

# Western Rotorcraft



*PRA 2, 15 & 73 August 2010*

## San Diego's Chapter 31 Gets Fresh Start

In a kickoff meeting July 15, six gyroplane enthusiasts from the San Diego County area met at a restaurant in Rancho Bernardo, and officially re-chartered Chapter 31. It was necessary because the last known contact from the original San Diego County Gyro Club, and his wife, are both deceased. Eber Bacon, whose son, Dave Bacon, is the PRA Chapter Coordinator, founded the original Chapter 31, so it was important to the new group to preserve the number. With his father looking on, Dave was elected the first president of what will now tentatively be called the San Diego County Rotorcraft Club. (See "Chapter 31 is Back," page 2.)

### KBRA/Chapter 1 to Join Co-op



In their meetings July 10, California's Ken Brock Rotorcraft Assoc. ([PRA 1](#)) reportedly voted to join the regional Western Rotorcraft newsletter, and URA voted to accept the additional content. Look for content from all five chapters in the newsletter next month. See Marion Springer's "Report from Chapter 1" on page 3. Welcome to the gang from El Mirage!

### First Flight for Sikorsky's S-70i



**Sikorsky reports** the first S-70i Black Hawk helicopter has successfully completed its first flight. Aircraft 0001, the first in the new Black Hawk product line, was built at PZL Mielec, a Sikorsky Aircraft company in Poland which has been established as the hub of the S-70i program for international customers. (See more "Industry News," page 7.)

### Big July Turnout in Scappoose



**The July 10 meeting** of the Great Northwest Sport Rotorcraft Association (PRA 73) saw four gyroplanes arrive by air, and one more on a trailer, to join at least four rolled out of the hangar at Sport Copter, leading to the photo at the top of this page. Secretary Charlie Smith notes, "There was a small RAF 2000 convention." (Above, a Bensen Gyrocopter from Ray Bruce's estate, seen earlier in the *WR Classifieds*, was sold July 10. *Minutes*, page 3.)

**In This Issue** – *Minutes & Detail*, 2, 4-5; *New Ohio Gyro CFI*, 3; *Industry News*, 5, 7; *G-YROX Update*, 7; *Arizona Cross-Country*, 6; *Regional Report*, 3; *Rotax Bulletin*, 7; *Successful Emergency Auto in Detroit*, 2; *Classifieds*, 8; *Upcoming Events & Meetings*, 8.

# 31 San Diego County Rotorcraft Club

## July 15 Minutes & Detail



The meeting convened at 4:30pm PDT at a restaurant at 16701 Bernardo Center Dr, Rancho Bernardo, CA. In attendance were John Rountree, Dave Bacon, (above,) Eber Bacon, Mike Palm, Sal Pecoraro, and Jeff Jones (below). Mike brought the gyro glider he just purchased and we discussed putting it together and flying Jeff's (gyro glider) prior to the business portion of the meeting.



There was no Old Business. Under New Business, John presented a meeting agenda. The members elected the following officers: Dave Bacon, President; John Rountree, Vice President; Sal Pecoraro, Secretary / Treasurer; and Mike Palm, Flight Safety Officer. "Chapter 31 San Diego County Rotorcraft Club" was selected as the

group's name, and bylaws were adopted based on the sample PRA by-laws, both tentative. Yearly dues of \$25.00, and the opening of a bank account were approved.

It was decided to join (URA) Chapter 2's co-op, and make Western Rotorcraft Chapter 31's official newsletter, pending approval by URA. We agreed to accept any type aircraft and pilots from hovercraft to rocket ships in our club.

We voted to accept John & Greg Rountree's Cessna 150 into the club for lease-back to chapter 31 members to get their Sport or Private Pilot licenses, and to facilitate fractional ownership in any aircraft to our members with a holding company, FBO type

scheduling system, accounting, contracts, insurance, and maintenance.

We voted to reinvest our dues in ads in the local papers offering a seminar on how to own a new aircraft at low cost and learn to fly. We voted to research fractional ownership insurance and write the contracts needed. We voted to solicit new out-of-state members for 1 year providing us the funds to advertise.

We voted to meet approximately that same date next month adjusted for Mentone's fly-in and will agree on the exact date by email prior to Mentone. Following adjournment, Eber Bacon spoke to the group.



Submitted by John Rountree (right) for Sal Pecoraro; edited by Paul Plack. To apply for membership, send a check for \$25, payable to Sal Pecoraro, memo'd "Chapter 31 Dues," to 7915 Flanders Drive, San Diego, CA 92126.

### Chapter 31 is Back (from page 1)

Other details of the group's first meeting are contained in the minutes, above. The inclusion of the group's minutes and detail is done this month on an informal basis. URA will take up formal approval of the chapter's addition to the newsletter co-op at its August 14th meeting. Welcome aboard, guys!

### Successful Emergency Auto



The pilot of a news helicopter being shared by three TV stations in the Detroit area made a successful emergency landing the morning of June 24th after a loss of engine power. The TV stations were covering a funeral procession for Corporal Jeffrey R. Standfest, a Marine killed in Afghanistan. The pilot reported two loud bangs, followed by a loss of power. (Video)

## Chapter 1 Report

Marion Springer, CFI



Chapter 1 members have been busy planning the annual Ken Brock Freedom Fly-In, on the [El Mirage](#) dry lake the last weekend of September. At Saturday's meeting (July 10) several of the members brought items to be donated for the fly-in raffle. Dave Wilson donated a beautiful new propeller. Dr. Bruce Charnov contributed two framed pictures, one of an autogiro of the thirties and another that was taken from the Road Warrior movie. I donated several new shirts made of fabric with an aircraft print, a number of silk screened aircraft patches including gyro patches and some very colorful rotor blade tie downs.

Secretary Karen Keene has been busy looking into KBFF T-shirts to sell during the fly-in. This year we will have 'goodie bags' for visitors who register. The small yellow plastic bags will hold a number of items, including pens with the KBFF logo, hard candy and other items. The 'goodie bags' of gyro pilots who register will also have a gyro patch.

We hope you will all join us for the Ken Brock Freedom Fly-In, September 25-26.

*We thank Marion for providing us with this report. We look forward to monthly meeting minutes and detail from Chapter 1 starting next month. - Ed.*

## PRA Regional Report

Paul Plack, NW/Mtn Rep



There have been no meetings involving PRA's Regional Reps in the past month, but there will certainly be one at the annual convention in Mentone. If there are any issues you believe should be brought before the board, be sure to bring them to the attention to the leadership of your chapter. Chapters, in turn, should pass them on to the Regional Reps by no later than August 2. Chapters 1 and 15 report to West/Pac Rep Jeff Jones; Chapters 2 and 73 should contact me.

The story of the creation of Western Rotorcraft was scheduled to be a feature story in the (combined) June/July issue of Powered Sport Flying magazine. The request from editor Roy Beisswenger for our story is one of several signs of the impact of our decision to pool content, and make the newsletter available as a PDF download to even non-members.

Coincidentally, the leaders of the Carolina-Georgia Rotors & Wings Club (PRA 13) have relaunched a quarterly newsletter. Called The Rotor Wash, the Summer 2010 edition is six pages in color, and described as "redesigned and refreshed."

Chapter 13 has also decided its newsletter needs to be part of outreach and recruitment, and will be available for free download.

VP Robert Klutz urges, "Enjoy this newsletter; please download copies from our chapter website, and print out more to hand out. Remember that YOU are an ambassador for the Club and each person's activities can help us grow and generate interest."

In announcing the newsletter's debut on the Rotary Wing Forum, he added, "...we're making it available to everyone as PDF to help kick start some more membership and activity in our Chapter..Print some out and leave a couple at your local FBO!"

Read the current edition of The Rotor Wash [here](#).

## Tim O'Connor, CFI

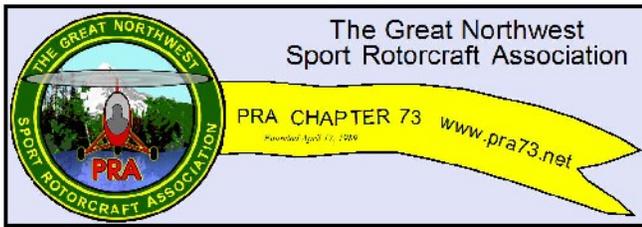
America's newest Gyroplane Instructor is Tim O'Connor of Cincinnati, OH. Tim is Vice President of PRA, an active flier who posts great aerial photos on the Rotary Wing Forum, and flies a distinctive red Farrington Twinstarr (*below*.)

Due to the FAA's two-year moratorium on new Letters of Deviation Authority for gyros, Tim can't instruct in his own machine for now. He also says he still needs to get insurance for instruction, but intends to be available weekends on a case-by-case basis.



Tim (*at right above, with CFI Ron Menzie*) earned his Advanced Ground Instructor certification from the FAA in March. He says of his immediate plans, "My plan is to be an assistant trainer to Steve Craft (Parsons, Northern Kentucky) and Gary Goldsberry (Twinstarr, Indiana) and to learn from them how to be the best (part time) instructor I can be.

Congrats, Tim! See you at Mentone!



## July 10 Minutes & Detail GNWSRA (PRA 73) Secretary Charles Smith

The meeting was called to order by President Bob Johnson at 1:15 PM at the Sport Copter Hangar.

**Acknowledgements** - Thank you Jim Vanek / Sport Copter & staff for use of facilities for this meeting. Thank you to all who brought food to the potluck.

**Attendance** - Rich Stewart, Kevin Richey, Robert Johnson, Charles Smith, Dennis Dubois, Jim Shawcross, Gary Powell, Hunt Powell, Jim Miller, Orval and Hester Longanecker, Gary Kaminski, Jon Gardener, Benjamin Meyers, Dan Darling, Wayne Mansfield, Corina Mansfield, Mike Nickel, Elaine Nickel.

**Previous Minutes & Current Financial Report**  
Discussed & Approved. For a complete report visit the Members Only portion of the pra73.net web site.

**Old Business** - 1. PRA 73 Gyrocopter windbreaker jackets are still available at cost, \$30 each, various sizes, contact Jim Miller (360) 771-9247

2. Reminder: Members advertisements to buy, sell, etc., must be renewed for each monthly newsletter. Send complete information to Gary Kaminski, gkaminski@tigerwolf1.com, or (503) 799-8705.



**New Business** - 1. Planning for our booth at the NWAAC Fly-In at Pearson Airpark August 20, 21 & 22 is still ongoing. Commitments for volunteers and machines are needed. Please attend the August 7th PRA 73 meeting to finalize your participation. Contact Robert Johnson, verticalbob1@gmail.com, (503) 665-4449, between now and then if you can participate but are unable to attend the August 7 meeting.

2. The Oregon International Air Show at Hillsboro is apparently scheduled for the same weekend.

### Rotorcraft Progress Reports & Shared Info

1. 5 gyrocopters showed up for this meeting. Wayne Mansfield of Coos Bay, OR trailered in, Gary Kaminski flew in from Lenhardt's Airhaven Airport, OR, Dennis Dubois flew in from Buzzard Flats near Meadow

Glade, WA, Ben Meyer flew in from Creswell, OR, and Brad Moore flew in from Toledo, OR. There was a small RAF 2000 convention. Members that missed this meeting missed inspecting some interesting machines.



2. Dennis Dubois has added a horizontal stabilizer to his customized View Master Model S/N 1. He is still getting used to it and it seems to be a positive improvement.

3. Wayne Mansfield purchased Ray Bruce's machine. He is looking for a local place to hangar it on the trailer. Advice on upgrades and modifications would be appreciated. Currently looking into converting to toe brake steering and lowering fuel injection reservoir. Current plans are to get certified for solo, get this one flying, finish his KB2 and keep one and sell one - to be determined.

4. Jim Shawcross is doing final assembly on his mini cub FFP 202 project for sale and needs help installing the removable wings. Please call him with advice or assistance (503) 659-5680 ext. 927 voice MSG's.

5. Benjamin Meyers has a Mustang Commander, with 72 HP Mac engine he would like to sell, 3K, for details call 541-345-2999

**Next Meeting:** August 14, 1 PM, Scappoose OR, Sport Copter Hangar. Fly, drive, bring a friend!

**Meeting ended approximately 2:00 PM**

**Dreamliner at Arlington** - An unexpected attraction at this year's Arlington Fly-In was not one, but two low passes by the new Boeing 787 (*below*) on July 8.

Equipped with new GE jet engines, the fly-bys promoted numerous comments about the low noise level. The following day, Boeing issued a press release saying the jet's public debut would be July 18 at the Farnborough Air Show in Britain, but clearly, Arlington holds that distinction now! Oddly, the 787 is not scheduled to be seen this year at EAA AirVenture Oshkosh. FAA certification and first deliveries are expected early next year.





## July 10 Minutes & Detail

URA (PRA 2) Secretary Paul Plack

**President Doug Barker** called the July 10 meeting to order at 10:15am MDT in the meeting room at Airgyro Aviation with five members present. There were no minutes to approve, as no business was conducted in June. Treasurer Nate Oldham reported a total on-hand of \$1,133.85, with some ROTR 2010 expenses yet outstanding. The report was accepted.



Above: URA Pres. Doug Barker looks over the frame of a new SparrowHawk trainer being built by Mike Burton at Airgyro aviation after the July 10 meeting.

**Old Business** - Comments on ROTR 2010 from attendees were read and discussed. Secretary Paul Plack noted URA is starting the new membership year with 31 members. Doug predicted there will be several more renewals.

**New Business** - New member applications officially accepted included Kevin Richey, Portland, OR; David Bacon, Vista, CA; Ben Suissa, Yuma, AZ; Britta Penca, Oracle, AZ; Richard Scobey, Covina, CA; Roger Guzman, Fresno, CA; and Thomas Fernandez of Colorado Spring, CO.

Nate's motion to accept his payment of costs for ROTR staff shirts in exchange for payment of his 2010-2011 dues was accepted. Nate's motion to name a URA Historian and task him with developing a photo contest for ROTR 2011 in anticipation of a 2011 fund-raising calendar was approved.

Doug's motion to set the date for ROTR 2011 for Thursday-Saturday, June 9-11, was accepted.

**Western Rotorcraft**

A discussion of signage at ROTR resulted in a general consensus (but no formal motion) that we need large, logo'd signs clearly identifying camping and parking areas, and map and welcome-board signs patterned after those found in parks. It is also felt that formally scheduling times for hang and thrust tests, and other activities which require URA supervision for safety, should be pursued in 2011.

Doug presented a list of upcoming events for the remainder of 2010 which might be candidates for URA carpools. Only the Oshkosh/Mentone trip, July 27 - August 8, and the El Mirage trip, September 23 - 26, appear to have attracted interest.

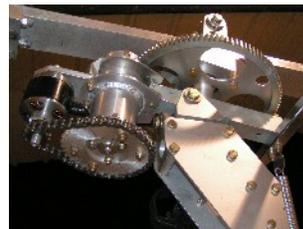
**Doug's motion to adjourn** passed at 12:50pm. Following the business meeting, Doug presented information about the new Ultralight gyroplane kits available from The Butterfly, LLC. The next meeting will be at 10am on August 14, at Airgyro Aviation.



## New Butterfly Ultralights

**The Butterfly, LLC** has announced two new ultralight gyroplanes. Doug Barker, the company's official distributor in Utah, says both will be equipped with a powerful, lightweight prerotator (*below*), brake, instruments, and still come in under 254 lb.

**The lightweight Dragon Wings** rotorblades are not hand-startable, but this new prerotator weighs just 6.5 pounds plus batteries.



**The Standard Ultralight** offers either the 45-HP MZ-201, or a 50-HP Rotax 503, with complete kits starting at \$14,995, and recommended for pilots up to 200 lb. in areas with elevations near sea level.

**The Super Ultralight** boasts the 60-HP MZ-202 (dual-carb) engine, and is said to accommodate pilots to 225 lb., at \$15,995. Both models can be supplied factory-assembled for an additional \$3,000.

Current photos were not available as of our deadline. Watch for updates at [www.thebutterflyllc.com](http://www.thebutterflyllc.com).

## Arizona Rotorcraft Club Outing

### Mark Rhoads, ARC (PRA 15) Secretary



The Arizona club has been camping and meeting at the Coolidge, AZ Airport for nearly 30 years. With the blessings of the late Mike Schallmann (long time past president) some of the meetings are now being held 70 miles to the east at the San Manuel airport. For those who

want somewhere to fly, this affords the opportunity to fly a "cross country" flight when the alternate site is the designated meeting spot.

The May meeting was held at the Coolidge Airport, a WWII Army Air Force installation in a very rural setting. It has a crosswind runway, and a nice long taxiway next to the camping spot. The big round top hangar with the bright orange roof marks "home" from miles around. The surrounding topography is flat and barren – a perfect gyro sanctuary!

Adding to that, the gyro club is welcome there, and the local pilots are used to the intrusion. It is apparently still a novel sight, judging by the frequency of fixed wing and helicopter pilots checking out the encampment. There is an abundance of fixed wing training going on, and a few interesting aircraft. Saturday morning traffic included a very shiny AT-6, an R-44, and a skillfully flown Legend Cub. In the SE corner of the airfield is the US Marines parachute training facility. They do not seem to jump on weekends, but are said to be quite busy (day and night) during the week.



Mark Sanders (*left*) trailered his SparrowHawk from his home. Mark does not have a home airport (he has a special gyro shed) so he always comes early to get in plenty of flying. Mark

arrived on Tuesday and put in many hours of flying before anyone else arrived. Mark is a very safety conscious pilot and is a good mentor and ambassador for safe flying.

Britta Penca (*pictured with Mark Rhoads at top of column*) and Carl Matter flew the AC Tandem from San Manuel Friday morning. Carl was at the right place/time to hitch a ride. Britta is considering the possibility of becoming a CFI and was tickled at the prospect of a willing and discerning passenger to

accompany her. She has flown experienced pilots, but had the confidence in Carl to put him in the back seat and be assured that he would be able to help with the tandem. It is quite a handful on the ground, i.e., challenging for a single pilot to handle the heavy rotors, manage the brakes, throttle, pre-rotator, radio announcements, etc. They had a great flight. There are no mountains to cross, but the trip around the south end of the Black Mountains requires about 5500' altitude with some pretty rough terrain below.

*In file photo below, Britta, seated in front, with CFI Marion Springer in the rear seat.*

At noon, a flight of two gyros – Mark Sanders/myself and Britta/Carl took the 13 mile trip to Eloy, AZ. Eloy is home to a world class sport parachute facility. Upon landing, we went on a quest to find out what they



do with the rather large facility with the 4 upside-down LOX "rocket engines" on the roof. Guesses ranged from a large omelet maker to a fun and challenging chute for the jumpers to aim for! We were not too surprised to learn that it is a wind tunnel for the chutists to learn about the free fall – sounds like fun! They have a tremendous lodge at the airport – great parachute photo's, memorabilia and "out of this world" hamburgers. We couldn't believe it could be such a beautiful oasis in the desert and so close to home. We'll be back.

Friday afternoon was time for camaraderie, story telling and getting re-acquainted with club members not seen for several months. Several of the non-flying members of the club brought 4 wheelers and spent many hours traversing the many trails that run 80 some miles to Tucson. Carl visited the airport dump and had a story about a rusted bi-plane fuselage and enough parts to build a tail-dragger. Even with my sore foot, I was up and running, at which point he laughed and said – "I really had you going there". What a disappointment – I was envisioning a really nice yard ornament.

Sleeping in the absolute quietude of the Sonoran desert is indeed enjoyable and second only to spending time with our gyroplane friends. Saturday morning dawned a beautiful flying day. Britta and Mark Sanders boarded the tandem, and Mark inspired her to push an envelope she had not yet explored when they flew the ridges of Newman and Picacho peaks. Later, Mark Sanders and I took the tandem out so he could show me some of the sights - "F" and "C" mountains, and a nice flat sand wash where it is really safe to fly low. With the end of the day drawing nigh, it was time to pack up and head for home, so this time it was my turn (*see "AZ Outing," p. 7*)

## AZ Outing (from page 6)

to fly front seat, with Britta as the passenger. Carl and our 2 pups drove the rig back to San Manuel. After dark we re-counted the days events around a pizza with friends Dave and Helen and talk of the next outing to Utah.

*The Arizona Rotorcraft Club does not meet during the summer months due to heat. Watch for meeting coverage to return to WR this fall. - Ed.*

## G-YROX Update

In his June 29 blog posting, Norman Surplus of Ireland started sounding a little frustrated with the snail's pace of the bureaucracy which is keeping him from resuming his quest to fly his yellow MT03 gyroplane around the world. Stuck in Thailand after a forced ditching in a pond, Norm offers, "I still await a decision from our own UK CAA as to whether they will allow the aircraft to be repaired in situ. These decisions...can be subject to review by committee (a good recipe...for best producing bureaucratic treacle...) this treacle is having a good effect of sticking us firmly to the ground."



The extensive delay by the CAA risks pushing Norm's crossing of the Pacific Ocean, US, and his eventual crossing of the North Atlantic later in the season than hoped. On the bright side, Norm seems to be enjoying his time in Thailand. It's fortunate he has the financial resources of an energy company exec. Shown here with a statue the locals call "Big Buddha," (Norm's the smaller, less-goldish one in the front,) the adventurer continues periodic blog updates, found at [www.gyroxgoesglobal.com](http://www.gyroxgoesglobal.com).

**Next Month in Western Rotorcraft** – Watch for photos and accounts from "The Last Time" reunion of DC-3s in Rock Falls, IL; EAA AirVenture/Oshkosh; PRA's annual convention in Mentone; and a guide to the Ken Brock Freedom Fly-In at El Mirage!

**Western Rotorcraft**

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## Industry News

### Rotax 503 Now LSA Eligible –

Rotax has completed compliance with the ASTM F2339 standards for the Type 503 engine, which was no small task given the age of the design and the complexity of the standard. The testing and new certification makes the 503 eligible for use in Special Light Sport Aircraft, but only starting with the latest production runs. Engines with serial number 6479168 and higher are ASTM compliant. A written compliance statement is available on request. Contact Rotax for details.



**Bulletin, Rotax 912** - The FAA has issued a Special Airworthiness Information Bulletin for certain fuel pumps installed on Rotax 912 engines. In some cases, if input pressure to the mechanical fuel pump is high, as when used with an electric boost pump upstream, the output pressure from the mechanical fuel pump could be excessive, causing flooding or leakage, and possible loss of power.

Check for your serial number:

912A S/Ns 4,410.684 through 4,410.727  
912F S/Ns 4,412.913 through S/Ns 4,412.925  
912S S/Ns 4,923.282 through 4,923.461  
912UL S/Ns 4,407.646 through 4,408.361  
912ULS S/Ns 5,646.084 through 5,648.164  
912ULSFR S/Ns 4,430.267 through 4,430.500 and S/Ns 6,374.028 through 6,374.054

See ROTAX Bulletins SB-912-053 and SB-912-053UL.

**Sport Copter President Jim Vanek** is again scheduled to perform his loop at the 2010 Oregon International Airshow, the weekend of August 20 - 22 at the Portland Hillsboro Airport. Jim is the only gyro pilot authorized to attempt a loop at a public event in the US. He flies his routine in a stock [Sport Copter](http://www.sportcopter.com) Vortex with Rotax 582 power. A variety of military and civilian performers are also scheduled. Get details at [www.oregonairshow.com](http://www.oregonairshow.com).



**SC II with FLIR** - The second prototype of the Sport Copter II (left) is being readied for an unnamed buyer who obviously has plans to demonstrate interesting new applications. The

gyro is powered by a Lycon experimental engine based on the Lycoming IO-360. Onboard is a multi-input surveillance system with a Forward-Looking Infra-Red camera. (Display, right.)



**August 2010**



**AT LEFT** - Kevin Richey of the Great NW Sport Rotorcraft Association (PRA 73) has become one of the group's more active fliers since getting his solo sign-off in his Sport Copter Lightning. Kevin shared his view over the Multnomah Channel Marina on the Columbia River near Scappoose, OR in [this post](#) on the [Rotary Wing Forum](#).

## Upcoming Events

**August 20 - 22, Vancouver, WA** - The Northwest Antique Aircraft Association's [annual fly-in](#) is at Pearson Field, on the north side of the Columbia River near Portland, OR. PRA 73 members plan to display gyroplanes. Camping is available.

**August 20 - 22, Hillsboro, OR** - [The Oregon Int'l Airshow](#) includes a Friday night show featuring aerobatic aircraft equipped with pyrotechnics. Jim Vanek's Sport Copter demo includes loops and rolls!

**September 24 - 26, El Mirage, CA** - The annual [Ken Brock Freedom Fly-In](#) is held each year in memory of gyro pioneer Ken Brock. PRA Chapter 1 usually hosts meals and other activities.

URA's Doug Barker is coordinating a carpool from SLC to El Mirage. (801) 628-7598 for more info.

## Chapter Meetings

**KBRA (PRA 1)** Sat., Aug. 14, 11am PDT  
Teddy Udala Ranch, 22055 Old El Mirage Rd.  
El Mirage. Ca 92301. Info: (562) 493-3960

**URA (PRA 2)** Sat., Aug. 14, 10am MDT  
Airgyro, Spanish Fork Airport, UT, also online  
Directions, instructions at [www.utahrotorcraft.org](http://www.utahrotorcraft.org).

**ARC (PRA 15)** Sat, Sept. 25, Time TBA  
Ken Brock Freedom Fly-In, El Mirage, CA  
Watch for e-mail from Britta Penca for details.

**SDCRC (PRA 31)** To be announced.  
[Request](#) e-mail notices from John Rountree.

**GNWSRA (PRA 73)** Sat., Aug. 14, 1pm PDT  
[Sport Copter](#), Scappoose Ind. Airport, OR  
Preceded by potluck lunch at noon.

**Western Rotorcraft**

## Gyroplanes for Sale

**RAF 2000 GTX SE 2.2 FI - 343**  
TT, horizontal stab, always  
hangared. (*At right.*) Many  
improvements. \$24,500 OBO  
(\$24K without GPS.) Complete  
details & photos available [here](#).  
Gary, (503) 799-8705 or  
gkaminski@tigerwolf1.com.  
(OR, 06/2010)



221-7401. Details, photos [here](#). (UT, 05/2010)

**RAF 2000 - 240 TT.**  
Annual insp. May 2010.  
Parham stab, Warp Drive  
prop, electric trim,  
heat/defrost. Subaru  
EJ22 EFI 145 HP, Trimble  
radio & intercom. Incl.  
aviation tools & supplies.  
UT. \$23,700. Terry, (208)

**SPARROWHAWK II -**  
2009, 50 TT. Subaru  
2.5L, leather seats, MGL  
Odyssey 10.4" EFIS &  
EIS, radio, transponder.  
Asking \$65K. Details,  
photos [here](#). Brian, (801)  
831-4649. (UT, 11/2009)



## Trailers for Sale

**TRAILER** - 12' X 7 1/2'. 1-7/8" hitch. Great for a single-plane gyro! New decking. Converts to three-sided box for other gear. Incl. plywood walls. \$450. Details [here](#). Kevin, (503) 505-1344. (OR, 06/2010)

## Hangar Space Available

**Scappoose Industrial Airport, OR** - Large hangar houses three gyroplanes, room for one more. \$55/month. Clint Martindale, (503) 775-7372.

**Scappoose Industrial Airport, OR** - Traditional T-hangar, room for two gyros with rotors. Contact Jim Shawcross, (503) 997-6066.