

Western Rotorcraft



PRA 1, 2, 15, 31 & 73

November 2010

Two Chapters Consider Group Ownership

Two western PRA chapters have members considering group ownership of light, single-place gyroplanes. The Utah Rotorcraft Association group outing to El Mirage in September resulted in the chance for three members who do not own flying single-place gyroplanes to fly a machine owned by member Kevin Richey, and provided a long drive home together during which to discuss group ownership. Current thoughts are to form a partnership independent of the chapter, pooling an initial buy-in with hourly fees to cover maintenance, storage and insurance costs.

A more definite plan appears to be underway in Chapter 31, the San Diego County Rotorcraft Club. Co-founder John Rountree, the US distributor for the Aviomania Genesis gyroplane line, is proposing an ownership group there to acquire a Genesis single-place gyro. The chapter is also working on access to fixed-wing training aircraft for those wishing to acquire the Sport Pilot Airplane certificate as a step toward Sport Pilot Gyroplane, and has secured an offer for discounted instruction in airplanes for training booked through the club.

Group ownership is nothing new in aviation, but it does not appear to be common in the world of personal rotorcraft. Piper Aircraft recently drew snickers when it launched a new program called "[PiperMatch](#)" with an announcement which parodied personal dating ads. The program will seek to connect would-be owners who can't afford or justify the expense as individuals.

Western Rotorcraft will let our readers know how things work out. For those interested, Nate Oldham of [Airgyro Aviation](#) will reprise his group ownership presentation as a webinar November 13. (See "[Chapter Meetings & Events](#)" page 2.)

Winter Meeting Schedules

With winter coming, some chapters have chosen alternate meeting arrangements for the next few months. Great Northwest Sport Rotorcraft Association (PRA 73) President Bob Johnson says of his group's last meeting of 2010, to be held at the Sport Copter hangar at Scappoose, "This will be a very important meeting on the 13th of November for PRA 73. We have lots to discuss."

PRA 73 will not meet in December, and will move the January and February meetings at Scappoose to the clubhouse of the Northwest Antique Aircraft Club. The February meeting coincides with NWAAC's pancake breakfast, and exact scheduling will be discussed at the November 13 meeting.

URA (PRA 2) will not meet in December, and will hold November, January and February meetings in an online format accessible from home.

The Ken Brock Rotorcraft Assoc. (PRA 1) will not meet in December or January.

Regional Report

Paul Plack, NW/Mtn Rep

All the new developments within PRA are being scheduled to debut together December 1. This has resulted in a delay of the debut of the first issue of the new Rotorcraft E-Zine, but will allow more content in that issue. At least three advertisers are expected in the first electronic issue.

PRA dues have been reduced to \$42 for members receiving the E-Zine only. For members who prefer to continue to receive communications from PRA in printed form by mail, an additional fee of \$7.95 will be charged. Depending on how many members request paper, and costs of production and postage, the paper digest may be bi-monthly or quarterly.



CFI (and PRA VP) Tim O'Connor (above) is conducting an online ground school for students wishing to qualify for the Sport Pilot Gyroplane FAA Knowledge Test. The cost will be \$199.95, or \$99.95 for PRA members. (Contact Tim at gyro.pilot@yahoo.com.) This is the first in a series of significant discounts to be offered to PRA members through the new pra.org website which debuts in a few days.

Other new initiatives taking shape include a return of the PRA CFI Scholarship Program, which will offer assistance up to \$10,000, and additional assistance in the form of sponsorships from manufacturers, for qualifying instructors who are PRA members and need help acquiring two-place machines for training. Applications for this program will be submitted through PRA chapters in good standing, so make sure PRA Chapter Coordinator Dave Bacon has everything he needs to be up to date on your chapter.

A new PRA Regulatory Affairs Committee is being chaired by Tim O'Connor, includes veteran CFIs Gary Goldsberry and Chris Burgess, and I'll have the honor of working with them in a secretarial capacity. The committee's initial focus will be to help PRA's member

instructors negotiate the vague process for securing Letters of Deviation Authority for compensated training in experimental gyroplanes.

PRA will emerge next spring looking very different from its recent past. The personal rotorcraft sport very much needs PRA, and PRA needs every enthusiast's support. If you don't need what PRA offers yet, you almost certainly will eventually. Make sure PRA is strong enough to promote the sport when your turn comes to build or fly. Join or renew today!

Finally, thanks to PRA 2 and PRA 73 member Kevin Richey for insisting I fly his Sport Copter Lightning at El Mirage. I'll never forget my first solo in a gyro! (See "First Solo," page 8. Post-solo photo of Paul, above, courtesy [Gar Travis](#), used by permission.)

Chapter Meetings & Events

KBRA (PRA 1) Sat, Nov. 13, 11am PST
Teddy Udala Ranch, 22055 Old El Mirage Rd.,
El Mirage. CA 92301. [Info](#): (562) 493-3960

URA (PRA 2) Sat, Nov. 13,, 10am MST
Online meeting, followed by webinar on Group
Ownership. Details at www.utahrotorcraft.org.

ARC (PRA 15) Fri/Sat, Nov. 19/20, San Manuel
(E77) Airport. Fri 4pm potluck, Sat morning fly-out to
Bensen (E95) Airport. ([Contact Britta Penca](#))

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

GNWSRA (PRA 73) Sat, Nov. 13, 1pm PST
[Sport Copter](#), Scappoose Ind. Airport, OR
Preceded by potluck lunch at noon.

Sunstate Wing & Rotor (PRA 26) will hold its New
Years Fly-In at Wauchula, FL on Dec. 31 and Jan. 1-2.
Camping hookups \$10. Traditional campfire Friday
night. For contact info, visit www.bensendays.com.

New PRA Chapters

PRA is growing again! There is a group of enthusiasts starting a new chapter in Colorado, and a chapter in California returning to activity following the reported influx of about 15 new members.

The Colorado group doesn't yet have a name or number, but has the required five PRA members, and plenty of flying already going on. Co-founder Mark Shook says members are considering meeting online. "We want to keep formalities, dues, and paperwork to a minimum, and fun to a maximum. Our goal is to have multiple chapter flying activities...get together in our area in the warmer months.



(Above, L-R: Mark Treidel, Dick Goddard, Mark Shook at a meeting at Centennial Airport in CO.)

"Original discussion of fly-in locations was non-towered Front Range airports, no more than 100 miles from Colorado Springs or Front Range Airport. We will welcome members from anywhere in Colorado, New Mexico, Kansas or Wyoming, but our primary area is the Front Range Metro Area from Fort Collins to Pueblo Colorado. Please direct those interested in joining, to contact me at: Mark@MeadowLakeAirport.com."

The California group is a regrouping of the Sierra Rotorcraft Club (PRA 58) based in Livermore, CA. This chapter was started in 1981 by a group of Rotorway kit helicopter enthusiasts. The group's website explains, "Members come from as far east as Arizona, and North from Canada and Washington. The club meets every third Saturday at various locations around San Francisco Bay Area. The members are from all kinds of professions.

"The purpose of the club is for its members to share information with others that are in the process of building a helicopter. Most of the helicopters in the club are Rotorway 90s and Exec 162s. There are also some Gyrocopters and Helicycles. There is even an Exec with a rotary engine that is a masterpiece of engineering."

This group has website which includes contact info. Find it at: www.sierrarotorcraftclub.org.

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Lard vs. Lift

It can be a little discouraging to see summer days slipping away, knowing that the inevitable winter is approaching. But one upside is that those of us who weigh more than the theoretical 170-lb. stick figures the FAA calls "standard persons" can fly on cooler days in machines which wouldn't carry us in mid-summer temps.

"Density Altitude" is simply an altitude number which reflects the change in air density caused by temperature and humidity. Rising temps and rising water vapor content both reduce the density of air, which means a normally-aspirated engine (one which doesn't use a supercharger or turbocharger) ingests fewer oxygen molecules into its cylinders than it would on a cool, dry day.

Several of us with Chuck-A-Rama frequent diner cards benefited from the effect of cooler temps at the URA's September 11 meeting in Spanish Fork, and got to fly with CFI Mike Burton in Brian Bird's SparrowHawk. Here are the two weather observations for nearby Provo, UT (nearest recording station) during the time period we were flying, with two additional [calculations](#) for the resulting density altitude and horsepower correction factor:

Time	Wind	Air/Dew	DA	HP
12:59	Calm	66/34	5,715'	84.3%
13:49	Vrbl 6	68/32	5,855'	84.0%

Two typical 21st-Century male adults flying in a GBA SparrowHawk in the summer from Spanish Fork's runway at 4,529' MSL usually does not produce exciting climb rates. The Subaru 2.5L engine is rated at 165 HP in the car, with assumptions of sea level elevation, 59°F and dry air. The combination of temperature and humidity in the early afternoon on September 11 was robbing the engine of about 16% of this capability, leaving a net of 138.6 HP. In winter, a typical 25°F day would leave the Soob with about 90% of its rated power, while a typical 95°F summer day may leave it at 80% or less. The effect of Density Altitude on engine power is why some engines which can fly small gyroplanes effectively at low elevations along the east and west coast behave anemically here in the Utah high desert. The electronic fuel injection on the Subarus at least compensates and keeps the fuel-air mixture accurate as the air thins. Carbureted engines without this capability degrade even more quickly as altitude increases.

If you're going to fly in Utah in the summer, plan accordingly at engine selection time. And if you're comfortable being "larger folk," don't be insulted if your instructor asks to schedule you for 6 AM sessions in January. At least the SparrowHawk has an enclosed pod with doors and a heater!



Welcome to...

Ken Brock PRA Chapter 1 of Southern California

October 9 Minutes

The meeting was called to order at 11:15am by Vice-President, Teddy Udala. Present: Marion Springer, Dee Catanzara, Karen Keene, Ralph Johnson, Dave Bacon, Terry Smith and Jeff Jones (*pictured below*).



Teddy talked about the fly-in saying everyone who helped out did an excellent job. He said he and Karen stepped back and let Terry and Mike take over. People enjoyed the fly-

in they were happy and wanted to come back next year. He heard no complaints about the fly-in.

Marion asked Teddy if he knew how many gyros were there. He said someone had counted and overall with gyros, helicopters, planes, ultralights and parachutes there was a total of 50 for the 3 day event.

There were a lot of people who didn't sign in at the fly-in, and next year we need to get everyone (who wants to) to sign the guest book and all pilots with a machine need to fill out paperwork.

Teddy thanked Ralph for bringing the gyro (*USAF Bensen X-25, right*) to have on display during the fly-in. Marion mentioned that the gyro is now on display at the BLM Visitor's Center. Teddy said he went there and took pictures of the gyro. Marion mentioned that at the center the racers have a display stand with pictures on it. She thought maybe chapter should display pictures also. There is also a television there showing pictures of dirt bikes. Maybe chapter could have a DVD playing also.

Teddy said that when he was talking to Brandon he mentioned he had some tables that needed fixing and he would donate them to the chapter. Teddy told Brandon he could drop them off at his place or Karen would pick them up from him when he is back in California and in the area. Teddy said he would fix them and this way Brandon wouldn't have to bring his tables to the fly-in.

Jeff said he had called Mike and he wanted members

to know that we need more chapter members to volunteer to help during the fly-in. Jeff suggested we make a list of times members can help out. He suggested even having members from other chapters who are at the fly-in help out if they would like to.

The Chapter is considering moving the meeting location to a hangar at Moe's Ranch, adjacent to where we currently meet near El Mirage Dry Lake Bed. No final decision has yet been made.

Teddy brought up the by-laws. He said we need to re-do our by-laws. Terry said he would check with Doug of Chapter 2. Once we have new by-laws they would be sent out to each member for approval. Terry said by-laws would be done by the election in March 2011.

Terry said that since next month (November 11, 2010) is our last meeting for the year we should have a cookout after the meeting. Jeff said he would donate hot dogs like we had at the fly-in, and Terry would donate buns and condiments.

There will be no chapter meetings in December or January due to the holidays. First meeting for 2011 will be February 12, 2011. At that meeting we will nominate officers for 2011 and election will be held during March meeting.

Karen wanted to remind all chapter members that dues for 2011 are due by December 31, 2010.



Secretary's Message - Chapter dues: Please make check or money order payable to: PRA Chapter One. Send to Karen Keene, PO Box 1752, Westminster, CA 92684-1752.

Chapter has T-shirts from 2008 and 2009 Fly-In size XL for \$5.00 each; T-shirts from 2010 Fly-In sizes L and XL \$15.00 each. If you would like to purchase any of these T-shirts please let Karen know.



PRA 2 October 9 Minutes

The meeting was called to order at 10:20am by Vice President Curt Pittman in Curt's hangar at the Brigham City, UT [Airport](#). Curt, Secretary Paul Plack, and members Kevin Eaton and Heath Lowry were joined by Heath's wife, Laurie, and daughter, Sarah. Minutes of the September meeting were approved as published online and in the newsletter. Paul reported on behalf of Treasurer Nate Oldham that total funds on hand in all accounts are approximately \$1,040. (Post meeting update: Actual total \$1,065.99.)

Member Updates - Heath and Kevin, who had never met each other, introduced themselves. Heath gave attendees an update on STABLE, (Salt Lake Tactical Airborne Law Enforcement,) a non-profit foundation pursuing development of a gyroplane asset in support of law enforcement in the Salt Lake City area. Heath reports the project is currently on hold.

Old Business - Paul mentioned the outstanding signage issues from the debrief of Rotors Over The Rockies 2010 participants published in the July 2010 newsletter. Curt related that he was uncomfortable with the crowding of machines in his hangar simultaneously with the forums in 2010, and suggested URA should look into renting a tent to cover gyros during the daytime, leaving the hangar free for use as a clubhouse and forum venue. Heath mentioned a contact who might be able to make the signs at an affordable price. No specific action was taken at the meeting.

New Business - Paul made a motion that URA's November 2010, January and February 2011 monthly meetings be conducted entirely online, with electronically delivered programs to follow each business meeting. Following a brief discussion of the relative merits of meeting on Saturday morning versus a weeknight, members present voted unanimously to approve meeting online, and to keep the meeting time at 10am on the second Saturday. (November 13, 2010; no meeting in December; January 8, 2011; February 12, 2011.)

The meeting, which had been interrupted briefly to watch Laurie get a flight in a Vans RV-4 based at the airport, was adjourned at approximately 11:30am. Afterward, Paul Plack presented a slide show and related stories from the group's carpool to El Mirage in September, and Kevin and Laurie got gyroplane introduction flights with Curt in his RAF 2000.



(Above, L-R, Kevin Eaton and Curt Pittman stand beside Curt's modified RAF 2000 at Brigham City Airport on October 9.)

Un-Sung Hero

Terry Smith, Chairman, KBRA (PRA 1)

Before the memory of the Ken Brock Freedom Fly-In (KBFFI) fades (and what great memories they are!) I wanted to take a moment to say "thanks" to a member of Chapter 1 who drove many hours towing bulky items and donated time and effort to help make KBFFI a great success.

That person would be Brandon Evans, who came from Arizona towing a HUGE grill, and donated the steaks for the cook-out. I'm certain everyone who had a steak will agree that they were WONDERFUL! Plus, Brandon's grill came in very handy for the hot dog cookout the following day.

Brandon also brought along the picnic benches, which allowed many of us to sit around close together and make new friends and catch up to old ones. It's moments like that – the gathering of friends breaking bread (or in this case, cutting up hunks of cow) that help make events like KBFFI memorable.



So, I just wanted those who were fortunate enough to enjoy the wonderful food at KBFFI this year know who Brandon is and when you see him next year, let him know how much you appreciate all he has done to help out the Fly-In!

Thank you Brandon!

Arizona Rotorcraft Club

PRA 15 September 24 Minutes



Members in attendance: Mark Sanders, Carl Matter, Britta Penca (*left*), Mark Rhoads, Jeff Jones, Theresa Baker, Greg Egolf, Denny Sette. Guests: Al Bright, Mike Willet, Vance Breese, Kevin Richey, Paul Plack, Doug Barker, Roger Guzman.

The minutes from the April meeting (as printed in "Western Rotorcraft" newsletter) were approved: motion by Mark S, 2nd by Greg E with a unanimous vote to approve.

Treasurer's report: Unfinished business – Mark Rhoads had paid (from personal funds) Carl Matter the remainder of \$283 owed to him for Tee shirt expenses. Mark requested a vote to be re-implemented for that expenditure – motion by Mark S, 2nd by Greg E with a unanimous vote to approve.

The Chapter 15 fly-in date was discussed. It will be May 13-15, 2011. March is often too chilly and windy; April is Bensen Days; June is overly warm.

A discussion was held about donating 2 tee shirts to Chapter 1 for their raffle. Mark R submitted a motion, with a second by Mark S, unanimous vote to approve.

Chapter 15 will participate in the memorial Brock airstrip fly-by tomorrow morning. The fly-by will be a tribute to Ken Brock, Eber Bacon, and Mike Schallmann.

The October meeting of Ch 15 will be informal – a camp out at the Coolidge Airport with a fly-out to the Copperstate Fly-In on Saturday.

Paul Plack was commended for the excellent job he is doing with the combined regional newsletter. Paul talked about the Rotorcraft E-Zine he will be publishing for the PRA starting next month.

The November 20 meeting will be at the San Manuel airport, preceded by a 4 PM potluck. Camping to be Friday night and Saturday night with a fly-out to Benson on Saturday morning.

Paul P noted that he believes it is important to list meeting times in the newsletter for those who might want to attend. Chapter 15 agreed this is important and will attempt to do a better job with those details.



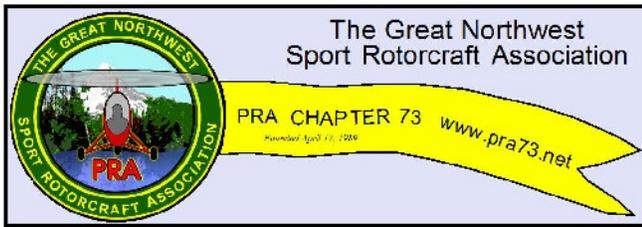
Off-Topic: DC-3 Reunion

The Last Time's DC3/C47 reunion (*above, photo by Trev Morson*) in Rock Falls, IL July 24-26 truly historic, and drew tens of thousands of visitors from the US and abroad. 2010 is the 75th anniversary of the type's first flight in 1935, and a total of 34 of the iconic aircraft shared the ramp at Whitesides County Airport, including the only remaining airworthy DC2. One of the C47s was used to drop paratroopers on D-Day, and the owner got a visit from the inspector (*at left below, now 94 years old*) who approved it when it came off the line in Long Beach, CA in the forties!



On Monday, 26 of the planes were started in unison, and after three were forced to abandon the effort due to mechanical or other issues, the remaining 23 flew in formation over Whitesides, then an hour north to Oshkosh for EAA AirVenture. Sadly, even AirVenture doesn't have room to park that many DC-3s together, especially a few days after record rainfalls. The Rock Falls event may stand as the last place ever to see this many together on a ramp.

Given the steady increase in the costs of fuel and parts, and the growth of the security bureaucracy, it's hard to imagine a DC-3 formation flight of this size ever happening again. Even if the planes are with us a while longer, the generation of heroes who flew them in battle will be gone very soon. Whenever you get the chance, be sure to let these brave men and women know you appreciate the freedoms for which they fought. If you missed this reunion, find photos and video at www.thelasttime.org.



October 9 Minutes & Detail

Secretary Charles Smith

The meeting was called to order by Vice President, Jim Miller. Acknowledgments: Thank you Jim Vanek / [Sport Copter](#) & staff for the use of the facilities for this meeting. Hester and Orval brought a great lunch for the noon potluck – Thank you! Other contributions were also appreciated.

Attendance: Marty Almy, George Charlet, Dennis Dubois, Jim Kerbs, Orval & Hester Longanecker, Clint Martindale, Jim Miller, Gary Powell, Kevin Richey, Jim Shawcross, Charles Smith, Richard Stewart.



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 Gyro-copter windbreaker jackets are still available at cost, \$30 each, various sizes, contact Jim Miller (360) 771-9247

(2) Gary Kaminski won "Best of Rotor Craft" at the [NWAAC](#) Fly-in – Kevin Richey attended NWAAC awards dinner and picked it up – Jim Miller is now holding it for Gary. Dennis Dubois won "Best Modified Rotor Craft".

New Business - (1) Discussed & Approved: PRA73 pays for renewal of NWAAC membership for PRA 73 President. Jim Miller will tally printing and distribution costs for Newsletters to date for the next meeting.

(2) Changes at the National PRA organization were discussed. Leadership changes and the demise of the "Powered Sport Flying" partnership to produce a



joint magazine were the main topics discussed. Support for an electronic version of a PRA magazine was mixed.

(3) PRA73 Secretary resigned for family reasons and will no longer be attending meetings regularly.

(4) Nominations for PRA73 Officers for the next year were discussed. Volunteers would be appreciated. Please contact Bob Johnson or Jim Miller if you are interested. PRA 73 dues are waived for officers. Also, our Club will consider paying the required PRA membership dues. We really need a new secretary.

Rotorcraft Progress Reports & Shared Info:

(1) Kevin Richey and Dennis Dubois trailed their rotor craft down to the El Mirage Ken Brock Freedom Fly-in last month. They shared details of their experience and seemed very pleased with the experience. Kevin experienced serious "Density Altitude" when trying a nooner flight at 105° F. Morning and evening were great and the weather generally cooperated.

(2) Gary Powell brought in a used aluminum joy stick with trigger. He has several and would part with one for the right price.

PRA Chapter 73 Meeting Schedule:

Nov. 13, 2010 - 12:00 Pot Luck, 1:00 PM Meeting
Scappoose OR Airport Sport Copter Hangar,
Fly, drive, bring a friend!

December – No Meeting

Jan. 8, 2011 – 12:00 Pot Luck, 1:00 PM Meeting
Scappoose OR Airport [NWAAC Clubhouse](#)

Feb. 12, 2011 - Scappoose OR, [NWAAC Clubhouse](#)
8:00 -12:00 NWAAC Pancake Feed?
1:00 PM Meeting?

Formal Meeting ended approximately 2:00 PM.

First Gyro Solo at El Mirage

Paul Plack, Editor

As Doug Barker related, (*WR*, Oct 2010,) an act of kindness (and in this litigious day and age, courage) by Kevin Richey provided us both an opportunity to take significant steps toward our respective dreams at the [Ken Brock Freedom Fly-In](#). For Doug, it was the first chance to get air beneath the wheels. While limited by regulatory formalities to flight in ground effect, it was still a huge step for Doug.

For me, it was a little different. Kevin had encouraged me to fly his gyro at [Rotors Over The Rockies 2010](#) back in June. I've had plenty of dual time, and was legal with a Private ASEL, but high density altitude, crowds, cameras, lack of sleep, and the stress of helping organize the event all told me, "no." In all forms of aviation, poor decision-making causes far more heartache than defective hardware. I take the lessons of those NTSB reports seriously.



So, when Kevin offered again at El Mirage, I looked at the light crowd, calm morning winds, almost unlimited ability to choose a heading on takeoff and landing, and talked to Mike Burton about it. He thought I should try some high-speed taxiing with the blades at speed, a couple crow-hops, see how much "rust" I felt, and go for it if comfortable.

I wound up with three flights over two days, got a view of the Mohave Desert from as high as 1,000' AGL, and logged my first 2.9 hours of solo rotorcraft time. This experience has significantly reversed the malaise I've felt in the past couple of years. I hadn't planned to get a flight review or medical exam (both expired September 30) until spring, but now I'm planning both ASAP, and considering getting a helmet and radio. For much of the drive back to Utah, Doug, CFI Mike Burton and I found ourselves excitedly brainstorming an ownership group to get a light, single-place machine available near home.

But beyond the effect on my personal motivation, I have to observe that if there were S-LSA Gyroplanes available to rent for completion of the solo requirements for a certificate, for continuing currency and proficiency, and just for enjoyment, there could be much more energy in this sport. If you fly fixed wing planes, you have access to rentals almost anywhere. What would that availability do for the personal rotorcraft hobby if everyone could feel the way I'm feeling right now?

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I want to thank Kevin for his remarkable generosity, and all the folks in Chapter 1 for helping make these great experiences possible at El Mirage. Thanks also to all the folks who made the extra effort to have the gyroglider available - I feel very connected with those early pioneers after that pass across the lake in an engine-less "flying lawn chair."

And, to everyone else reading this, let this be a lesson - Never pass up the chance to participate in a cheap car-pool to a rotorcraft meet. You never know what opportunities you might be missing!

Gyroplanes For Sale

Butterfly Aurora - 50 hr TT, like new, Rotax 912. Powerful, reliable. Asking \$48K. Contact Doug at Butterfly of Utah, (801) 628-7598. (UT, 10/09)

RAF 2000 - 240 TT. Parham stab, elec. trim, EJ22 EFI 145 HP, radio/ intercom. \$23,700. Terry, (208) 221-7401. Details, photos [here](#). (UT, 05/10)

SC VORTEX - Rotax 582 greyhead, no N-numbers. **REDUCED** - \$17K. Richard, (360) 431-6817, forfunandsun@yahoo.com. (OR, 09/10)

SparrowHawk II - 2009. Subaru 2.5L, leather seats, MGL Odyssey 10.4" EFIS & EIS, Garmin radio and transponder. Award winner! **REDUCED** - \$65K. Brian, (801) 831-4649. (UT, 11/09)

VANCRAFT - E-LSA; Rotax 503, digital panel, hyd. Brakes, trailer incl. \$8,950 OBO. Clint, (503) 775-7372. Scappoose. (OR, 09/10)

Hangars Available

Scappoose, OR - Choice of two. See www.pra73.net "[Classifieds](#)" for details.

Western Rotorcraft is edited by Paul Plack at the Utah Rotorcraft Association, and published monthly for members of participating PRA chapters. Reach Paul at secretary@utahrotorcraft.org.