310

Helen Darvassy, Secy.,  
P. O. Box 882,  
Oil City, Pa. 16301  
March 8, 1971

Mr. Jukka Tervamaki,  
Tuulimyllyntie 6 D 40  
Helsinki 92, Finland

Dear Mr. Tervamaki:

I have just finished about the fourth reading of your article on "Loosing Faith in Autogyros and Gaining it Back Again." Before I start putting it on masters for the up-coming issue of "Wings of Tomorrow", I am taking a few minutes to not only congratulate you on an excellent article but to thank you also for sharing your experiments and thoughts on the subject with us. Louis read the entire article at our February 29th Club meeting and one could have heard a pin drop. Usually there is far too much background clatter during reading of material but the men were vitally interested so this article will grace the front of our ROT and it is intensely interesting and currently pertinent.

No, I am sure it will in no way affect Sport Aviation's publication. Still too few autogyro sportsmen subscribe to SAA while our nomely newsheet certainly reaches what we call the grass roots of the sport.

Your supplemental notation about Mr. P. Krauss arrived in time to amend the paragraph referring to him.

Again, many thanks, and do let us hear from you whenever possible.

Cordially,

*Helen Darvassy*

Helen Darvassy

223 Tech Road  
Pittsburgh, Pa. 15205  
U. S. A.  
23 February 1974

Jukka Tervamaki  
Tuulimyllyntie 6 D 40  
Helsinki, 92 Finland

Mr. Tervamaki:

I read with great interest your essay on the hazards of zero-G flight in autogyros---actually, what I was interested in more than anything else was the ~~picture~~ ATE-3 with the V-tail as pictured on pages 14 & 15 in the December, 1973 issue of Popular Rotorcraft Flying.

Naturally, when I saw it, like any other rotorcraft enthusiast, I begin dreaming of owning one some day, so I'm writing this letter to you to find out:

(1) Is the ATE-3 (with the V-tail) available as a complete kit---and if so, at what cost?

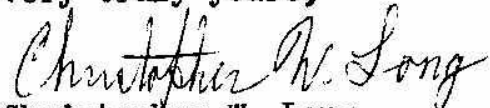
(2) If not, can you give me an estimate of the total number of man-hours required for construction for a would-be homebuilder of little or no experience?

(3) Any other pieces of information you might have available in the form of a brochure or information package. (If required to build---how much welding is involved?)

Sir, I look forward to hearing from you.

I am

Very truly yours,



Christopher W. Long  
PRA#11642  
EAA#72015