

Western Rotorcraft



March 2013



Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club (**PRA 15**)

Third Saturday, 11am MST, various locations (AZ)
 Next Meeting: Mar 16, Skyrider Coffee Shop
 Marana Regional Airport (AZ)
 Carl Matter: keenuk@aol.com

Ken Brock Rotorcraft Assoc. (**PRA 1**)

Next Meeting: Mar 9, El Mirage Dry Lake (CA)
 Terry Smith: terry.smith@earthlink.net

San Diego County Rotorcraft Club (**PRA 31**)

Third Thursdays, locations vary (CA)
 For info on next meeting contact
 Dave Bacon: davesconcretepumping@msn.com

Colorado Rotorcraft Assoc. (**PRA 38**)

Next Meeting: March 2, 10am MST,
 Meadow Lake Airport (CO) Hangar 8400
 Mark Shook: Mark@CopterPilots.org

Great NW Sport Rotorcraft Assoc (**PRA 73**)

Next Meeting: Mar 9, Noon PST, NWAAC
 Scappoose Industrial Airport (OR)
 Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers (**PRA 2**)

Mar 9, 10am MST, Online Meeting & Webinar
 Airgyro Build Photos, URA Webmeeting Channel
 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



2013 Calendar

Wed-Sun, Apr 3-6 (FL)
Bensen Days

Fri, April 12 (OR)
URA Tour of Evergreen Museum

Sat, April 13 (OR)
GNWSRA (PRA 73) Anniversary BBQ

Fri-Sat, May 17-18 (AZ)
ARC Gyro Buddy Camp-Out

Thu-Sat, Jun 6-8 (UT)
Rotors Over The Rockies

Sat-Sat, Jun 15-22 (OR)
Alvord Desert Fly-In

Mon-Sun, Jul 29 - Aug 4 (WI)
EAA AirVenture/Oshkosh

Tue-Sat, Aug 6-10 (IN)
PRA Convention & Fly-In

Fri-Sun, Sep 13-15 (CO)
CO Rotorcraft Assoc. Fly-In

Fri-Sun, Sep 27-29, (CA)
50th Anniv. Ken Brock Freedom Fly-In

This Month in WR - Visit the Spruce Goose, 3; PRA MedXpress Webinar, Volunteer Opportunities, 4; Chapter Reports, 5-6, 9-11; Doug's Thoughts, 7; GyroCopter vs GyroPlane, 8; Classifieds, 12.

On the Cover: CFI Mike Burton and Steve Pearson admire the new Calidus at Airgyro Aviation, Feb. 9.

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From the Editor

Spring is now just a few days away, Daylight Savings Time returns for most of us on the 10th, and soon everyone will be flying, not just Californians and Arizonans! I'm happy to announce three unique opportunities coming up in 2013 for personal rotorcraft enthusiasts in the west.



First, Chapter 2 is headed to Oregon to join Chapter 73 for its annual BBQ on April 13. That morning, Chapter 2 members will enjoy a once-in-a-lifetime chance to stand at the flight controls of the famous **H-4 Hercules** (below), better known as the "Spruce Goose." The Evergreen Aviation and Space Museum in McMinnville, OR is home to this iconic aircraft.



Due to provisions of the Americans with Disabilities Act, the museum can offer the general public access only to the lower cargo deck of the aircraft during tours, since the upper flight deck cannot be accessed by wheelchair. But by putting together a private tour after hours, Chapter 2 has arranged to get a limited number of donors the chance to visit that upper deck, and stand next to the very spot where Howard Hughes stunned reporters by turning a taxi test into the only flight the aircraft would ever make in November, 1947.

Participation is limited to 12 people. The opportunity will be opened to members of other western chapters if Chapter 2 members don't fill available spots on the list. If you're interested, [e-mail me](#) and I'll put you on the standby list. If you'll be traveling from the Salt Lake area, contact Doug Barker if you'd like to participate in a carpool and/or share a hotel room.

Second, we will once again have two gyroplane CFIs, Mike Burton and Desmon Butts, at Rotors Over The Rockies, June 6-8 at Brigham City Airport in northern Utah. Both expect to have training aircraft available.



If you need work with two CFIs to get the Sport Pilot/Gyro add-on to an existing FAA pilot certificate, this is your chance. You'll need to get some dual instruction with Mike (see cover) at [Airgyro](#) and earn his endorsement to take a proficiency check with [Desmon](#) (above) when he arrives.



Finally, CFI Emeritus Marion Springer is hoping to join us at ROTR this year for our Friday movie night, which will feature a screening of "The Great Skycopter Rescue." This is a B-movie, but it features gyroplane flying action in which the stunt pilots were Marion and her late husband, Docko. Marion will share stories about the production of the movie.

These three opportunities don't begin to cover all the exciting things which await us in 2013. The Alvord Desert meet in Oregon, the El Mirage fly-in's 50th anniversary, Airgyro's new status as a distributor for AutoGyro, and Claudius Klimt's establishment of a facility in Oregon serving ArrowCopter AC10 customers could trigger a growth spurt for gyros in the west. It's a great time to be in the sport!

Fly Safe!

A handwritten signature in cursive script that reads "Paul".

PRA MedXpress Webinar

If you've recently needed to provide the FAA with medical info, you've discovered that the agency is moving to online administration. [PRA](#) has arranged a webinar at 5pm MDT on Thursday, March 14 to assist pilots in becoming familiar with MedXpress.

Join PRA, Dr. Terrell and his wife Carole for a walk-through of the new FAA medical form, including what medical information the FAA wants from you and, as importantly, what medical information the FAA does NOT want from you.

Attending this free seminar will give you the skills and knowledge to maintain your FAA medical using the now mandatory MedXpress online system.

There is no cost for the seminar, but it is open only to PRA members, first-come, first-served. To attend you can use a broad range of computers and iPad devices. You will need a good internet connection and will need to register online in advance of the seminar using the PRA's [Survey Monkey page](#).

Seating is limited, first-come first-served so register soon. For details see the PRA web page at www.PRA.org.

PRA Volunteer Opportunities

The PRA is not a self-standing separate entity; the PRA is the expression of the effort by the members who donate some of their time to our wonderful sport. PRA asks that you consider lending a hand and supporting our sport by pitching in and volunteering for PRA activities like writing articles, helping at the convention or some of the following positions.

Web Content Editor

Re-write and update text on the PRA web site. No programming experience needed. All work can be done through email.

Web Interface Programmer

Help make PRA's web site more user friendly and modern. You'll need programming experience and a commitment to finish projects.

Western Rotorcraft

Manufacturer Information Ambassador

Help gather information about manufacturers, vendors and products of all kinds of interest to personal rotorcraft fans, owners, builders and pilots. All work can be done through phone and email.



Airport Activities Manager

Help bring other clubs, companies and events to the [Mentone Airport](#). PRA has excellent facilities that are only fully utilized by three clubs a few weeks a year. Help expand utilization of the airport, expand our sport and other sports. If successful, this can become a paid position.

Web and Content Ambassador

Contact speakers for PRA webinars and find people to submit their videos for exclusive use on the PRA members-only website. All work can be done through phone and email.

Advertisement Coordinator

Help arrange for vendors to advertise in the PRA Rotorcraft magazine and web page. This can become a paid commission position. All work can be done through phone and email.

Social Media Ambassador

Update and post content to PRA social media outlets like Facebook. All work can be done through the web and email.

Curator for the *History of the PRA*

Dr. Charnov has given the PRA a great gift of a documented 50 year history of the PRA. PRA needs a volunteer to copyright this work and suggest to the board of directors how this work can best be utilized by the membership.

For info about any of these opportunities, email praglobalsupportteam@gmail.com.

The PRA website is available at www.PRA.org.



February Report
Carl Matter, Pres.
AZ Rotorcraft Club
PRA Chapter 15



Over the weekend of February 16th, 33 gyro enthusiasts visited Barry's field outside Yuma, Arizona, at what came to be known as the Dog Man Memorial Fly-In.

I want to thank Barry for his generosity and trust so we could have a meeting. And I want to thank Ben Suissa for making the arrangements and being such a good representative of the sport that the rest of us are trustworthy by association.

The weather was great. Four states were represented, our local Arizona Chapter, Dave Bacon from California, Kevin Richey from Oregon and Thomas Fernandez from Colorado.

But our VIP guests were Linda Goodman and her son Robert. It is a sad situation but we were glad to see them and share our admiration for our friend Doug.

Three Sport Copters attended the event. There was our host Ben with his 503 Vortex, Walt George with his M912 Vortex and Kevin came 1200 miles south to fly like a bird in his hot rod Legocopter.

Other gyro pilots in attendance were Mark Rhoads and Britta Penca (below) with the custom 912 Dominator, Woodstock II; Cal Bowens with his yellow RAF flying taxi; and finally Dave Bacon dazzled us in his KB2 with his acrobatic maneuvers providing excitement from take off all the way to touch down.



Each morning Ben led us in the pledge followed by a moment of silence and then provided the pilots with a thorough briefing. He reminded us of the three dangerous C's; cameras, crowds and over confidence. We need to keep them in check to stay safe.



Afterwards he led tours of the countryside including a low level river run, agriculture fields, passes over the nearby dirt runways and the edge of the bombing range located just next door. Everyone enjoyed the flights but maybe no one as much as Ben who was very happy to have some company at Barry's airfield. He used 17 gallons of fuel over the two days of flying which was a personal record. (Above, L-R: Kevin Richey, Ben Suissa, Dave Bacon)

Ben (pictured top of right column) compared his love of flying to a crack addiction. Walt agreed and suggested that instead of trying to get someone interested in gyroplanes, we try and help those who are already hooked. He went on to say it's more than a hobby to him, it's an avocation, something you study, understand and take seriously. And it's something you must do often to stay proficient.



As I have mentioned before, Al Bright (above) and Mike Willett are building their own Hornet gyroplanes. I have seen a recent video of Mike flying his. Just the other day Al and I went to the Marana airport café, and afterwards I went next door and got to see the progress Al has made on his machine. They came from the same plans but each builder has made



changes that make them uniquely their own. Part of the design changes came from re-engineering the free plans they got on the internet.

Al is using a 488 Polaris snowmobile engine and a 72 inch 2-blade Ivo-Prop. The prop came from the Mike Schallmann estate. I was impressed with the gyro's wide stance, suspension and toe-brakes. It is nearly CLT with a large tail and a windshield for pilot comfort. The front suspension is a single leg from a set of motorcycle forks. Now that is creative.

Looking around I imagine it may be hard to focus on what to build next. Al has many projects in his yard that run on land, over water and in the air. His latest addition is a small single seat motor glider powered by a 35 HP opposed twin. It's really cool.

Saturday March 16th we meet at the Marana Regional Airport café. It is called the Skyrider Coffee Shop and it's accessible from the road and the ramp. Come for the 11am meeting and stay for lunch. See you there.

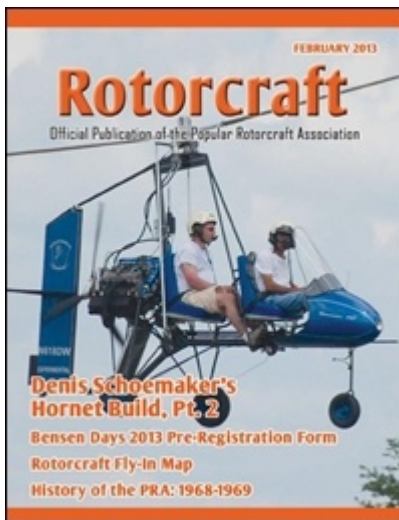


Doug's Thoughts **Doug Barker, Pres., URA**

I recently responded to a [thread](#) on the [Rotary Wing Forum](#) that was discussing some of the policies of the PRA organization and some changes proposed by a person who was not a member of the organization. This person felt the need to suggest some changes that he believes would improve the organization and make it appeal to more people which would ultimately help growth. There was some very interesting dialog and good points made on both sides of the issue. I would like to take this opportunity to share a few of the thoughts from that thread that I believe really apply to all of us.



To summarize the suggestion being made, the poster lives half-way around the world and is not close enough to be able to afford to attend the PRA Convention. Because he doesn't live in the US, he felt many of the posted benefits of belonging to the PRA didn't hold as much value for him as they might for others. As he measured the benefits to him personally against the cost of \$42 in dues, he had a hard time feeling it was a good value for him. Because he loved rotorcraft, he still wants to be able to get any and all information available on what's happening in our sport.



He really wants to be able to receive the PRA *Rotorcraft E-Zine* but he just doesn't feel it is a good value for him, compared to other magazines he could purchase for a similar cost. He is pushing to have the PRA go back to making *Rotorcraft* free for everyone to read, or perhaps offer a discounted membership rate for people who don't live in the US and can't take full advantage of all the other benefits the PRA provides.

While he does offer many good points for the acceptance of his proposal, I couldn't help but focus on the attitude I felt was coming out in the discussion. It is an attitude that is becoming rampant in our society, and in my opinion, it is the biggest challenge our organization faces. Too many people seem to be so focused on themselves, and have forgotten about sacrificing and serving others.

We talk about the World War II generation as the last great generation, because of the incredible acts of bravery and selflessness that were demonstrated by so many men and women. Perhaps it was that great common peril that drove those men and women to a point where the greatness within them just came out. Perhaps it is that our generation has largely escaped that kind of general conflict that has made us more self-centered and less likely to sacrifice of our time and our means for the good of others.

Regardless of the cause, the biggest challenge we seem to face today is people sitting back and saying, "What's in it for me?" If the scales of benefits don't come out on our side, we choose not to participate.

There are still some who volunteer and donate, either financially or with their time or talents. Without people like that, the PRA would never have been founded, and it certainly would never have survived for the last 50 years.



In the few years that I have been a member of the PRA, I have seen dozens of people who have completely forgotten "what's in it for me," have instead asked, "How can I help?" and then pitched in and done everything they can to help make the convention happen, or to make improvements to the facilities so that it can make our annual event more pleasant for all of us.

Others, spent their time, throughout the year working on programs or scanning magazines to be put in the PRA archives on our new website. Some people put in hours of work every week, throughout the year, and never get paid a dime for it.

Volunteers take vacation time and travel to Mentone at their own cost, then spend their time running the event, and still pay registration fees for the privilege of coming to the event and donating their time. That isn't done with an attitude of, "what's in it for me?" It's done with a spirit of, "I love this sport, and want to do what I can to see that it is still available for the next generation."

Without people like that, our organization will die. Not only does the PRA organization need people that think like that, but our local chapters need people that are willing to have that kind of attitude and are

willing to pitch in with whatever they have, that can be of assistance.

If we want to continue to have the opportunity to chase our dreams, and we want to be able to pass on the wonders of flight to the next generation, we need to come together against this great foe called apathy. We cannot afford to sit back and hope someone else will take care of it for us. There is no one else. There is just us!

I am so thankful for the great men that I have had the opportunity to get to know and to work with, in the roles I have played so far in the PRA. Our organization would not be what it is today without their support and sacrifices.

While it is true that none of the volunteers get paid (at least monetarily) for their service, I believe everyone who has ever gotten caught up in service to an organization like this will tell you that there is a very worthwhile reward. You may not be able to spend it at a store, but it is real, and it can never be taken away from you. It resides in your heart and our memories, and those who possess this kind of reward are rich indeed.

If you are not currently a member of the PRA, please join and support us with your dues. And if you really want to be richly blessed, support us with your time and your involvement. Both at the national level and at the local level, we need you and you need us. Together, we can make everything better, and we will all be better for the experience. Come and join us my friends!

Gyrocopter vs Gyroplane

**Mark Shook, President
Colorado Rotorcraft Assoc.
PRA Chapter 38**



The term "gyroplane" was originated in the 1930's by the CAA for a new class of aircraft that had both wings and an unpowered free turning rotor.

The term "gyrocopter" was first used by E. Burke Wilford, who developed the Reiseler Kreiser feathering-rotor-equipped gyrocopter in the first half of the twentieth century. The latter term was later adopted as a trademark by Bensen Aircraft. Any exclusive rights Bensen had to the "gyrocopter" name are long expired. You also have to defend a trade name when violations pop up to keep it from becoming generic ("aspirin," "elevator," "escalator," etc.). The term "gyrocopter" is today very solidly in the public domain.

Not all gyroplanes are gyrocopters. Not all

gyrocopters are gyroplanes, only those registered in countries with a gyroplane class. In the US all gyrocopters are registered in the Rotorcraft/ Gyroplane category/class. But in much of the rest of the world, they are referred to by their ICAO description, Gyrocopter. Even in the US, the FAA uses the ICAO database for aircraft identification in flight planning and ATC centers. My Xenon type designator is "XNON - Gyrocopter." By comparison, my Cessna 210 type designator is "C-210 - LandPlane."

The textbook response to "say type" from ATC is the ICAO code like C 2 1 0. But common practice is to respond "N210EA is a Cessna Centurion C 210." ATC then calls me Centurion Zero Echo Alpha. I see nothing wrong with saying, "Xenon Gyrocopter Xray November Oscar November" (XNON).

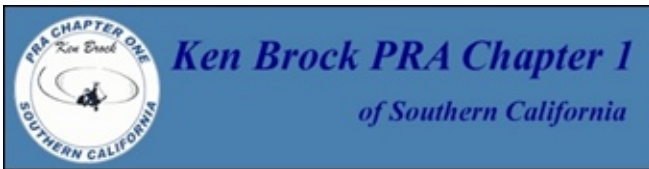
In uncontrolled air-space, I believe identifying as "gyrocopter" communicates more, and with less likelihood of confusion, than "gyroplane." In uncontrolled airspace I might ID as "yellow gyrocopter 9 M B." That way, fixed wing pilots will be looking for something with a rotor, not something that looks like an airplane.



Some people mistakenly think that the bad rap that early pusher rotorcraft/gyroplanes have will not be associated with their machine if they can get people to associate unsafe poorly designed early gyroplanes with the name "gyrocopter," and exonerate their machine because it is a "gyroplane." What verbal contortionist nonsense. Until we clearly and honestly acknowledge that the design, not the label, was the problem, how can prospective new pilots trust that modern sport rotorcraft are any different from those dangerous aircraft of yesteryear?

"Gyrocopter" and "gyroplane" are two names for the same class of aircraft. Just as early airplanes had flaws, and were improved by modern aeronautical engineers, early gyrocopters had flaws. Once discovered, these dangerous tendencies were eliminated by something as simple as redesigning the tail and adding a horizontal stabilizer. Today safe modern gyrocopters are rolling ready-to-fly out of factories in Europe, where they are outselling light sport airplanes.

The "GyroCopter vs GyroPlane" thread on the [Rotary Wing Forum](#) has opinions and responses from gyro pilots from around the world on this subject with over 100 responses and 3,000 views. Join the conversation, [here](#).



February 9 Meeting Report

The meeting was called to order at 11:05am by President, Terry Smith. Present: Grace, Dee, Ampy, Karen, George, Teddy, Doug, Richard, Moe, Jim, Wbaldo, Tony and Ralph. Terry welcomed everyone to [Chapter 1](#)'s first meeting of 2013.

Terry talked about the election for 2013, results of which will be declared official at the March meeting. Terry put himself back up for nomination for President unless someone had an objection and no one did. Terry said an e-mail would be sent out to all members to let them know and that way they can vote if they want that person to continue or with they want to do a write-in vote that would be the best way. Terry nominated Karen as Secretary/Treasurer and she accepted. Terry nominated Teddy for Vice President and he accepted.

Terry mentioned the fly-in is only seven months away. Karen had talked to the person who does the

T-shirts and he said if we wanted T-shirts in color (not white) it would be \$2.00 more per shirt. He said the logo we were thinking of using would go great on the back of T-shirt.

Teddy said he would look for a clearer picture of Ken Brock and Igor Bensen for the T-shirts. If anyone has some pictures of Ken Brock and/or Igor Bensen please contact Terry.

Karen showed different things that we can get for the goody bag this year. She suggested instead of the plastic bags to get the kind of bag that can be used over and over like the ones people use when grocery shopping.

We talked about getting a Chapter 1 patch. Karen purchased a patch from Chapter 20 and 62 last year and will bring them next meeting. She had contacted the company they had purchased patches from and they said once we decide on what we want they would make us a sample.

Terry mentioned we need donations for the raffle. He said that Kevin Richey has a small smoker (top of next page) the size of a propane tank that someone had made. Kevin purchased 2 of them and he is donating one for the raffle. Teddy said he was going to make chocks again this year for raffle.



We are working on having a better sound system this year during the fly-in. We want to have a movie night Friday and Saturday nights and want a better system so everyone can hear us.

Members George and Grace donated 6 chairs and a foldable table with benches to the chapter – more seats for the fly-in!

Terry motioned the meeting be adjourned and Moe seconded the motion. Meeting was adjourned at 12:10pm. (Terry Smith, President)

Bonneville GyroFlyers PRA Chapter 2 February 9 Meeting Report

The February 9 meeting of Bonneville GyroFlyers ([PRA Chapter 2](#)) was changed from online to in-person with e-mailed notice to chapter members. The meeting was called to order by President Doug Barker at 10:20am MST at [Airgyro Aviation](#). Also present were Secretary Paul Plack, Treasurer Steve Pearson and members Glenn Kerr, CFI Mike Burton, Kevin Eaton, and Joel Rawley. The minutes of the January meeting were approved as published in the February issue of *Western Rotorcraft*, copies of which were provided for reading by all present, as public distribution of the newsletter was not yet complete.

Doug reported a current total of 28 members, and a balance in the treasury of \$180. His report was accepted.

Discussion turned to upcoming events in 2013, starting with the previously-proposed group trip to visit the Evergreen Aviation Museum in McMinnville, OR on Saturday, April 13, followed by a visit to Chapter 73's annual barbecue at Sport Copter in Scappoose, OR. At least four members expressed interest in attending. Paul will gather details on the museum plans, and it appears a carpool is more likely than airline travel for the trip. A final call for participants will be issued in the March issue of *Western Rotorcraft*, then on the Rotary Wing Forum, when final details are decided.

Mike reported that CFI Desmon Butts, who provided gyroplane flight instruction at Rotors Over The Rockies in 2012, expects to return in 2013, and is likely to have an AutoGyro tandem gyroplane in which to train again this year. If this comes to pass, it will mark the second consecutive ROTR to feature two available instructors. Paul and Glenn, who both earned Sport Pilot/Gyroplane add-ons to Private/Airplane certificates at ROTR last year, urged that attendees be encouraged to come early if they seek instruction, to avoid missing as much of the event as they did in 2012. Kevin could be in a position to add a Sport Pilot/Gyroplane rating at this year's event. Thursday, June 6 will be promoted as a day dedicated to proficiency checks, airworthiness and annual inspections, and other services for gyroplane owners.

Doug noted that Brigham City now has a tenant in the office portion of the large hangar we have used for classroom and banquet space at ROTR in the past. Glenn offered use of his 21-x-36' "half-tee" (L-shaped) hangar, adjacent to the large city-owned one, if we need it. Mike says Airgyro has a relationship with an A&P mechanic who would likely be willing to offer annual condition inspections at ROTR 2013, if those needing the service would arrange it in advance. Mike also noted that a two-place gyro could be made available under certain circumstances if any attendees need to bring in a Designated Pilot Examiner for an FAA Practical Test at Rotors Over The Rockies.

Doug announced he intends to drive to the PRA convention (in August) in Mentone again this year. It was not clear if any other members intend to attend that event. Paul observed that The Ken Brock Freedom Fly-In in September will be the 50th anniversary of the annual El Mirage event, and asked if there was anything Chapter 2 could do to support Chapter 1 in making the event successful. There were no immediate ideas.

In member updates, Paul told the group he's



watching for a suitable used machine to acquire in 2013. Steve (Dominator) and Glenn (Butterfly) are enjoying flying together. Joel has sold an RV-6 fixed-wing project, and would like to build an ultralight gyro, possibly a GyroBee. Mike hopes to have his new SparrowHawk completed and flying this year. Kevin is interested in building a Butterfly ultralight gyro.

The remainder of the meeting was devoted to discussions of how small video camcorders such as the Go-Pro Hero are being used to capture in-flight video, and how they are making possible creative new perspectives. Glenn passed around examples of the cameras, and showed us a number of mounting fixtures which may be useful for recording flights.

It was decided to try again for a webinar in March if Airgyro's Calidus (above) build photos are available. Otherwise, the meeting may be in-person. The final decision, and location if applicable, will be announced in the March edition of Western Rotorcraft. The meeting was adjourned at 12:02pm, after which all present went downstairs to get a good look at the Calidus. (Paul Plack, Secretary)

February 9 Meeting Report

The meeting was called to order at 1:09pm. Board members present: Jon Dailey, President; Bob Johnson, Treasurer; and Richard Ecker-Secretary. Approximately six members/visitors were present. Bob wanted to thank the [NWAAC](#) (Northwest Antique Aircraft Club) for letting us use their clubhouse for our meetings and to



check out their newsletter, where they gave us a nice write-up for our club's meeting. Bob then gave his Treasurer's report. Bob also sent an email to our members about the Pearson Air Museum losing their space.

Old Business - Jon shared the new PRA 73 club logo with the group to approve it. Jon asked for a vote to change the club logo from the old one to the new one. It was voted on and passed. It will be used for the PRA newsletter going forward.

New Business - Jon announced that Jim Miller is stepping down as Vice President. Gillan Bradley expressed interest in taking over as Vice President. A motion was made for accepting him as Vice President. It was seconded, voted on and passed. Congratulations Gillan!

Bob reminded everyone about the members section of our club website: www.pra73.net. We decided to have our next club meeting March 9th at the [Sport Copter](#) hanger. Bob asked for more club interaction and participation in the next [NWAAC Fly-In](#) this year (August 16, 17 & 18th). The NWAAC members have requested a static display of some of our gyros, and to have some flying also. It would be nice to have our club represented with some gyros and members present and interacting with visitors.

August 24th is also the Wings and Wheels fly-in and cruise show. Jon also brought up that the club should buy a gift pack of supplies for the NWAAC clubhouse in appreciation for letting our club have our meetings in their clubhouse. It was agreed, and Bob will get of list of supplies that the NWAAC can use.

The meeting was adjourned at 1:27pm. (Richard Ecker, Secretary)





Above: Ben Suissa taxis for takeoff in his Sport Copter at Yuma, AZ February 16.

Gyroplanes For Sale

BENSEN GYROCOPTER - Bensen blades. Brock landing gear, joystick, 8-gal. seat tank. Subaru EA-81 twin-carb, converted to single Holly 1920 carb, direct drive. Some gauges, radiator. No prop. \$4,000 or may trade for an original British Mini car. Bill Yule, acecrenshaw@gmail.com, Tucson. (AZ, 11/12)

Parts for Sale

24-foot Dragon Wings, Parsons two-bearing head (all new bearings), 12-gallon seat tank. \$1500. Mark Rhoads (520) 840-0186, Tucson. Can bring to Yuma on Presidents Day weekend. (AZ, 02/13)

Engines for Sale

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



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)

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