

Western Rotorcraft



CO Rotorcraft Association Now PRA 38

The Colorado Rotorcraft Association (CRA) held its organizational meeting on December 11. Among the agenda items approved were the organization's name, affiliation with Popular Rotorcraft Association as Chapter 38, and participation in the regional newsletter cooperative. Read details in Regional Report, 2, and Meeting Minutes & Detail, 6. At right, L-R, charter members Mark Treidel, Vice President Dick Goddard, and President Mark Shook. Below, Secretary Todd Rieck taxis for takeoff in his Yamaha-powered Air Command at ROTR 2008. Top of page: N719MB, Mark Shook's Xenon, was owned by Phil Dunn of Panguitch, UT when this photo was snapped at Utah's West Desert Airpark ([UT99](#)) at ROTR 2008. The new Chapter 38 has 20 members and at least 15 rotorcraft! Follow their progress at www.pra38.org.



Webinars - The Utah Rotorcraft Association will again offer winter webinars open to all rotorcraft enthusiasts as part of its January and February meetings. The January 8 online session will start with a brief business meeting at 10am MST, and will be immediately followed by a program on the history of the HoneyBee gyro, including an update on the [new G2](#) introduced at EAA AirVenture 2010, by Jim Fields (right) of AeroWorks International. Participation requires a fast internet connection. Get details and login instructions at www.utahrotorcraft.org.



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Regional Report

Paul Plack, NW/Mtn Rep



It's now official! The Colorado Rotorcraft Association officially formed as Chapter 38 on December 11, and among the items on the agenda for the organizational meeting was approving participation in the *Western Rotorcraft* newsletter co-op. These guys launched with 18 members and 15 flying rotorcraft, ranging from single-place gyros to three Xenons and an R44! Thanks to Mark Shook for quickly getting us details so they could be included in this month's issue.

PRA managed to launch both the new *Rotorcraft E-Zine* and the new www.pra.org website December first, although both have had a few glitches. A significant percentage of would-be *Rotorcraft* subscribers either misspelled their e-mail addresses in the form or had their internet service providers blocking the e-mails sent, and iContact, the e-mail management service provider, was unable to help us with remedies for either. By the time you read this, the subscription system will have been migrated over to ConstantContact, which has the ability to create a subscription form with a second, "verify" box for entry of the e-mail to check for spelling, and appears to have more reliable delivery.

The new PRA website isn't slick graphically yet, but has some important new functions working. By creating a login with password, PRA members can access a library which will eventually include every PRA magazine going back to 1962! This will include both *Rotorcraft* and the earlier *Popular Rotorcraft Flying* magazines.

Dr. Bruce Charnov and Doug Riley have agreed to continue serving the new *Rotorcraft* as Historical Editor and Technical Editor respectively, and we'll welcome their input in future issues. PRA Safety Coordinator Kerry Cartier and Technical Training Chairman Dave Prater have elected to pass the batons. Guys, thanks for your years of service to the Popular Rotorcraft Association!

We're happy to report that there will soon be a second gyroplane CFI available at Airgyro in Spanish Fork, UT, and on-hand for Rotors Over The Rockies 2011. This will provide an opportunity for holders of the FAA's Private/Airplane certificate to add the Sport Pilot/Gyroplane add-on in the days before the event starts June 9. We're encouraging CFI Mike Burton to become a Designated Pilot Examiner for gyros, which would be a huge step forward for the sport in the western US. A third gyro CFI is even in the works. We'll have more details as things develop.

There's still not a trainer aircraft available at Airgyro, but CFI Mike Burton has purchased and is building



his own SparrowHawk which, when completed, will ensure there's a trainer available at times when the company is "between machines." That's been a problem of late, in part due to a sudden boom in sales of two-place gyros in our region. During 2010, Airgyro has sold three of its own SparrowHawks, Terry Sanderson (PRA 2) sold his RAF, and Gary Kaminski and Rich Stewart (PRA 73) both sold their RAFs. It's nice to see the economy coming around, but someone needs to start selling side-by-side, two-place gyros in the US again! All that's currently available here are used machines or pre-owned, uncompleted kits.

Finally, I'm going to suggest a couple of New Years Resolutions. First, take it upon yourself to personally find one newcomer to introduce to the sport this year. Arrange an intro flight, get him to a chapter meeting, and e-mail one month's copy of *Western Rotorcraft*. If the kindling's dry, that oughta light the fire!

Second, commit to mentoring that person through 2011. Make telephone contact before each chapter meeting, and invite him to join you on a road trip to a rotorcraft event outside your area.

Finally, bring that person along as you both volunteer at an event, either nearby or distant. ARC Days, El Mirage, and ROTR all have tasks which can be staffed for a few hours when you're not flying.

2011 holds great promise, and the NW/Mountain and Western/Pacific PRA regions are leading the nation right now in activity. EAA says the LODA impasse may be resolved soon, restoring a path to bringing new trainers online. A manufacturers group is closer to getting factory-built, E-LSA gyroplanes approved. If gyros go mainstream, there could suddenly be lots of work for our instructors, and our chapters and events could grow quickly. Be ready!

Contact Paul at secretary@utahrotorcraft.org. Top of page, L-R, Paul and Cindy Plack at Donner Trail Park, Salt Lake City, UT.

Chapter 15 Fun at Copperstate

Mark Rhoads, Secretary PRA 15

The annual [Copperstate](#) fly-in at Casa Grande, AZ was the weekend of October 23, 2010. Chapter 15 had planned a camp-out/fly-out to the event from the Coolidge airport. When those plans fell through, several of us decided to camp at Copperstate instead. Our friend Thomas Fernandez from Colorado Springs had been staying with us for 3 weeks in anticipation of this event.

On Friday afternoon, thunderheads on the western horizon were a discouraging development for the anticipated 70 mile flight to Copperstate from our home airport at San Manuel. The team (consisting of myself, Britta, Thomas and Carl Matter) decision was to drive over and set up the camp, then return to San Manuel ([E77](#)) on Saturday morning for the flight. We had hoped to avoid inbound traffic on Saturday morning, but were determined to fly in just the same.

Saturday dawned beautifully. Carl generously offered to chauffeur Thomas and I back to San Manuel. As we opened the hangar doors in the bright sunlight, the Air Command tandem looked poised and ready to go with a gleaming new polish job and a fresh annual inspection - thanks to help from Thomas in the weeks preceding the event.

We flew the 50 miles to Coolidge ([P08](#)), stopped to "top-off" the tanks in the event of a long "hold" at Copperstate and then proceeded west to the "fix/call-in" area. Copperstate arrival could not make out our radio calls but gave us instructions to blip the call button 2 times if we understood. We were advised to call the tower who then questioned why we had not contacted arrival. They quickly understood and gave us a low level/ close-in approach on the down wind for runway 5. Thomas thought we were dangerously high, so we descended to about 200 feet over the interstate and got into the downwind pattern. We were in the pattern with a B-17, a B-24, a New Standard bi-plane giving rides, a flight of 15 Yaks, and a few converted fighter jets. The tower handled the traffic with ease and gave us instructions to continue on the downwind until instructed to turn base. At the appropriate "short final" distance for a gyro, the tower cleared us to "turn base and final". I repeated the instructions and "flew the runway" in an attempt to land just short of the first taxiway and get off the runway quickly. I was a little long, so rather than force a landing, we landed long and made a 180 degree turn around to the ramp. We were off the runway in seconds, so the tower did not complain too loudly.

Chapter 15 members Greg and Theresa Egolf, Mark Sanders, his wife Jan and Mother Joanne joined the "team" for lunch. Later in the afternoon, we met up with fellow Chapter 15 member and US Airways



captain Steve (Woody) Woodrum. He was there with his re-conditioned Hughes helicopter (one of five) that he and his partners are re-building. Also present were his pilot and support crew for the new flight school - Canyon State Aero. Woody is also a gyro CFI and a very helpful and knowledgeable gyro friend.

Someone mentioned there was a black "Angel" gyro (photo above) at the other end of the airport, so we headed off in that direction. On the walk we ran into Vance and Edna Breese, also headed out to see the "Angel". George Bass from Camp Verde, AZ is the proud owner of the unique 2 or 3 "of a kind" gyro. George bought it from the builder several years ago and has recently started flying it. The structure is welded 4130 tubing and very light weight. George demonstrated by hoisting the right main in the air about 3 feet with relative ease.

Cal Bowles, from Casa Grande was there with his black and yellow checkered RAF. Cal keeps his gyro "tied down" there at the field most of the year, and is a frequent flier and innovative builder.

For the return flight on Sunday, Britta Penca was the PIC and I was along for the ride. We stopped again at Coolidge and talked with a "wing walking" team from Quebec who had the wings removed from their Stearman for maintenance issues. The chief pilot trainer/wing walker, Carol, is training air show pilots at the Coolidge airport. She told us that it takes 2 years of air show flying to qualify for the job as "wing walker pilot". We enjoyed talking with her.

Editor's Note - The Arizona Rotorcraft Club (PRA 15) did not meet in December, and has shifted its regular meeting day to the first Saturday of the month in 2011. To avoid the New Years holiday this month, the January meeting will be held on Saturday, January 8, 2011 at San Manuel, and will include election of officers. For more information and directions, contact Britta Penca, President, at (520) 840-0951.

Everywhere You Go There Is a Gyro!

Mark Sanders

The PRA Chapter 15 in Arizona had planned a local event the weekend of November 20, 2010. I wanted to go but my camper had been damaged by a hail storm and was not out of the shop. I had told Britta Penca and Mark Rhoads that I was not going to make it.

They wanted to fly our three gyros together on a cross country flight from San Manuel Municipal ([E77](#)) to Benson Municipal ([E95](#)). We were going to go into town with a courtesy car provided at the airport, have lunch, then fly up to Tombstone Municipal ([P29](#)). Maybe land, but mostly just to see the town from the air. Britta said Mark come anyway, you don't need your camper, stay at our house and see if Janice (my wife) can come.

Friday the 19th, Carl Matter arrived from Tucson at dinnertime, ready to join Britta the next day in the tandem Air Command. It was lights-out at 10:00 PM and the alarm set for 6:00 AM, and we all got a very peaceful sleep.



In the morning we ate a quick meal and out the door to the airport we went. We pulled the gyros out, started preflight inspections and called for flight brief. The winds were up, 12 MPH out of the southeast, quite a bit of head wind. Britta called Benson Municipal to ask what the winds were like there, and they said the airport was closed. Good thing we called first. Now what? We checked the map to see what airport was close enough for all three gyro's to make safely. Coolidge Municipal was familiar to all of us and there were runways in two different directions and a taxi way that could be used. Britta was a little apprehensive because of the wind, expected to continue with the chance of gusts in excess of 25 MPH.



I said that before I take a passenger I need to go for a flight and decide if I want to leave the airport or stay there. I flew the pattern twice with stop and go landings then came in to find Mark and Britta ready to fly to Coolidge, refuel, then go to Eloy Municipal ([E60](#)) for lunch. Janice said she was ready to go with me, and Carl was ready also to fly with Britta. The flight was 50 minutes. Mark had lifted off after me but had taken the lead. I circled out over the mine tailings to gain a bit more altitude and allow Britta to get air born. Then we headed over the mountain, where we picked up some turbulence, and Janice was a little unsettled. I told her that her job was to look for traffic, and give me frequent updates on our engine water temp, oil temp, oil pressure and altitude. She is afraid of heights and is a real sport for going on the trip.

Soon we were out over the flat open desert and the turbulence was gone. We flew over the pipe line road, a dirt road with a lot of palavered trees on either side and a lot of cholla cactus all over. Mark Rhoads was eight miles out in front and Britta and Carl were one mile behind. Janice and I were flying at 70 MPH indicated and GPS ground speed of 62 MPH. We switched frequency 30 miles out and found runway 17 in use. Mark had landed ten minutes earlier and no other traffic was present. We landed and cleared the active for Britta who like me landed long and cleared the runway. Wow what a nice flight! We all got out and stretched our legs and checked our machines. Then we heard a sound coming closer. Yep, it was a gyro, a yellow RAF with checkers. What do you know - everywhere you go there is a gyro!

It was Cal Bowles. We had just seen him at the Copperstate fly-in a couple weeks earlier, and what are the odds of us being here when he flew in? It was a real joy to see Cal and another gyro out flying, enjoying the day. Mark and Britta needed fuel after the flight from San Manuel. I still had 68% fuel in the SparrowHawk, so I waited till the return flight to refuel. Cal decided to fly with us to Eloy for lunch. After we all had a short break and gyros refueled the wind had changed and was blowing out of the southwest. Cal lifted off first. I was second, followed by Mark, then Britta and Carl. Janice and I gained altitude quickly and were over 500 feet AGL before the end of the runway. Eloy was 11 miles away.

Cal came over the radio and said he could see a dust storm ahead and was going to go around it. I was a mile behind him and announced that I was going to stay on course but climb 400 feet because the dust was being picked up by the plowed fields, and that they stretched for miles across the open plains. Britta and Mark announced that they saw a break or open area between the dust clouds. I was flying at 1400 feet AGL at 70 MPH but my ground speed was 35. Wow what wind! Even at the El Mirage Dry lake the winds were never this strong.



Cal landed first on runway 20 at Eloy, and announced he had to keep power in on landing. (Above, Mark Rhoads and Cal Bowles on the ground at Eloy.) I announced short final, 20, full stop, but I was too high and needed to lose altitude. The wind was really blowing and we added a little power to not land too short. I got to four feet over the runway lined up perfect, and Cal came over the radio and said. "look he is hovering!" I added just a little power and we settled straight down and what a soft landing I brought the stick forward just a little and started reducing power and then stick all the way forward and we taxied off the runway announcing clear the active and that we had just done a vertical landing.

Cal was laughing over the radio about it. Mark had announced his short final and landed perfect as Britta also did an incredible job of handling her machine. We all got out of our gyros and looked them over. We secured the rotor blades and went to lunch at the Bent Prop Café. After a hearty lunch we walked back out and did our preflight for the flight from Eloy to San Manuel. We needed to fuel before we left and pushed our gyros over the fuel pump. Mark had a small bottle of additive that takes the lead out of the 100LL octane fuel. I ask him to pour a ounce in my tank as well then I added six gallons of fuel. That gave me more than enough since I still had a half-tank. This gave me 17 gallons of fuel.

The wind was high and we were to have a nice tail wind all the way back. We said good bye to Cal, who was headed for Casa Grande Municipal (KCGZ). We watched him take off from center field with just a 30-foot roll. And he was air born and stayed right over the runway till he picked up speed then up he went and gone. Britta asked if I was going to lift off from center field I said that there shouldn't be any problem as we had so much head wind. As I approached the runway I decided to taxi to the end and use the whole runway to make sure I was at a safe altitude before turning down wind. Britta, Carl and Mark watched as Janice and I lined up on runway 20. I held the brakes and started prerotation.

The blades spun up fast. I released the brakes and added power. We started rolling backwards! I added more and more power. We were now moving forward, and as I released the prerotator the blades were now at 210 RPM and the nose wheel was off the ground. I pushed the stick forward and added power until air speed was 65 MPH. The SparrowHawk went straight up! All this happened in 30 feet of runway. We climbed to 1000 feet before the end of the runway.

There was no traffic in the pattern and I climbed as I continued to fly straight out. Britta was air born and asked my intentions. I was going to fly between Newman Peak and Picacho Peak, then due east to San Manuel. She agreed. We were now on the last leg of our flight and had a strong tail wind. We picked up turbulence as we passed between the peaks. I wanted to stay away from the leeward side of the mountains till we were a long way out from them. We had a ground speed of 87 MPH and were crabbed towards the southeast as we were headed east-southeast. Over the mountain range it got bumpy.

Now the runway was in sight. We had a direct crosswind. I was four feet over runway 29 and I gave full left pedal, cut power, landed forward stick and I was down and safe. Clay Sarriugarte and Brenda Stone were standing over to the side of the runway, waving and giving us the thumbs-up.



Mark came in on runway 29 as did Britta and Carl. Wow what a trip to remember. We went back to Mark and Britta's house for a Pot luck dinner. The next day I loaded the Sparrow Hawk and headed home with the thoughts of friend and flight adventures. That would never take place sitting on the couch. I believe safe flight can be achieved if you know your limits, even on windy days. Marion Springer has said that gyros love the wind and I have to agree with her. Thanks to Britta Penca and Mark Rhoads for inviting me and Janice on this trip and for all your hospitality.

(Above, L-R, Mark Sanders and Janice, Carl Matter, Britta Penca and Mark Rhoads.)

PRA 31 Welcomes Bruce Charnov

John Rountree

The San Diego County Rotorcraft Club ([PRA 31](#)) had a special meeting in December as we were treated to a presentation from our newest member, Dr. Bruce Charnov, at his home. Normal business was tabled until January's meeting and we proceeded with Bruce's presentation.

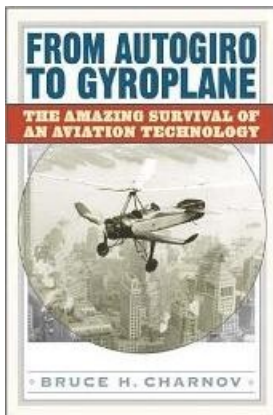
Members and guests in attendance were: Bruce Charnov, Dave Bacon, Tom Johnson, Ives Able, Andy Keech, and John Rountree.



Andy was introduced to us as the holder of many Little Wing records including his October, 2003 flight in his autogyro, "Woodstock" (above) across the US and back, resetting three trans-continental speed records. Then, in February 2004, he set a new world distance record of 617 miles, and in May, new altitude (26,408') and time to climb world records.

We then were treated to see many unique items including the original assignment document between Juan De La Cierva and the Harold F Pitcairn assigning the rights to American Autogyro. This document even has Juan's De La Cierva seal from his ring on it.

There were many unique items too numerous to mention and examples of videos and movies where autogyros and gyroplanes were used going back to Juan's original Autogyro.



Following the presentation we watched unique videos including scenes from movies with Autogyros and gyroplanes in them. It was a very special meeting indeed and we learned a great deal. It is so great having Bruce in our club. He is so knowledgeable and gracious. I wish you could have all been there!

At the end of our visit Bruce gave all members in attendance a personally signed copy of [his book](#), *From*

Autogyro to Gyroplane: The Amazing Survival of an Aviation Technology.

How cool is that!

Western Rotorcraft

CRA Becomes PRA 38

Mark Shook, President



The annual meeting of the members of the Colorado Rotorcraft Association was held December 11, 2010 at 7956 Aerostar Peyton Colorado on Meadow Lake Airport ([00V](#)). Members include Mike Bantum (P), Cobus Burger, Bill Clem, Rick Cooper (T), Curt Conquest, Richard Dougherty (P), Rob Dubin, Thomas Fernandez (P), Patrick Fogarty, Dick Goddard, Steve Hailes, Thomas Martino (P), Tim Mercer (P), Bruce McCombs, (P), Todd Rieck (P), Steve Rollert, Mark Shook (P), and Mark Treidel (P). Those shown with a (P) were present at the meeting; those with (T) participated via teleconference.

The meeting was called to order at 10:13 am MST by meeting chairman, Mark Shook. The following motions were made and passed.

1. Approve the name Colorado Rotorcraft Assoc., and PRA affiliation as Chapter 38. (Unanimous.)



2. ADOPT the By-Laws as revised and publish them at www.PRA38.org. (Unanimous.)

3. Elect Mark S. Shook President, Todd Rieck, and Dick Goddard as officers. (Unanimous.)

4. Approve having our minutes published in PRA Chapter 2's E-Newsletter - Western Rotorcraft, and participating with the Western chapters of the PRA. (Unanimous.)

5. Adopt a policy of no dues, establish no bank account, and collect no fees for the present time as authorized by the by laws. (Unanimous.)

6. Set Saturday May 21 and July 16th as the date for Chapter 38's Summer Rotorcraft events, to be held at Meadow Lake Airport.

Encourage voluntary participation of club members in the ([ROTR](#)) Rotors over the Rockies event and assign club members present to check with their local airports for events we may consider supporting in the 2011 summer season. (Unanimous.)

7. Adjourn. (Unanimous, 11:20 MST.)

My First Flight in a Gyro

Dusty Wallace

On April 10, I attended the Great Northwest Sport Rotorcraft Association's (PRA 73) 21st annual anniversary BBQ meet. I went in hopes of getting to know some guys in the gyro world and to learn more about gyros. I got to look at several different models and got some hands on experience.

After the meeting, I was able to go for a demo ride with Jim Vanek in his trainer. After getting a briefing on our flight and what I was to do (and not do), I boarded his gyro. Got myself strapped in and off we went to taxi out for takeoff. At this point, the wind was blowing fairly hard with some gusts. I was surprised that we would fly in these conditions but it didn't seem to faze Jim. We got the rotors pre-rotating and down the runway we went, a small part of it anyway. Very shortly, up we went.

I was impressed on how quickly we took off and how fast we climbed. It was very smooth and controlled feeling in spite of the wind. It took me a minute to get used to the feeling of not having anything around me. But what a feeling, only being able to see the instrument panel and nothing else. It really does feel like you are flying all on your own!



After we got out over some fields and Jim got the machine stabilized, to my amazement, he let me take the controls! He had me fly straight and make a couple of turns to get a feel of the machine. Then he

took over the controls again and showed me a little bit of what a gyro is good at and capable of.

We backed off the throttle and let the machine almost hover, just descending almost straight down.

Then he showed me some turning capabilities. First we banked a pretty hard turn and wow! Gyros can be very maneuverable and pull some good G's. Then he showed me that you could turn by swinging the tail around and go back in your own wake. After that he took me down and we flew low elevation right over a couple fields. Something that gyros are well known for: low speed and low elevation flight.

After circling around the airport, it was time to land. He brought us in over the one end of the airport and brought the engine down to an idle to show me how well they can glide in and land. We glided down to the runway and touch down! Smooth as can be and the wind still blowing very hard at this point. I was extremely impressed on how well a gyro can handle



the wind. Take off and landing would have never been that smooth in a fixed wing. It is just downright amazing!

What an amazing experience! Not only to get to fly in a gyro, but to see how well gyros handle windy conditions. To experience how safe they can be. To fly truly like a bird is an experience that all should get! I am now addicted and can't wait for the day that I might be the one giving other people their first ride!

(At top: Dusty and his son, Dwayne, try out the seat of a Sport Copter Lightning. Mt. Adams (WA) is visible above Dusty's head in the distance. At left, L-R, Jim Vanek briefs a student for an intro flight.)



Johnny Pemberton of MTV's "Megadrive" recently had some outrageous fun in the Sport Copter II. The premise of the show is that Johnny is one of the world's worst drivers, and MTV has hired him to drive some of the world's most powerful vehicles. "What could possibly go wrong?"

At times, this show looks to have been inspired by the "Jackass" movie series, but has Johnny Knoxville ever thrown running chainsaws from a flying aircraft?

Click the screenshot to watch! (Note: PG-13 language starts with opening disclaimer.)

2011 Rotorcraft Calendar

US Sport Aviation Expo - Jan 20-23, Sebring, FL
The largest annual show in the US dedicated to LSA. Indoor and outdoor displays featured 175 exhibitors in 2010, including engines, accessories, more. ([Info](#))

Bensen Days - Sunstate Wing & Rotor (PRA 26) Apr 6-11, Wauchula, FL
This regional event is focused on gyroplanes, and rivals or exceeds the annual PRA convention in size. ([Info](#))

ARC Days - Arizona Rotorcraft Club (PRA 15) May 14-15, San Manuel, AZ
Info: (520) 840-0186

Colorado Rotorcraft Assoc. (PRA 38) Fly-In May 21, Meadow Lake Airport, CO. ([Info](#)).

Rotors Over The Rockies - UT Rotorcraft Assoc. (PRA 2) Jun 9-11, Brigham City, UT
Admission and on-airport camping are free. US Air Force is tentatively scheduling a free airshow at Hill AFB, 25 NM south of event, for same weekend. ([Info](#))

Vertical Challenge - Hiller Aviation Museum Jun 18, San Carlos, CA
Helicopter-oriented airshow in its 12th year. ([Info](#))

Colorado Rotorcraft Assoc. (PRA 38) Fly-In Jul 16, Meadow Lake Airport, CO. ([Info](#)).

Homer Bell Meet - Homer K. Bell Consulting Jul 21-23, Hillsboro, OH
Homer provides consulting and other services for builders of kit helicopters. Venue is a farm - may require VTOL capability. ([Info](#))

EAA AirVenture - Exp. Aircraft Association Jul 25-31, Oshkosh, WI
The largest fly-in in the world. Type club gatherings and group fly-ins, seminars, workshops. Rotorcraft flight limited to Ultralight Village, certain hours. Camping adjacent to Wittman Regional Airport. Volunteers recruited from EAA chapters. ([Info](#))

PRA Convention - Popular Rotorcraft Assoc. Aug 2-6, Mentone, IN
This event in 2010 drew 70 rotorcraft and 55 powered parachutes. Annual members meeting, on-field camping and food. ([Info](#))

Ken Brock Freedom Fly-In Ken Brock Rotorcraft Assoc. (PRA 1) Sep 23-25, El Mirage, CA
This legendary event takes place on a dry lake bed with enough room for gyro-gliders, a taste of the old-school, west coast gyrocopter scene, and a Saturday night corn roast at the Brock Ranch. ([Info](#))

Western Rotorcraft

Upcoming Chapter Meetings

KBRA (PRA 1) Sat, Feb. 12, 11am PST.
Elections of officers for 2011.
Teddy Udala Ranch, 22055 Old El Mirage Rd., El Mirage. CA 92301. ([Info](#)): (562) 493-3960

URA (PRA 2) Sat, Jan. 8, 10am MST.
Online meeting, followed by webinar on history and specs of the HoneyBee GS gyroplane by Jim Fields of AeroWorks International. Details at www.utahrotorcraft.org.

ARC (PRA 15) Sat, Jan. 8, 11am MST, San Manuel Airport ([E77](#)). Election of officers for 2011. Contact Britta Penca at (520) 840-0951.

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

CRA (PRA 38) Sat, Feb. 5, 10am MST, Meadow Lake Airport ([00V](#)).

GNWSRA (PRA 73) Sat, Jan. 8, 1pm PST, [NWAAC Clubhouse](#), Scappoose Ind. Airport ([KSPB](#)). Preceded by potluck lunch at noon.

Gyroplanes For Sale

SC VORTEX - Rotax 582 greyhead, N-number surrendered in previous sale. \$18K. 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.