

Western Rotorcraft



***Air & Space 18A Reborn
Robinson's R66 Police
El Mirage Recap
October 2012***



Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club ([PRA 15](#))

Third Saturday, 11am MST, Various Locations
 Oct 20, 11am MST, San Manuel Airport (AZ)
 Carl Matter: keenuk@aol.com

Ken Brock Rotorcraft Assoc. ([PRA 1](#))

Second Saturday, 11am PDT
 El Mirage Dry Lake (CA)
 Terry Smith: terry.smith@earthlink.net

San Diego County Rotorcraft Club ([PRA 31](#))

Oct 18, 6:30pm, Home of Tom Kelly
 14056 Halper Rd, Poway (CA)
 Dave Bacon: davesconcretepumping@msn.com

Colorado Rotorcraft Assoc. ([PRA 38](#))

Oct 13, 9am-1pm - Rocky Mt. Gyro Fly-In
 Meadow Lake Airport, Peyton (CO)
 Mark Shook: Mark@CopterPilots.org

Great NW Sport Rotorcraft Assoc ([PRA 73](#))

Oct 13, Noon PDT, NWAAC Clubhouse
 Scappoose Industrial Airport
 Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers ([PRA 2](#))

Oct 13, 10am MDT, Brigham City Airport
 Meet at Curt Pittman's Hangar
 Doug Barker: president@utahrotorcraft.org

Utah Rotorcraft Association

Next Members Meeting TBA
 Next Board Meeting TBA
 Details to Members by E-mail
info@utahrotorcraft.org



Event Calendar

Saturday, Oct 13, CO
[Rocky Mt. Gyro Fly-In](#)

Oct 25-27, AZ
[EAA Copperstate Fly-In](#)

Wed-Sun, Apr 17-20, FL
[Bensen Days](#)

Thu-Sat, Jun 6-8, 2013, UT
[Rotors Over The Rockies](#)

This Month in WR - PRA, Industry News, 3; From the Forum, 5; Chapter Reports, 6-10; Fly-Ins & Friends, El Mirage Recap, 10-12; Classifieds, 12.

On the Cover - Vance Breese (in front seat) turns to speak with CFI Emeritus Marion Springer after taking her for a ride in the Predator at El Mirage.

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From the Editor

The members of Chapter 1 put together another great [Ken Brock Freedom Fly-In](#) last month. El Mirage is always a fun and rewarding trip, but there's one thing missing these days, compared to years past - attendance by the general public. Perhaps the prospect of paying \$15 to the BLM for an hour or two on the lake bed Saturday seems to keep the less committed away, both pilots and spectators.



By comparison, I paid a \$10 admission fee September 22 to spend the day at an air show at [Historic Wendover Airfield](#). Wendover is a Utah/ Nevada border town very near the Bonneville Raceway. I watched acts which included P-40 and P-51 fighters from WWII, wing-walkers, vintage military jets, even an F-16 fly-over.

A car show featured about 100 custom, historic and restored vehicles. Not surprisingly, thousands of members of the general public turned out to see all this for \$10. There were also vendors ranging from colleges with aviation programs to Burger King.



I'm not suggesting our fly-ins are a poor value. But I'm convinced that if we're to get our sport growing again, we're going to have to find ways to "invade" some of these larger, more general events which enjoy greater attendance from the public, and let them see gyroplanes up-close and flying. We have to do more than preach to the choir.

Shawn Adams, a helicopter and gyroplane pilot in Oregon who shoots video for a living, recently posted a [video on the YouTube](#) (screen capture below) in which he flies alongside a motorcyclist on a closed highway. Before the most exciting part of the video even starts, Shawn is seen flying his Air Command and one of the camera crew is heard exclaiming, "That's...awesome. That would be so fun!"



People who have this reaction when they first see a gyro fly are the ones who will be flying with us in the future. We just need more of them!

Wendover is a two-hour drive west of Salt Lake City. It's a big airport for such a small town, hinting at its history as a WWII Army Air Force base. The airport layout is perfect for demonstrating what gyroplanes can do, with a long viewing area which allows everyone a good view (see photo at top of page).



There are plenty of motels and casinos, and spectacular nearby terrain to explore in personal rotorcraft, including the salt flats. As much fun as the show was, there was plenty of available exhibit space, and a gyro demo would have been a great addition to the line-up. I'm going to get more information from the event committee, and see if we can't get involved in the show next year.

Wendover's size makes it an ideal event to approach for inclusion of gyroplanes, but your chapter or informal group doesn't have to limit itself just to airshows. Any good-sized fly-in pancake breakfast would be a great place for a gyroplane invasion. Just make sure you have enough ground support to help answer the questions, and take along handout materials (even if it's just business cards with your website info) to allow those who remain interested to find your next meeting and otherwise stay in touch.

It is my observation that the biggest thing holding back our sport is not the lack of factory-built machines or the shortage of instruction, but the simple fact that most people have never seen a gyroplane, let alone see one fly. Let's see if we can make 2013 a growth year!

Paul

PAC Adopts Bylaws

The [PRA](#) Advisory Council (PAC), which has been tasked with advisory duties formally reserved for PRA Life Members and Regional Representatives, adopted bylaws on September 22. The PAC will advise the PRA board on issues facing the organization and the sport of personal rotorcraft, convention planning and execution, member participation and volunteerism, and growth of the PRA. It will also mentor PRA-member builders and pilots, especially those new to the sport.



The bylaws also specify eligibility for membership; define active and inactive members; set standards for remaining on, leaving and returning to the active list; require a chairman, vice chairman and secretary and detail duties and election procedures for each; and define a quorum for conducting business.

All PRA Life Members are automatically members of the PAC. New candidates for membership must be sponsored by at least two current members.

Chapter 38 President Mark Shook (right) was appointed by the PRA board at Mentone to become the first chairman of the PAC. Elections will be held every two years, in even-numbered years, going forward.



PRA Directory is Coming

Popular Rotorcraft Association VP Tim O'Connor reports that the new [PRA](#) Manufacturers & Service Directory is currently being compiled. This has always been the organization's most popular publication. The directory is compiled as a service to the PRA membership and the rotorcraft community so there is no cost to list your product or service.

If you have a product or service you would like to have listed in the directory please use [this convenient online form](#) or email:

PRAGlobalSupportTeam@gmail.com

Listing in the directory does not constitute an endorsement of any product or service by the PRA.



R66 Police Starts Deliveries

On September 7, [Robinson Helicopter Company](#) reports it received FAA certification for the R66 Turbine Police Helicopter. The four-place R66 Police comes standard with the FLIR Ultra 8000 thermal imaging camera, a 10-inch fold down color monitor,

the new Spectrolab SX-7 searchlight with 30-million candlepower, and a dual audio controller.

Robinson believes the \$1,104,000 price tag and simplified maintenance schedule will appeal to both large and small police agencies. The first production R66 Police Helicopter will be delivered this month to Southern California's Fontana Police Department. Fontana is the lead agency in a four-city alliance and has used Robinson R44 Police helicopters since 2005.

Performance specifications of the R66 Police include a cruise speed of up to 120 kts (138 mph), payload of 800 pounds with full fuel, and a hover ceiling OGE at max gross weight of 10,000 feet. Robinson will continue expanding the R66 line with an Electronic News Gathering version and a float version both targeted for release in 2013.



Air & Space 18A Returns

As announced at El Mirage September 29, Heliplane USA, Inc. plans to put the Air & Space 18A back on the market. The 18A would be the only Part 27 certificated gyroplane sold in the world, and the only factory-assembled gyroplane available in the USA.

The 18A is a two-passenger (tandem) machine with true jump take-off capability and is powered by a Lycoming O-360 engine making 180 horsepower. According to west coast sales & marketing reps David Rosinsky and Leonard Rosenthal, useful load and uninspiring performance will be addressed with engine upgrades and other modifications. Rosenthal adds that the [DeltaHawk diesel](#) may be offered.

The two say marketing efforts will focus on small law enforcement agencies which lack the resources to operate more expensive helicopters. The company intends to make available new aircraft, refurbished units with new engines and parts support.

For more info on availability of the Air & Space 18A in the western US, contact davlenaviation@yahoo.com. (Wikipedia photo by Jonwithnoh)



From the Rotary Wing Forum

Chapter 38 member Dick Goddard recently posted [this video](#) on the forum (screen shot above), showing a recent flight over the eastern Colorado high plains. The thread is titled, "[High Plains Drifters](#)."

Shawn Adams embedded [this exciting video](#) of his flight alongside a motorcycle (above) in a post on the forum. Shawn emphasizes that the flying was done in an ultralight, took place on a closed course, and was followed by a debrief with the FAA. Watch the flight and read the comments from viewers in a thread, titled, "[Flying with the Triumph](#)."

A recent accident has inspired two very active threads on the forum. One, dealing with the very high risks posed by an inexperienced gyroplane pilot being his own machine's test pilot, is titled, "[First Flight / New Gyro Pilot = Too Dangerous](#)."

The other, which shifts to comments on the value and dangers of crow-hops, is titled, "[Gyro Crash Illinois 9-10-12](#)."

And Australian Greg Mitchell recently wrapped up a 12-week tour of the US and Canada with his wife and two kids in a motorhome!

Many of us enjoyed spending time with Mitch and his family at Mentone. Mitch kept an extensive journal of his trip in a thread titled, "[USA/Canada Trip](#)."





Hornet First Flight

We've followed the build of a modified Hornet single-place gyro by Denis Shoemaker of Mankato, MN in past issues of WR. Anyone fortunate enough to meet Denis and see this machine up-close at Mentone will attest to the creativity and outstanding machine work in this little bird!

Denis watched as veteran gyro pilot and Chapter 17 President Chuck Freese took the controls for the Hornet's first flight. If you're considering building a gyro and need something to aim for, read this entire thread, titled, "[New Hornet\(s\) in the Works!](#)" The video is embedded near the end.

AZ Rotorcraft Club September Report

Carl Matter, President



[Chapter 15](#) members had a nice time at El Mirage. As usual, PRA Chapter 1 did a great job getting every-thing set up and did a very professional job of running the registration table, pilots briefing and the generous dinners. There were awards and videos and Karen found some excellent raffle prizes. Thank you Chapter One!

Next month I'll post photos of Walt George's new machine and Doug Goodman, our newest pilot!

On Saturday we met on the dry lake bed to talk about our upcoming flying season. Members in attendance were Al Bright, Mike Willett, Britta Penca, Dennis Sette, Walt and Diane George, Carl Matter and a guest. Doug and Linda Goodman and Mark Sanders were there and flying. We spoke about a number of topics. I will send a more detailed follow-up email to club members and friends and welcome any ideas and feedback from anyone.

We all agreed that it would be nice to see more

people interested in gyroplanes but it can be difficult to find information. We talked about public outreach and static displays in shopping malls and car shows. We talked about club participation at upcoming air shows. Our guest pointed out that only 1% of the population is actively involved with aircraft. So instead of spending a lot of time and effort trying to find them, it might be better to make it easier for them to find us. Hmmmm... And then we talked about the problem of not having an inexpensive factory machine and enough trainers available once they have one.

Finally we talked about future club events and meeting locations. We enjoy the camaraderie and look forward to more meetings and camp-outs together. This season we may have some new locations and events to consider.

Upcoming events:

October 13th - San Manuel Fly-In of the San Pedro Valley Pilots Association.

October 20th - [PRA Chapter 15](#) meeting at the San Manuel Airport. We'll be in the gyro hanger at 11am.

October 25-27 - EAA Copperstate Fly-In, Casa Grande AZ.



Who Would Have Thought!

Terry Smith, Pres., PRA 1

Every now and then, you hear stories like this, and wonder if they're true. Well, here's one that really makes you believe. Wbaldo Gonzalez (at left above), a fairly new member of [Chapter 1](#), came to the September 8 meeting and met member Tony Guzman (on the right, above), a longtime gyro pilot. They had never met before this meeting, and sat down together to get acquainted.

Wbaldo was sharing his story of the first time he saw

a gyroplane flying. This was in Ensenada, back when he was around 12 years old, in the mid 70s. He had never seen a gyro before, and was fascinated.

Well, while listening to his story, Tony realized that the gyro and pilot Wbaldo had seen all those years ago was none other than Tony! HE was the one flying his gyro in Ensenada in the 70s. So, here we have two members of Chapter 1, a longtime pilot who has been involved with gyros for many years, and a gyro pilot in the making who was inspired by that same person he was sitting next to at the meeting!

Who would have thought!

San Diego County Rotorcraft Club September Report

John Rountree



October 19-21 the Ultralight Squadron of America Fly-out is being held at Ocotillo Wells. For those who do not know the Ultralight Squadron of America is a group of ultralight fixed-wing pilots with whom we join in flying at events.

Location: [Ocotillo Airport](#). Ocotillo Wells, CA 92004. (619) 956-4800.

Ocotillo Airport is a county-owned, public-use airport located in Ocotillo Wells, a city in San Diego County (CA). It is a soft sand field! I'll be flying over, not sure which day, probably Saturday as it has the most aircraft to see. ([Contact John](#))

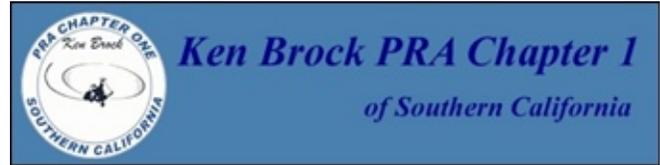
We had a great time at El Mirage, saw Ricks new ride... look'n good!

This months meeting of [Chapter 31](#) is October 18, 6:30 PM at Tom Kelly's house, 14056 Halper Rd., Poway, CA. Info or directions: (269) 599-6701.

Rocky Mountain Gyro Fly-In

Colorado Rotorcraft Association, [PRA Chapter 38](#), in cooperation with [EAA Chapter 72](#), will hold its Rocky Mountain Gyro Fly-In on Saturday, October 13th from 9am -1pm at [Meadow Lake Airport](#), 8400 Cessna Drive, Peyton CO. The day starts with EAA 72's Pancake Breakfast at 8am, and will feature a gyro tour of the local area after 1pm with a pit stop at Springs East Airport.

Pilots wishing to participate should contact CRA President Mark Shook, Mark@copterPilots.org. The hangar will be open to transient gyros on Friday, October 12. Call Mark at (719) 641-0460 for access.



September 8 Meeting Report



The meeting was called to order at 11:00am by Terry Smith, President. Present: Karen, David, Jim, Teddy, Ralph, Wbaldo, Tony, Richard, Doug C. and Hong.

Terry announced at the beginning of the meeting that his mother had passed away on Thursday, September 6 in England. He will be attending her funeral which will be September 20 and will return on the 24th.

We talked about the upcoming flying and how things were going. Terry showed everyone Little Nellie Gyro's he had purchased for the raffle.

We still have quite a few volunteer positions left for the fly-in. The list will be at the sign-in table on Friday if anyone would like to help out. Teddy said he was going to make buttons for people who help.

David brought pictures of the three baskets his wife made and is donating for the raffle. One of the baskets has patches and commemorative coins of the last space shuttle flight. Terry said this might be a basket we could use as a silent auction item.

Terry mentioned that Brandon Evans, who has been cooking and providing the wonderful Friday night BBQ steak dinner, is unable to make it this year. Brandon offered to overnight the steaks for the fly-in. We talked about having a few more grills available for the cooking of the steaks. Karen had mentioned that maybe we could reduce the donation price of the steak dinner and let each person BBQ their steak.

Teddy said that on Thursday, the day before the fly-in, he will be out on the lake bed at 10am to start setting things up. Wbaldo has a semi refrigerated truck that he has volunteered to bring so we can store things in it. He will bring it out Thursday.

Terry moved the meeting be adjourned and Dave seconded. Meeting was adjourned at 11:55am.



Bonneville GyroFlyers PRA Chapter 2 September 8 Meeting Report

The September meeting [Chapter 2](#) was called to order by President Doug Barker at 10:20am MDT in the classroom at Airgyro Aviation at the Springville-Spanish Fork (UT) Airport. Also in attendance were Secretary Paul Plack and members Steve Pearson, Curtis Lund and CFI Mike Burton. The minutes of the August meeting were approved as published in the September issue of Western Rotorcraft.

Doug reported that [Bonneville GyroFlyers](#), PRA Chapter 2, now has a bank account with a starting balance of \$156 representing incoming dues and miscellaneous revenue. The report was approved.

Doug reported a new member application from Frank Grant of Rigby, ID, and the application was approved. Doug and Paul reported that ten members and former members had also renewed. The chapter currently has 18 members, of which six are receiving Western Rotorcraft in printed form.

A discussion of carpools to the Ken Brock Freedom Fly-in at El Mirage (CA) was discussed. Doug, Mike and Paul are riding together and tentatively plan to depart the Salt Lake City area at about 5pm MDT on Thursday, September 27. Departure will be the morning of Sunday, September 30. At least two other members are uncommitted at this point. Paul will contact the membership to get an update.

Doug initiated a discussion of the "[HandlingSense](#)" leaflet jointly produced by the UK Civil Aviation Authority and the British Rotorcraft Association. The leaflet is available free as a PDF download using [a link](#) found in the September issue of Western Rotorcraft, and addresses causes of recent gyroplane incidents among pilots of tandem gyroplanes certified



under BCAR Section T. Of particular value to gyro pilots in the western US are the sections on the effects of altitude and humidity on takeoff performance, and the differences in proper technique between "performance" and "rough field" takeoffs.

Above: Cover of UK CAA's "HandlingSense" leaflet with safety info for gyro pilots.

The Chapter 2 bylaws require that the chapter have a treasurer anytime it creates a treasury, but also require seven days notice to members of any election of officers. Doug appointed Steve Pearson interim treasurer pending notice to members of an election at the October meeting at Brigham City Airport.

The meeting was adjourned at 11:07am. Attendees left the hangar to enjoy an airport open house, airshow and classic car show being staged on the airport grounds. Due to the special event, no personal rotorcraft could be flown.



Above, the September 8 car show at the Spanish Fork Airport included an MG with this compact, tidy, supercharged four-banger. The idle sounded pretty rowdy for 1275cc. Hmm...wonder what she weighs, and where we could bolt up a reduction drive?



September 29 Meeting Report

The meeting was called to order at 10:07am at 8400 Cessna Drive on Meadow Lake Airport. Present were PRA [Chapter 38](#) members Mark Shook (Xenon), Cobus Burger (Phenix), Thomas Fernandez (Gyrobee), Frank Nelson (Barnett two-place), Joe Taft (Hollmann Sportster two-place), Dick Goddard (KB2/Bensen), Todd Rieck (modified Air Command) and guests Joe and Lori Gross.



PRA38 member Cobus Burger, the US importer of the new Phenix autogyro from Spain, was our guest speaker. Cobus gave a one hour presentation of the Phenix development including some flying video and photos. Questions and answers followed. The first Phenix in the US is expected to be delivered in 2013.

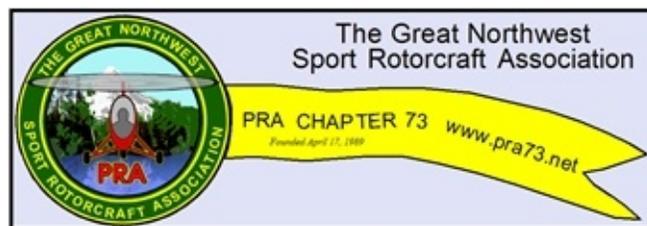
Cobus holds ratings for commercial and ATP airplane, commercial helicopter, and commercial gyroplane, and recently added CFI gyroplane to his ratings. Cobus has plans for a full training program and will train students who have not yet purchased an aircraft or who fly other makes, as well as all Phenix customers.

PRA38's October 13th Fly-In and pancake breakfast was discussed. We have firm commitments from four gyro's, two single-place machines that will fly, and 2 gyros for static display. This is a combined event with PRA38 and EAA72. We will have our own space north of the association's hangar on the west ramp.

For those that fly in or demonstrate their gyros, we will provide a coned-off area for pilots to allow the rotors to spin down before we taxi to park in the public area. After the combined event on the west ramp, after noon, we will move to the rotorcraft ramp on the east side for afternoon flying activities.



The meeting was adjourned at 12:12pm. Refreshments and flying followed with Todd Rieck demonstrating his gyro (above). (Todd Rieck, Sec'y)



September 8 Meeting Report

Meeting called to order at 1:03pm. Board members present: Jon Dailey, President; Bob Johnson, Treasurer; Richard Ecker, Secretary. Approx. 14 members/visitors present. Jon announced that there were no club meeting minutes from the previous month (to approve) due to the [NWAAC](#) Fly in.



If you need a password for the members only area on the [PRA73.net website](#), please email Bob at verticalbob1@gmail.com for your password. Member's project updates: Brock now has a new Sport Copter rotorhead for his machine. Gillan has a

Vortex 618 that is waiting for inspection. Richard now has a Rotax 582 gray-head engine for his Bensen. There was no Old Business. New Business: Gary Powell nominated Richard Ecker for Club Secretary. It was seconded, and the members voted him in.

Gillan is looking for a trailer for his Vortex 618. Bob Johnson agreed to continue to represent our club with [NWAAC](#). (Crazy) Bob brought up that there were some very nice old planes at the NWAAC Fly-In last month. It was also brought up that we should have better representation at next year's NWAAC's Fly-in. Ideas such as intro rides for NWAAC members and possibly combining our monthly meeting potluck and NWAAC's potluck together to better build our club's relationships. Gyroplane Aviator's Model Code of Conduct was brought in to share with the members.

Raffle: This month's raffle item was a laser-cut metal artwork of a gyrocopter, donated by Clint. Congrats to Gary Powell on winning the item (who then gave it to Jim to hang on the wall at Sport Copter). Next month's raffle item will be a large collection of gyrocopter models in a display case (donated by Clint). Jon recommended that everyone bring some cash to get a chance to win it. The raffle will continue until a reserve is met as suggested by Clint.

Plans for next month will be a collaboration with NWACC. We're planning a joint potluck as a meet and greet between the two organizations. Times and directions will be emailed before the next meeting.

The meeting was adjourned at 1:34pm. Thanks to all who brought food. Thanks to Jon for bringing and grilling the bratwurst. Thanks to Richard E. for accepting his nomination and taking the meeting minutes. *(Richard Ecker, Secretary)*



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SEE WHAT'S NEW AT SPORT COPTER!

Fly-Ins & Friends Doug Barker, Pres., URA



We just got back from El Mirage, the "Ken Brock Freedom Fly-In," and what an incredible trip. Every year when I go, I have the most incredible experiences. I meet new friends and spend time with old friends, and my life is richer every year because of these relationships.

I still don't have my own gyro finished and flying, but every year I end up in the air and flying because of some generous friend, and have such a good time that my excitement is rekindled, my motivation increases and it becomes a burning desire again to get mine finished so I can start having even more adventures.



This year when I was invited to the new Alvord Desert Fly-In (above), I like many of you thought, "Oh that sounds fun, but it is so far away and I just don't have the time to make it to that one. After all, I only have three weeks of vacation per year and I do have to spend some of that with my family. Maybe next year I'll try to get there."

But this year at El Mirage they treated us to a video of the highlights of that event. After seeing how pretty the country is, what a great place to fly it is, and what a great time was had by those who attended, I have decided that not only do I need to be there next year but I really want to convince my family to come there with me so they can share in that experience. Just as I want to share that experience with my family, I really want to share it will all of my gyro friends, too. I wish with all my heart I knew how to help you understand how much you are missing when you decide not to attend one of these events.

Life is just going by way too fast and it seems to be speeding up as it goes by. I see way too many people who let life's little challenges absorb all their time and energy. Before they know it their life or their health situation has changed and many of those things they were always going to do slip by and simply never get done. I refuse to be one of those guys who sit back in his twilight years wishing I had tried just a little harder to accomplish some of those bucket list items while I still could.

Instead, I want to look back and say, I can't believe all the things I was able to accomplish and all the places I was able to go and visit and all the lives I was able to touch.

I will be the first to tell you that there is nothing in life that thrills me more than flying. That is still a burning desire in my life that will ever change. However, I will also admit that the friendships I have made on my journey to the sky are among my most treasured possessions. The generosity and kindness I witness each time I go to a flying event, and the relationships that seem to just get closer and closer, inspire me to be a better man and a better friend. The more I get involved and provide service to others, the more I come away with.



This year, Vance asked me if I could help organize the people that wanted to get a ride with him in the Predator (above). I agreed and spent several hours talking to new people that were looking for a chance to experience flight in a gyroplane. What a special opportunity that turned out to be. I met so many new people and got to share what little knowledge I have to help them understand it better and I got to share in the excitement they had about experiencing one of their dreams. The anticipation and excitement and, yes, even a little fear are all part of that magical experience that I got to share with dozens of people. Honestly, life just doesn't get much better than that.

To all my friends out there (and even to those of you

who are future friends): Please! Make the decision to take your dreams more seriously. Start taking steps today that will take you a little closer to what you dream of doing. It truly is about the journey, but the journey doesn't start until you start moving forward. Get more involved with whatever group is available to you. Decide to share, even when you are not sure that you have anything worth sharing with others. Decide to serve others in any capacity available to you, and you will be blessed more than you can comprehend right now. Life will get more exciting and the challenges will start to fade into the background as you take your focus off them, and start to focus on your dreams and goals. It truly is a wonderful life, and it starts getting better when you decide you're ready for it to.

Come join us on our epic journey. We have great things planned and are looking for people that want to be a part of it. It really is just a decision away. Come to your next PRA chapter meeting, volunteer to get more involved, and start planning for all the upcoming events, now. You'll be glad you did, and so will we.

Keep the rotor side up!



El Mirage in Pictures

The following are some photos from the 2012 [Ken Brock Freedom Fly-In](#) at the El Mirage Dry Lake in southern California. Find more photos from the event posted on the Rotary Wing Forum.

Above, weather could not have been better. With daytime highs near 90°F, night-time lows near 50°, and very light winds, camping was cool and comfortable, and the flying was excellent. Sadly, the BLM had an outdated recording advising the public the lake was closed due to excessive rain. It was not, and the recent rains actually helped reduce the dust. We hope no one stayed away due to the BLM!



Above, a new design based on GyroBee geometry, but executed in welded thin-wall 4130 steel. William "Swani" Swanson (at right in above photo) talks with [CFI Mike Burton](#) (seated), who made the machine's maiden taxi tests at El Mirage. Below, a close-up of the unusual keel-to-main-gear bracing.



Below, the "Chapter 2 Embassy," and the Predator, just before packing for home Sunday morning.



Above, Kevin Richey brought this Sport Copter Vortex to El Mirage, powered by a 120-HP Yamaha snowmobile engine. This is one very powerful gyro!

Gyroplanes For Sale



RAF 2000 GTX-SE-FI - 160 hours TT. Completed in 2009 with GBA CLT conversion and tall tail. Subaru 2.2L, Becker radio & transponder, recent annual, logs in order. \$49,300 includes 20 hours dual instruction. Curt, (435) 730-0828. (UT, 12/11)

Engines for Sale

ENGINES: Subaru EJ 22, \$350; EJ 22 block complete, \$200; EA82 block complete, \$200; Geo 3-cylinder with prop and gear reduction, \$1500. (623) 386-7043, las2280@qwest.net. (AZ, 2/12)

Wanted to Buy

Mini 500 helicopter tail rotor blades.
Please contact Hong, alphawheels@yahoo.com.

Classified ads in Western Rotorcraft are available free to members of any participating PRA chapter. Contact your chapter (see page 2) for details.