

Western Rotorcraft



***Report: Rotors Over The Rockies
July 2013***



Regional Organizations Meetings & Contacts

Arizona Rotorcraft Club (**PRA 15**)

Next Activity: Ken Brock Freedom Fly-In
Sep 27-29, El Mirage Dry Lake (CA)
Carl Matter: keenuk@aol.com

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

Second Saturday, [El Mirage Dry Lake](#) (CA)
Next Meeting Special Time - Jul 20, 6am PDT
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: Sep 13, 10am MDT,
[Meadow Lake Airport](#) (CO) Hangar 8400
Mark Shook: Mark@CopterPilots.org

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

Next Meeting: Jul 13, Noon PDT, [Sport Copter Scappoose Industrial Airpark](#) (OR)
Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers (**PRA 2**)

Next Meeting: Jul 13, 10:00am MDT
[Airgyro Aviation](#), Spanish Fork Airport (UT)
Doug Barker: president@utahrotorcraft.org

Utah Rotorcraft Association

Next Members Meeting TBA
Next Board Meeting TBA
info@utahrotorcraft.org



2013 Calendar

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)

[Rocky Mt. Rotorcraft Fly-In](#)

Fri-Sun, Sep 27-29, (CA)

[50th Anniv. Ken Brock Freedom Fly-In](#)

This Month in WR - ROTR News, Thrust Test Results, Awards, 2-8; Chapter Reports, 8-13; Doug's Thoughts, 14; Classifieds, 15; PRA Convention Official Poster, 16.

On the Cover: Nick Burton of Portland, OR (rear seat) taxis at Brigham City Municipal Airport ([KBMC](#)) with CFI Desmon Butts at ROTR 2013.

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From the Editor

I've been struggling to put my finger on just what it is about Rotors Over The Rockies that feels different from other events. Part of it is the laid-back vibe among enthusiasts here in the west, and the high, dry climate.



But I've also come to realize that [this airport](#) and its surroundings are presenting challenges and opportunities which stretch our envelope. The access to flight instruction, inspection services and other training help grow the sport, but the huge runway, communications, procedures and breathtaking cross-country opportunities are growing the capabilities and confidence of the pilots who attend.

Of all the pilots who were flying at ROTR this year, more than 70% made at least one flight to another airport over 20 nautical miles from Brigham City during the course of the event. At least two flew to Preston, ID and back. The stunning scenery of Utah's Cache Valley and the [Logan area](#) is luring pilots to explore the other side of that beautiful, green mountain range you see in all the photos from the event. We're learning about mountains, winds and canyon flying with the guidance of CFIs familiar with the terrain and conditions. Visiting pilots are learning about density altitude and flight planning.

One aspect in which we've all grown is in our ability to integrate gyros into airport operations. This increasing group competence creates a scene very unusual in our sport - the gyro pilots visiting Brigham City are following procedure better than some of the locals based there. Our biggest conflict this year was not caused by a gyro pilot, but by the pilot of a Citation jet who made a ten-mile, straight-in approach without using his radio. He had to make an expensive (fuel-wise) go-around when he finally saw the gyros on the runway, and complained loudly at the FBO, but the crowd of gyros was no issue for anyone who turned on his radio. (The jet pilot also



failed to announce on departure.) After Friday's breakfast flight to [Ogden](#), the interaction with the tower was smooth as the departing gyros lined up (above) and held for an arriving Allegiant A320.

There will be more of these experiences available than ever before at ROTR 2014, including a chance to learn the flight planning, logistics and discipline required to enjoy one of the most spectacular scenic flights in Utah, inside the Mode-C veil of Salt Lake International Airport, without a transponder. If you're ready to elevate your game, learn the skills needed at an airport, spend time with a terrific community of fellow enthusiasts and be more confident in your flying, mark your calendar for June 9-14, 2014.

Fly Safe!

Paul

Below, F-B: CFI Mike Burton with student. Top of column: Gillan Bradley taxis at Ogden. Top of left column: Gyros lined up at ROTR 2013.





Rotors Over The Rockies Grows Again in 2013

The 2013 edition of Rotors Over The Rockies (ROTR) will be remembered for exceptional weather, the number and variety of gyroplanes on hand, a very special presentation by retired CFI Marion Springer, and increased participation by attendees in cross-country flights. The meet, which was officially scheduled Thursday-Saturday, June 6-8, drew early-bird campers as early as June 3, and flying at Brigham City Airport extended into Sunday, June 9.

Based solely on entries in the guest book, participants from at least nine states traveled a total of at least 35,000 miles to attend ROTR this year. In addition to 17 gyroplanes, rotorcraft highlights included sightseeing and instructional flights provided by Whirlybird Helicopter, based 21 nm south in Ogden, and two Utah National Guard Blackhawk helicopters (at right) which visited just as the awards banquet was scheduled to begin. Fixed-wing traffic at the airport during the meet ranged from small LSAs to Cessna Citations, and a successful Young Eagles Rally arranged by EAA Chapter 58 gave dozens of youngsters their first experience with general aviation Saturday morning.

Both working gyroplane CFIs, Mike Burton (right) and Desmon Butts (see cover), stayed busy throughout the event. A total of five instructors were on-hand for the CFI roundtable forum Thursday. Participants enjoyed cross-country flights to Ogden and Logan, UT and Preston, ID. Jim Gilchrist, a local DAR who provides airworthiness and annual condition inspections to gyroplane builders in the area, spent much of Saturday in the classroom answering questions. Marion Springer gave a presentation on the making of [The Great Skycopter Rescue](#), a 1980 movie for which she and her late husband, Docko, performed the stunt flying in gyroplanes. Marion was also available to autograph copies of her book, [Born Free: My Life in Gyrocopters](#).



Top of page: 2013 gyroplane "class photo." (List on page 8.) Center: Utah ANG Blackhawks arrived just before awards banquet. Above: CFI Mike Burton draws a crowd for his forum on the Calidus.

ROTR 2013 Static Thrust Results (DA 6,400')

Number	Aircraft	Engine	Prop	Dia.	Blds	Thrust	ISA	Notes
N501AG	Calidus	Rotax 914	HTC	69"	3	380	490	
(UL)	Vancraft	Rotax 503	Ivo	59"	2	180	232	With air cleaners
"	"	"	"	"	2	215	277	Air cleaners removed
N920CC	Monarch	Rotax 670	Powerfin	68"	3	340	438	670 by Rotax Rick
N39GB	Vortex	Rotax 670	Sport Copter	68"	3	370	477	670 by Rotax Rick
N541KP	(PPC)	Rotax 670	Warp Drive	62"	4	380	490	670 by Custom Pipes
N4242S	RAF 2000	Subaru 2.2	Warp Drive	68"	3	330	425	



By the time static thrust testing took place at 11am Saturday morning, warm temperatures had pushed the density altitude to 6,400 feet. Six participants submitted their machines for testing. The results (in pounds of thrust, top of page) include an estimate ("ISA") of equivalent thrust at sea level under standard conditions (15°C, barometer 29.92).



Grand Champion Rotorcraft: Mike Burton (UT), Autogyro Calidus N501AG (pictured at Ogden)



At top: CFIs Britta Penca, Marion Springer, Mike Burton, Desmon Butts, Joe Young at Thursday's CFI Q&A. Above: DAR Jim Gilchrist meets with attendees.

In addition to more traditional awards, URA gives a "Dead Dinosaur" award to the pilot whose frequent flying was judged most likely to have given members of the general public their first gyroplane sightings. The following were presented for 2013:



Reserve Champion Rotorcraft, Farthest Traveled Kent Goddard (FL), Autogyro MTO Sport (see cover)



*Most Innovative: Mark Rhoads (AZ),
Modified Dominator*



*Above: ROTR awards banquet featured baked chicken, rice, green salad and choice of dessert.
Below: Chapter 2 member Stayton Barnes volunteered his family to prepare the meal, and all but one of them was enjoying the experience.*



*Dead Dinosaur: Desmon Butts (TX),
Autogyro MTO Sport*



Below L-R: CFI Marion Springer and Vance Breese were among early arrivals from California.



*Pilot & Machine: Curt Pittman (UT),
Modified RAF 2000*





Above: Glenn Kerr with his Butterfly Monarch. In the background, Whirlybird CFI Joe Young preflights the school's R44, in which several attendees got training.



Above, L-R: Marion Springer and Britta Penca, the only two women in the US (and two of three in the world) who are gyroplane CFIs, chat at ROTR.



Above: Kevin Richie spent much of his time at ROTR installing a new panel, but finished in time to fly Saturday. Below: Lyle Carson brought his Air Command from Idaho.



Above, Steve Pearson with his Dominator. Below, Thomas Fernandez brought his GyroBee from the Colorado Springs area, making him one of the few for whom ROTR is a trip to lower elevation.





Above: A boisterous group of 27 enjoyed dinner Friday evening at the Maddox Ranch House, a Brigham City favorite. Below: Mike's Calidus, two Sport Copters flown in by Gillan and Kevin, Curt's RAF 2000, Mark's modified Dominator and Thomas's GyroBee made for an uncommon sight on the ramp at Ogden, and some memorable radio traffic.



Below: Mark and Britta enjoy the Friday morning cross-country breakfast at the Ogden airport restaurant with the darkly humorous name.



An informal show of hands by attendees from out-of-state at the awards banquet showed a majority would like to see ROTR expanded from its three-day format. The change will be considered by sponsors of the meet if approval from the airport can be obtained.

ROTR gyro attendees, L-R in photo at top of page 5:

(UT) Lyle Carson, Air Command, Rotax 532
 (UT) Butterfly Aurora, Rotax 912 (Mike Brownlee)
 (UT) Powered Parachute, Rotax 670 (Kent Price)
 (ID) Bruce Spradlin, RAF 2000, Subaru EJ22
 (AZ) Mark Rhoads, Modified Dominator, Rotax 912
 (UT) Doug Barker, Butterfly Super Sky Cycle
 (UT) Steve Pearson, Dominator, Rotax 582
 (OR) Gillan Bradley, Sport Copter Vortex, Rotax 670
 (UT) Glenn Kerr, Butterfly Monarch, Rotax 670
 (TX) Desmon Butts, Autogyro MTOSport, Rotax 914
 (CO) Thomas Fernandez, GyroBee, Rotax 582
 (UT) CFI Mike Burton, Autogyro Calidus, Rotax 914
 (UT) Curt Pittman, RAF 2000, Subaru EJ22
 (WA) Kent Okeson, Windryder Prototype, Rotax 582
 (OR) Kevin Richey, Sport Copter Vortex, Yamaha
 (ID) Gerry Helwid, Vancraft, Rotax 503
 (ID) Erik Jonsson, Bensen B8M, McCulloch 72 HP

Not available for photo: Joe Young, Robinson R22 (Whirlybird Helicopter); Groen Brothers Hawk IV turbine gyroplane.

Bonneville GyroFlyers PRA Chapter 2 June Report

It's time for all members of Bonneville GyroFlyers, [PRA Chapter 2](#), to renew memberships for the 2013-2014 fiscal year beginning July 1 by submitting dues of \$24, plus an additional \$6 if US postal delivery of Western Rotorcraft in printed form is desired.

All current and former members should have received notification by e-mail of their current status.

Chapter 2 did not have a formal business meeting in June due to a conflict with Rotors Over The Rockies on June 8.

The next meeting will be Saturday, July 13 at [Airgyro Aviation](#) at the Springville Spanish Fork Airport. Among agenda items will be approval of new member applications, discussion of Rotors Over The Rockies 2013 and planning for 2014, and the biennial election of officers.

Members who have renewed their membership and paid 2013-2014 dues for the fiscal year beginning July 1 will be eligible to nominate candidates and vote. (Paul Plack, Secretary)



Welcome to...

Ken Brock PRA Chapter 1 of Southern California



June 15 Meeting Report

The meeting of [PRA Chapter 1](#) was called to order at 11:00am PDT by President Terry Smith. Present at meeting: Ampy Rascon, Linda Acquistapace, Karen Keene, Moe Rascon, Richard Press, Wbaldo Gonzalez, Ted Udala, Doug Coons, David Khoe, Dejan Semanc, Jim Franklin and visitor Max Spitznagel from Los Angeles. Max became a member of chapter after the meeting.

The glider was used before the meeting and we had a great turn out. Bob Bobinski from Bakersfield and Dave Hill from Hesperia were there and both became members of the chapter. They had to leave early and were unable to stay for the meeting.

We spent most of the meeting talking about the September Fly-In. Terry showed everyone pictures of the t-shirt design, which everyone agreed on. We discussed items for the goody bag. Richard said he had a hand washer and would bring it to the fly-in. Karen received a book donation, Autogyros, Gyroplanes & Gyrocopters, from Dave Organ.

Members decided to use the glider again next month and start at 6am if Peter Prentice is able to help. Depending on the races on the lake we might have to change everything to the third Saturday like we did this month. Terry will be sending out an e-mail with more information and date once he talks to Peter.

Terry motioned the meeting be adjourned and Richard seconded the motion. Meeting was adjourned at 11:55am. (Terry Smith, Pres.)





June 15 Meeting Report

There was one gyro in attendance for our June 15th meeting. It was a pretty blue and white McCulloch J2 hanging from the rafters of the [Pima Air and Space Museum](#) (at right). It is one of 83 that were built in the early 1970's in Lake Havasu City Arizona. I think Marv Wessel has one in his gyro collection. And Marion Springer flew one, so if you want to know how they handle, ask her.



For our group photo (above) we are standing in front of a Bell UH-1C (Huey) Iroquois helicopter that is very similar to the one Mike Willett flew in Viet Nam. He told me about all the controls that need to be moved just right to fly straight and level, the gauges that need to be monitored along with the various radios that are used for constant communication and I was thinking how difficult that would be to handle. He added that you have to do all that while people on the ground are shooting at you. What a challenge. I'm glad you made it back Mike. Every time I see that helicopter I will think of you.

I looked around and saw a lot of planes and a lot of people reliving memories. Al Bright was surrounded by aircraft known for their speed and high performance, but he ignored them and stared



intently at a flying wing ultralight hanging from the ceiling. He knew someone who had one. So it's not just an airplane but a personal connection that's important. I remembered that outside there is a BT-13 like the one that Mark Rhoads's Dad flew. And an Ercoupe like the one Parrish Traweck used to teach Thomas Fernandez to fly solo. Inside is a little BD-5 like the one I saw in a dark hanger at the Reno Air Races with my uncle in 2008, the same year of my first Ken Brock fly-in. And then there's the J2 hovering above us that reminds me of Marion.

We had an informal meeting in the museum cafeteria. We talked about a caravan to the KBFF in September. Let me know if you want to join us. We talked about some new locations for future meetings, Greenlee County Airport, Phoenix Regional and

Bensen Airport. The Grapevine Airport is still being renovated but we will be invited over once they get things under control. We could go back to Yuma if the strip is still available. The Marana airport café serves good food and Al said anyone is welcome to camp at his place next door.

Cal told us how he used his plastic welder to melt a water jug and fix his RAF fuel tank. He said the trick was finding the right kind of plastic to use for the repair. Cal and Wild Bill share a hanger at the Casa Grande airport. Bill bought Walt George's RAF that is painted like the Arizona flag. I hope to see it again at future events.

We don't have a meeting for July or August but feel free to contact me with any news or ideas you may have. I am always interested. Drink plenty of water and try to stay cool. (Carl Matter, President)

L-R in group photo on page 10: Mike Willett, Clay Sarriugarte, Al Bright, Cal Bowens, Ed Marquart, Wild Bill, Carl Matter.

San Diego Cty Rotorcraft Club June 18 Meeting Report

[Chapter 31](#) met on June 18, but the meeting was not called to order until 7pm because it was a gyro working meeting held two hours early at 5pm. Our meetings from now on will be working meetings; building members' projects starting with Chuck Studebaker's KB2 with a Mac engine. It was held in Dave Bacon's garage workshop with him in attendance as well as Tom Kelly, Ives Able, Chuck Studebaker, Philip Goodykuntz AKA 'Goody', and John Rountree.

Tom was working on the spark plug guard/attach brackets while Chuck was cleaning the stabilizer of oil/metal/grease stains, while the rest were waiting our turn to help. As soon as Chuck offered to buy pizza for everyone and left to get it, John jumped in to play and finished the cleaning horizontal stabilizer and the rest of the frame where it would be attached.

The cleaning finished, Ives and John started assembly of the HS and rudder to the frame under Dave's direction, making sure not to cross-thread the bolts. There it was, attached, looking finished and so much closer to flying, when Dave grabs the rudder and tests it for play. Bang, bang, bang...Oh no, rudder hammer and it will just flutter and get worse! Bummer, so we take the HS off remove the rudder and inspect the attach points. One end has a bushing with no problems the other attach point is only a metal tab riveted to the rudder with a hole that has elongated and is causing the hammering! John volunteered to take it to the airport and drill the rivets out and have a new tab made by a machinist



Above: Elongated holes in rudder mounting tab.

and then rivet it back on. Tom had finished one spark plug guard we had the HS apart when Chuck arrived with pizza, and it was 7:00, so we called the business portion of the meeting to order with the same attends and started eating pizza.

Dave described the KB2 with a Subaru engine that was donated by Tom Johnson to PRA 31. Next month's meeting will be at Tom Kelly's house, where we will be moving the KB2 and working on it to provide a single place co-owned aircraft that we can all use. Dave told us that this is the one that Tina had a hard landing in, however, he has repaired it since. Dave estimates that it needs about another \$5,000 of funding for a reduction drive unit, blades, and a propeller.

We then discussed the funding question: The two-place first or the single place? Which could most of use and need first? It was agreed that because we have so few members that have been trained to fly the KB2 and no instructors in the state for training, we need to fund the two-place trainer first. That will allow us to be trained to fly the single-place and members like Dave who do fly get their Sport Pilots certificate and give people rides like Vance Breese does, promoting our sport with advertising for inexpensive training and flying fun.

Next business was the status of the two-place trainer and John reported that he had been contacted to buy the Hollmann with a reasonable offer. As the museums haven't expressed an interest, selling her would really help with our funding and at least she would be brought back to life. The members agreed. John further explained that completing the two-place is contingent on him selling his classic GMC truck.

The business meeting was adjourned so we could get back to finishing Chuck's KB2. (John Rountree)



June Activity Report

(CRA President Mark Shook relays the following for June.) [Chapter 38](#) member Rob Dubin sends this report of last Saturday's airport event in Salida Colorado. (Nice copter Rob !)

"Hi Mark- glad your Meadow Lake event was a success. The fly-in here in Salida was great with a P51 Mustang. Hawker Sea Fury, Fouqua -french trainer jet, T6 Texan, L19 Bird Dog, and an awesome looking red Xenon gyroplane. Probably had 600-800 people total over the weekend and full time crowds around the gyro.

"I was on the PRA 38 site and noticed you did not have any pics of my ship, so attached is a shot of Xenon RST N279DE. It is perched on the end of Runway 6 in Salida at 7,500 feet with 14,000' Mt. Shavano in the background. I just started playing with my go pro attached to the gyro and am getting great stuff so I will put together a video soon."



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Mark recently viewed the destruction left behind by Colorado's Black Forest Fire from the vantage point of his Xenon RST. He posted raw video footage on YouTube (screen shot above), and discussed it with members of the Rotary Wing Forum in [this thread](#).



[Chapter 2](#) member Kevin Eaton enjoyed Christmas morning several times during the month of June. Or, at least the same emotions as parts shipments for his [Butterfly Ultralight](#) started arriving. It's starting to look enough like a gyroplane (above) that Kevin can start making "vrrooom!" noises until the MZ202 arrives. Hurry Kevin! El Mirage is three months away!

PRA Convention Carpool

The 51st Annual Convention of the [Popular Rotorcraft Association](#) is coming up August 6-10 at PRA Mentone Airport in Indiana.

Carpooling from the Salt Lake area is available through Chapter 2 for anyone interested in enjoying the last day or two of [EAA AirVenture Oshkosh](#) (Aug. 3-4), then the PRA event the following week.

Contact Doug Barker, president@utahrotorcraft.org, or (801) 628-7598 for more information.



June 8 Meeting Report

[Chapter 73](#) officers in attendance: Jon Dailey, President; Bob Johnson, Treasurer and Richard Ecker, Secretary. Eight members were in attendance. The June 8th meeting was called to order at 1:26pm. The May minutes were approved. Bob gave our financial report. He also added we have two new members.

Member's Project Updates - Brock stated that he started his redrive rebuild.

Old Business - Jon brought up that there was recent gyroplane accident whereas the rotor head pivot bolt broke due to not being torqued properly. It failed after approx. 34 hrs and a lot of prerotator usage. No one was hurt, but it is a good reminder to check the torque of all your bolt not just once, but periodically.

New Business - Richard stated that he had printed 50 new PRA 73 club brochures updated with our new logos and info. He will also be updating our sandwich board, which we use at the airpark driveway. Jon will be ordering more shirts and hats when we get enough orders.

We will be meeting at the [Sport Copter](#) hanger July 13. Local upcoming fly-ins and car shows are all in August. Jon will send those dates with the next club email he will be sending.

It was brought up that we need to do something to increase interest and membership in gyroplanes and our club. Jim S. stated that he is working on a



couple of letters that we can send out to interested parties. One would be a letter of invitation to our membership with a possible invitation to take a discovery flight in a gyro. The second would be a follow-up letter after they had taken the flight, asking them to fill out a questionnaire and give us feedback. And in addition, asking some pertinent questions which we could build a format on which to mount a membership drive.

Bob also brought up that the [NWWAC](#) club was hoping that we would have a gyro available at their next fly in to give discovery flights in.

Raffle tickets are still available for the model gyrocopter collection. The meeting was adjourned at 1:39pm. (Richard Ecker, Secretary)



Doug's Thoughts

Doug Barker
URA President

Looking back just a few years to our very humble beginning and our ambitious idea to have our first rotorcraft event, it is amazing to me how far we have come and how much we have grown. Our first event had a total of two gyroplanes in attendance and neither one was from Utah. Now, just a few short years later, we have grown to be a major regional event that has much to offer and attracts people from thousands of miles away.

This year's Rotors Over the Rockies was just about the perfect event from my perspective. It is hard to imagine doing more than we did this year, but I suspect that ROTR 2014 will grow in length and include even more for those willing to travel to join us.

This year's event was filled with so many truly special activities that it would be truly hard to pick my favorite part of the whole experience. The cross-country flight into Ogden's airport was truly a highlight and we had the biggest group of gyroplanes fly in to that airport that they had ever seen. That was truly fun and exciting to be a part of, as were many of the other activities, but if I had to pick my favorite part, it would have to be the new people I met and the friendships that were kindled.

Seeing people who are just starting to get into our sport come to our event for the first time to check it out, get their first flight in a gyroplane, and come back down so excited that they can't wait to get started in a bigger way, is a wonderful thing. This year we found several new people who got excited, joined our chapter and made major steps forward in their journey toward rotary-winged flight. That is always great to see, but what I think touched me the most was to see one of our newest members take several hours of his time to help another member of our chapter that he had just met rewire a new panel that he had purchased to put on his machine. He had the expertise and ability to help out and he didn't hesitate to offer a big chunk of his available time working to



provide service to another who needed some help. That is priceless, to my way of thinking, and life just doesn't get better than that.

Friendships were made, lives were changed, support and encouragement were given to those that needed it, and in general our rotorcraft community grew. Not just in numbers, but in fellowship and in that magical bond that seems to form whenever you get aviators together with future aviators. I am so proud to be a part of this group and to call so many of you my friends. Other than the bonds that I have with my family, I have never been involved with any other group that has ever been so very generous towards one another. Being a pilot puts us in an elite group that is a very small percentage of the world's population, and being a gyroplane pilot puts us in an even smaller and more elite group that is a small fraction of a percentage of all aviators. I don't want to come across as boastful, but I believe the group we had at Rotors Over the Rockies this year was the "cream of the crop" of that small and elite group. It is a pleasure and an honor to be a part of that group.

Thank you all for the part you played in making ROTR such a great success. I can hardly wait to see what next year turns out like. I hope we see you all there!

Bell Challenges Robinson R66

On June 17 at the 2013 Paris Air Show, Bell Helicopter announced a new, five-seat, entry-level turbine aircraft expected to complete its first flight in 2014 with certification to follow as quickly as possible.

Bell's new short light single engine helicopter ([SLS](#)) will feature a high visibility, fully flat cabin floor with five forward-facing seats. It is designed to meet performance targets recommended by a customer advisory council, including a speed of 125 knots (232 km), a range of 360 to 420 nautical miles (667 km) and a useful load of 1,500 pounds (608 kg).

The new aircraft will be powered by the Turbomeca Arrius 2R engine. The company says it collaborated with customers to incorporate their mission needs in a high performance, high value helicopter at a very competitive price.



Gyroplanes for Sale

AIR COMMANDER 582 - [N90135](#) (above). Original build 1995. 201 hrs TTSN, 0 hours since restoration with pod two years ago. Rotax 582 has 20 hours since overhaul. McCutchen 23' Skywheels. 10-gal fuel tank plus auxiliary. In-flight trim, Garmin 295 GPS, Sporty's SP200 COM/NAV radio, transponder with altitude encoder. Many spares and second air frame. Hangared at Auburn Muni, S50. Buyer responsible for transportation. \$14,500. Serious inquiries only to Jeff, (425) 614-8200, jeff.robbs@att.net. (WA, 7/13)



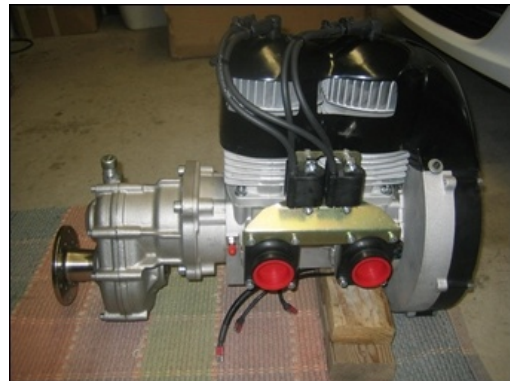
SPARROWHAWK II - [N130SW](#). Built 2007, 115 hours. Subaru 2.5L. fuel injected, brand new 30' Sport Rotors, spare Barnett rotor. Electric trim, MGL avionics, Garmin radio and transponder, hydraulic disc brakes. Great condition. Asking \$36K. Currently at Airgyro hangar. Jim, (530) 515-4900. (UT, 7/13)

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Rigid Boom Gyroglider - Modified Bensen gyro frame. 20' Dragon Wings rotor blades. Rigid boom 21' long, folds to 11' for transport. 1.5 HP electric prerotorator, rotor tach, intercom. One Ultracom helmet with headset and mike included. \$3,000. Trailer customized with blade box, \$1000 with purchase of trainer. Brian Booth, (817) 219-4731. (TX, 6/13)

Engines for Sale



MZ202 with gearbox (above). 130 TTSN, 0 since overhaul. Ready to install with two Bing 54 carbs, air filters, Mikuni fuel pump, 2.55 gearbox with clutch, wiring harness, exhaust, manual. Asking \$3500. Thomas, ke5wv@comcast.net. (CO, 7/13)

Subaru EJ 22, \$350; EJ 22 block \$200; EA82 block \$200. Lynda Schallman, (623) 386-7043, las2280@qwest.net. (AZ, 5/13)

Rotorcraft Parts for Sale

Rotax 503 dual carb, fresh rebuild, includes B-box. \$1500. Rotax electric starter, fresh rebuild, \$250. Contact Clint Martindale, (503) 775-7372. (OR, 3/13)

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

Contact your chapter (see page 2) to place a classified ad.

MENTONE - 2013

AUGUST 6-10

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