

Western Rotorcraft



***Flying on Oregon's Alvord Dry Lake
ROTR Grows to Five Days in '14
Countdown to Mentone
August 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: Aug 10, 11am PDT
 Terry Smith: terry.smith@earthlink.net

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

Third Tuesdays, 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: Aug 10, Noon PDT, [Sport Copter Scappoose Industrial Airpark](#) (OR)
 Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers (**PRA 2**)

Next Meeting Special Time - Aug 17, 10am MDT
 Pilots Lounge, [Brigham City Airport](#) (UT)
 Doug Barker: president@utahrotorcraft.org

Utah Rotorcraft Association

Annual Members Meeting Aug 17 11am MDT
 Next Board Meeting Aug 17 11 am MDT
info@utahrotorcraft.org



2013 Calendar

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](#)

Tue-Sat, Jun 10-14, 2014
[Rotors Over The Rockies](#)

This Month in WR – Contact & Meeting Info, 2; Lessons from the ICON Waiver, 3; Industry & General News, 4-5; Mentone Forum Schedule, 5; Chapter Reports, 6-10; Doug's Thoughts, 11; Classifieds, 12.

On the Cover: Kevin Richey flies his Yamaha-powered Sport Copter Vortex "Lego Copter" at the Alvord Dry Lake in June. (More photos, page 10.)

Western Rotorcraft is © Copyright 2013, Utah Rotorcraft Assoc., Inc. All rights reserved. Edited by [Paul W. Plack](#). Contact: paul.plack@gmail.com

Subscribe Free!

From the Editor

Just as WR was being finalized, a major announcement came from the FAA and [ICON Aircraft](#), which is developing an amphibious fixed-wing LSA called the A5. There are at least two lessons here for gyroplane enthusiasts.



Last year, ICON concluded from its market research that having a spin-resistant airframe (SRA) would be a critical factor in ensuring a safe product launch. I've had the chance to interview ICON CEO Kirk Hawkins and other company execs on several occasions. These guys have made safety a high priority in their culture, not just to create a talking point for the sales force, but out of an understanding that a high accident rate would be a setback for growth. (Remind you of the gyroplane story?) As of last week, ICON claimed deposits from 940 customers. Many are not yet pilots, and many are buying an amphibian with light wing loading as their first aircraft. This combination is a recipe for high accident rates unless the plane is as safe as possible.

ICON acted by committing not only to SRA, but to making a prominently displayed angle-of-attack (AoA) indicator (YouTube screen grab shown at right) the focus of training new pilots in stall awareness instead of the traditional reliance on an airspeed indicator. Production, already behind schedule, was held still longer while ICON applied to the FAA for a waiver of the LSA weight limit to accommodate the necessary changes. Company engineers have achieved an impressive measure of spin resistance, dramatically demonstrating the concept in the video linked from the screen grab below.



In granting the waiver last week the FAA commented, "The combined design features and SRA concepts incorporated into the ICON A5 design...are recognized by the FAA as significant safety enhancements...The FAA determined that granting relief from the MTOW (Maximum Takeoff Weight) for LSA for this specific safety enhancement is in the public interest and is also consistent with the FAA's

goals of increasing safety for small planes."

The ICON A5 is now cleared to exceed the 1,430-pound amphibious LSA weight limit by the 80 pounds necessary for the changes, and becomes the first production aircraft to meet the FAR Part 23 full-envelope spin-resistance standard. (Meeting Part 23 standards could allow later derivations of the A5 which qualify for standard category, especially with \$60 million in new financing in the bank.) The start of full production is now imminent.



Lesson 1 for Gyroplanes - Gyroplane manufacturers will have to get just as serious as ICON about addressing FAA safety priorities if we're ever going to win the LSA fight with the FAA's Rotorcraft Directorate.

Lesson 2 for Gyroplanes - The presentation quality achieved by ICON in pursuit of its goal sets the bar high for gyroplane manufacturers hoping to qualify for registration of factory-built gyroplanes in SLSA or ELSA. A major key to getting factory-built gyros flying in the US will be getting the FAA to conclude, as it did with the A5 weight increase, that the requested change is in the public interest and consistent with the FAA's goals of increasing safety.

Fortunately, improving gyroplane stability is more straightforward than making an airplane that won't spin. But we'll need to focus our efforts on the technical improvements needed, and quit wasting our breath bashing the FAA. It's simply not productive. ICON has proven that a logical argument and a professional presentation can get action from the FAA, especially if the changes improve safety.

ICON has demonstrated that waivers are possible. Bluntly, it's time we quit whining and move forward.

Fly Safe!

A handwritten signature in black ink that reads "Paul". The signature is written in a cursive, flowing style.



ROTR Expands in 2014

Following an extensive discussion at their July 13 meeting, the members of Bonneville GyroFlyers, [PRA Chapter 2](#), voted to expand the annual Rotors Over The Rockies regional meet from three to five days in length, effective with the 2014 meet.

The change is contingent on approval from the board of Brigham City Regional Airport, and is expected to bring increased attendance, provide more time for educational forums and cross-country flights, and further expand the availability of flight training and inspection services for attendees.

Another unanimous vote saw approval of returning the meet to Brigham City in 2014, rather than seeking alternative locations.

HoneyBeeG2 Drops Ultralight

[HoneyBeeG2](#) has officially dropped its Ultralight model from the company's product lineup, citing the costs of providing a machine which its safety standards without FAA relief from the 254-pound weight limit. In a blog post dated June 20, company owner Jim Fields related that a nine-month effort in cooperation with ASC to get the FAA to increase the weight limit on gyroplanes to allow safety features has been unsuccessful. He cites an adequate prerotator, large horizontal stabilizer and rotor brake as essential to safe gyroplane operation.

He also notes that the only remaining, current-production engine suitable for an ultralight gyro is the MZ202 from Compact Radial Engines, which can only be obtained with electric start.

Fields comments, "...all of us need to move



onto a Sport Pilot category gyroplane and forget about it until the FAA changes its position on safety items for the Part 103 gyroplane...With that said, HBG2 is eliminating the HoneyBee G2 Ultralight from all future product lines until further notice. For those that wish to purchase a 103 gyroplane, you need to weigh it before you fly it. The fines for violations of the Part 103 requirements far out weigh the cost to get a Sport Pilot license."

Read the entire post in the [official HoneyBeeG2 blog](#). (Above: HoneyBeeG2 display at EAA AirVenture Oshkosh 2011.)

G-YROX Attempt Not Finished

Remember [Norman Surplus](#)? He still hasn't given up! Surplus set out from Ireland in 2010 to become the first person to circumnavigate the world in a gyroplane, in an MTO3 with Rotax 914 power. He flew some long legs, including some over water, to make it as far east as Japan, where he's been stuck for over a year waiting for Russian authorities to budge on his request to overfly their airspace. The plan remains to head up the coast and cross the Bering Strait to Alaska, cross North America, and hope to cross the North Atlantic before autumn sets in.

Surplus, a bowel cancer survivor, is dedicating proceeds from his record attempt to fight the disease that often proves fatal. Time grows short again this year to get the trip done before bad weather hits the Atlantic. But at least the gyro is ready, having received its annual inspection from CAA authorities. From the [official blog](#):



"So, with everything now ready for the resumption of the circumnavigation all we can do is hope and wait for the elusive permits from the Russians. If you haven't already done so then could you please help Norman's case by writing a letter to President Putin stating the need to let Norman fly through Russia, mentioning that it is for a good cause and that the world is watching and waiting. You can write a short message to the President via this link: <http://www.eng.letters.kremlin.ru/>"

Above, CAA inspector, Paul Farrel shakes hands with Norman as Roxy passes her inspection. Photo courtesy GyroxGoesGlobal.com.



URA to Meet August 17

The membership and board of Utah Rotorcraft Association, Inc. (**URA**), an independent 501(c)(3) organization launched in 2011 as an entity separate from PRA Chapter 2, will hold annual meetings of members and directors immediately following the August 17 meeting of Chapter 2 on the URA Webmeeting Channel. Members of record are being notified by e-mail per the bylaws. Agenda items will include a financial report, the biennial election of directors and officers, and a motion to approve Chapter 2's recommendation to expand Rotors Over The Rockies 2014 to five official days. Requests for additional agenda items should be directed to

URA Secretary Paul Plack.

URA augments the work of PRA chapters in the western US by providing a tax-exempt fundraising arm, and is focused on expanding the availability of flight instruction and other educational services to personal rotorcraft enthusiasts. As part of its mission to improve communication and education, URA publishes Western Rotorcraft, archives training and education content online, promotes Rotors Over The Rockies, provides hosting for the websites of two PRA chapters, and provides services to facilitate the free, worldwide distribution of participating chapter newsletters.

Mentone Forums

The 51st Annual **PRA** Convention, held August 6-10 at mentone, IN, will feature a variety of forums for participants. As of deadline, the schedule stood as follows:



Thursday, August 8

1pm - John Rountree, Stan Foster / Genesis Gyroplanes
2pm - Greg Gremminger / Flight over the Ozarks / Dynamic Damping

Friday, August 9

9am - Ron Menzie / Training, Pilot Certificates
10am - Greg Mills / Yamaha G4 Engines, PSRUs
11am - Vance Breese / Autogyros to Gyroplanes: A Brief History
1pm - Doug Barker / Butterfly Gyroplanes
2pm - John Rountree / Selecting the Correct Rotorcraft for Your Needs
3pm - John Rountree- Co-Ownership and Limiting Liability
4pm - PRA Advisory Committee Meeting
6pm - PRA General Membership Meeting

Saturday, August 10

9am - Fritz Kayl / Katech Engines
10am - Doug Barker / Ultralight gyros
11am - Vance Breese / Why I Fly an Autogyro
1pm - Rochester Medevac Pilots & Flight Nurses

For updates on the schedule, see the first post in **this thread** on the Rotary Wing Forum.

Bonneville GyroFlyers July 13 Meeting Report

The July 13 meeting of **PRA Chapter 2** was called to order at 10:23am MDT by President Doug Barker at Airgyro Aviation at Woodhouse Field in Spanish Fork. Also present were Secretary Paul Plack, Treasurer Steve Pearson and members CFI Mike Burton, Glenn Kerr, Curtis Lund and Kevin Eaton. Member Lyle Carson joined the meeting remotely from Pocatello, ID over the URA Webmeeting Channel.

The minutes of the May meeting were approved as published in the June issue of Western Rotorcraft. Doug reported a balance of \$575 in the chapter bank account, and Steve reported all outstanding expenses from Rotors Over The Rockies had been paid. The financial report was accepted.

New Business - Membership applications from Marc Adams, Mark Archibald, Vance Breese and Gavin Perry were accepted unanimously. It was noted that several other former members from Utah and other nearby states have renewed their memberships since March.

Nominations were opened for Chapter 2's biennial elections. All three current officers expressed a willingness to continue in their offices for another two years. Doug qualified his willingness to continue as president by adding that he didn't want to deny other members the satisfaction and blessings which come with serving in that office. Paul noted that Chapter 2 is closely identified with Doug, the chapter is based at his home address, and other roles in the organization would be valuable preparation for others to prepare to be president. Curtis Lund was nominated to the vacant office of vice president. With no further nominations forthcoming, nominations were closed, and the four candidates accepted by acclamation vote:

President: Doug Barker
Vice President: Curtis Lund
Treasurer: Steve Pearson
Secretary: Paul Plack

These officers will serve two-year terms ending at the July, 2015 meeting.

A discussion of Rotors Over The Rockies (**ROTR**) was opened, with all present asked to share their recollections of successful activities which should be continued, as well as any which needed refinement. Drawing specific praise were the breakfast cross-country to Ogden Friday morning, the educational forums, the group dinner at Maddox, the quality of the banquet, the continental breakfast foods available Saturday morning, and the EAA Young Eagles Rally. Squawks included the difficulty in staying on schedule, including the delay in Marion Springer's presentation caused by the dinner at Maddox, confusion over the need to schedule in advance for the services of DAR Jim Gilchrist, and the need for greater safety oversight. Doug observed that poor schedule adherence was due in part to a lack of chairmen to coordinate the starts of certain specific services and activities and the lack of an overall event chairman.

Ideas for improvements included investigating the cost and availability of showers and internet access, especially if the event grows to five days. Mike found a listing on the web for shower trailers of varying size available for rental. Glenn recalled that at least one attendee had a phone which served adequately for wifi or tethered internet access. Doug noted that such expenses might require charging for camping at future events. Paul suggested that the dinner at Maddox should have its own night, since the outing's duration is unpredictable and took three hours this year. Steve suggested scheduling forums with gaps between, so that one long or late forum doesn't throw off the rest of the day.

Paul commented that potential safety issues arose during the event this year, and asked whether there was a need to create a set of written rules which pilots would need to read and sign before operating under Part 103, or which might be required of all ROTR pilots. Steve suggested a larger role for member Curt Pittman, who has operated at the airport for years and knows the owners based there and the airport's expectations.

Regarding our relationship with the airport, it was observed that compliance with airport procedures and expectations had varied widely, and that some attendees may have little experience flying gyroplanes in structured

airport environments, including towered airports. Mike commented that he was pleased to see coverage of ROTR in Western Rotorcraft highlight the opportunities to improve these skills, and suggested that a forum ahead of next year's Ogden (**KOGD**) cross-country flight should be offered. Paul asked if it would be possible to create an online video about the unique demands and rewards of flying in Brigham City's environment. No action was taken on these issues at this time.

On the topic of extending the event to five official days, Paul noted the change would not require any significantly greater staffing commitment, since we had guests arriving as early as Monday this year despite the lack of scheduled activities. Several members related comments from attendees who wished for a longer event. Paul and Kevin both said they expect to be available to be on-hand early in the week. A motion to plan ROTR for five days, Tuesday-Saturday, July 10-14 pending approval from the airport was passed unanimously.

Doug opened a discussion on the need to identify a backup venue in case Brigham City Regional Airport (**KBMC**) decides not to host ROTR in the future, or imposes insurance requirements we cannot afford. Mike mentioned Woodhouse Field at Spanish Fork (**U77**), where Airgyro is based, could be a candidate.

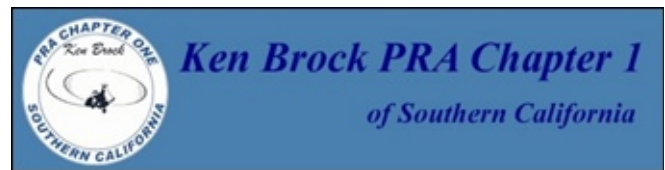
Steve, an avid hunter, commented that the area around Roosevelt and Vernal in eastern Utah offers access to flat basin areas which would be ideal for gyroplane operations. The Roosevelt Municipal Airport (**74V**) is in Class G airspace to 700' AGL and has little traffic most of the year, like Brigham City. Other airports, including Vernal, are available for cross-country flights. Mike suggested Nephi Airport (**U41**) in central Utah could be a candidate. The airport appears to have a large hangar space available for overnight storage of aircraft and daytime forum use, like Brigham City. It offers access to scenic canyon flying, and also is near enough to other airports, including Class D at Provo, to provide interesting cross-country opportunities.

Both these alternates have runways at least 6,300' long. Neither has nearby amenities to rival Brigham City, but could offer a change of scene. Steve and Doug suggested that we might want to alternate between two sites in different parts of the state from year to year. A

general consensus emerged to try to stay at Brigham City in 2014 if the city approves.

Doug polled members present on their inclination to attend upcoming events. No one expects to be at EAA AirVenture Oshkosh. Doug appears to be our only member traveling to the PRA convention in Mentone this year, and he'll be driving there Tuesday night and Wednesday, returning Saturday night/Sunday. Anyone interested in carpooling is welcome to contact Doug. At least five of the eight members present expect to carpool to the 50th Ken Brock Freedom Fly-In at El Mirage, CA in September.

The second Saturday in August this year falls during the PRA convention. A motion to hold the August meeting at Brigham City on the third Saturday of August, and the September meeting at Airgyro to participate in the annual airport appreciation day, was passed unanimously. The meeting was adjourned at 11:57pm followed by a tour of the projects underway in the Airgyro hangar, and a group lunch. (Paul Plack, Secretary)



July 20 Meeting Report

The meeting of [PRA Chapter 1](#) was called to order by President, Terry Smith at 11:00am. Present: Linda Acquistapace, Karen Keene, Doug Coons, Wbaldo Gonzalez, Dejan Samanc, Max Spitznagle, Teddy Udala and Bob Bobinski.





The glider (above) was used before the meeting and there was a good turn out. The weather was great and everyone had a wonderful time flying.

We won't be using glider in August because Peter will not be available to help. We are planning on using the glider in September before the fly-in. Terry will send out an e-mail to members in September with an update.

During the meeting we talked about things that still needed to be done for the fly-in and things that were done. Teddy showed the new decal for the little wooden plaques that are handed out at the fly-in, and Karen is working on getting T-shirts ordered and will have that done this coming week. Plaques are still being worked on.

David Wilson has a friend who made the award design and is making them for chapter. The plaques look AWESOME.

Dejan was planning on staying at the lake the rest of the weekend and make boxes to store the poles for the canopies in.

Terry motioned meeting be adjourned and Dejan seconded the motion. Meeting was adjourned at 11:40am. It was BBQ time! (Terry Smith, President)

Chapter 1 and The Ken Brock Freedom Fly-In celebrate 50 years of flying at "Gyrocopter Cove" on the El Mirage Dry Lake next month, September 27-29. For details, see the official event website, www.kbffi.com.

CRA

Colorado Rotorcraft Association
PRA 38 at Ramp Dedication

The Colorado Rotorcraft Association ([PRA 38](#)) has supported several airport events in Southern Colorado. On Saturday, June 29th club members were invited to participate in the dedication event for the new West Ramp at Meadow Lake Airport ([KFLY](#)).

Many positive impressions were made with those who attended.

I took the opportunity to give a demo flight in my Xenon gyrocopter to Dave Gordon, the director of the Colorado Aeronautics division. The division is responsible for all airport improvement grants in Colorado. Dave told me he had wanted to build a Bensen gyroplane when he was a teenager, but had never flown in a modern gyrocopter. He has now. Dave got a close up view of the Meadow Lake Airport while the event was going on as well as a first hand look at the fire damage from the Black Forest fire area just nine miles north of Meadow Lake Airport.

A big thank you to Todd Rieck, Frank Nelson, Thomas Fernandez, Lindsay Fischer Brad Ensign, and all the PRA 38 members who attended. (Mark Shook, President)



Above, a "young eaglet" smiles as she gets a flight in Mark's Xenon. See additional photos from the ramp dedication on the following page.



Above, dedication of the new West Ramp at KFLY and aircraft, including rotorcraft brought by Chapter 38 members, gathered for the event. (Photos by Mark Shook)



Jon opened the meeting asking for an approval to accept the June meeting minutes. They were approved, and everyone was reminded where they could review June's and previous month's minutes. Bob gave his Treasurer's report for our club.

We still have raffle tickets available for the gyroplane model collection. Tickets are \$2 each, three for \$5. We will be having the raffle for the gyroplane model collection next meeting.

Members Gyro Progress - Brock did an extensive rebuild of the reduction unit on his Sparrowhawk. He also did some crow hops last week. Everything seems to be working fine, he just has a few bugs to work out. He also is trying a new radiator which is 4 lbs lighter.

Gillan (at left in photo above) spoke up and said he had a recent issue with his 618/670 Rotax engine in his Vortex. At 58 hours, it started sucking in water from the coolant and spewing it out the exhaust. Luckily, it happened when he was doing a engine run up. He had noticed that the engine was running very rough, there was a lot of smoke from the exhaust and he noticed precipitation on his airframe. He pulled the cylinders off and found that the base gaskets were wet and had failed. He replaced those gaskets and checked everything and everything is back to flying condition. There can be two different gasket issues with this engine: If it is the O-rings on top of the cylinder, it blows into the water system. If it is the base gaskets on the bottom of the cylinder, it sucks out of the water system.

Old Business - Bob reminded everyone of the upcoming shows:



July 13 Meeting Report

The July 13 meeting of [PRA Chapter 73](#) was called to order at 1:00pm. Board members present: Jon Dailey, President; Gillan Bradley, Vice President; Bob Johnson, Treasurer and Richard Ecker, Secretary. Approximately 12 members/visitors present.



- The [NWAAC Fly-In](#) is August 16, 17 & 18. (We need volunteers from our club.)
- Madras Airshow is August 23.
- Wings & Wheels in Scappoose on August 24.

It was brought up that the current cost of mailing a newsletter is \$2.30 each, per month. To date, club members have paid an additional \$5 per year for mailing of the newsletter. Going forward, mail delivery of the monthly newsletter will not be an available option.

New Business - A person contacted Jon stating he had inherited a Marchetti two place gyro (above) and wanted to sell it. Jon invited him to bring it to show members. Jon [posted it](#) on the Rotary Wing Forum.

Our next club meeting will be at the same time, the second Saturday of August (10th). The meeting was adjourned at 1:20pm. (Richard Ecker, Secretary.)

 An advertisement for Sport Copter featuring a white and red gyrocopter. The text includes the company name, website, address, phone number, and email. Below the main image are four smaller inset photos showing different views of the aircraft and its interior.

SPORT COPTER
 www.sportcopter.com
 34012 Skyway Dr
 Scappoose, OR 97056
 (503) 543-7000
 information@sportcopter.com

SEE WHAT'S NEW AT SPORT COPTER!

Alvord Dry Lake Memories

The photos in this column were sent by Kevin Richey following an informal June camp-out on Oregon's [Alvord Dry Lake](#). Camping and flying at Alvord offers an environment similar to that of the El Mirage Dry Lake in California, but with the added attraction (bottom photo) of natural hot springs!

This is not a scheduled event with a sponsor, only an informal camping trip shared among friends, so check the Rotary Wing Forum to find more [details and accounts from this year](#), and to see if and when this fun group of folks gets together in 2014.



Dream Bigger! **Doug Barker, Pres.** **PRA Chapter 2**

It seems like we just finished Rotors Over the Rockies and bam! It's time to head off to Mentone for the [PRA](#) convention. Boy, does the time fly by fast or what?



It looks like it's just going to be Paul Plack and myself traveling in the PRA Chapter 2 Carpool Vehicle. It's honestly too bad that some more of you are not going to be able to join us for this event. But it's hard to explain to someone who has never attended one of these events everything they will be missing if they don't go. I know we all wish we could go to all the events and for those of us with limited time and money, that isn't likely to happen, but I hope that you will decide to stretch and reach a little further than you thought you could, and do everything in your power to make it to more of these events. I guarantee you'll be glad you did.

Our next big road trip will be to the [Ken Brock Freedom Fly-In](#) at El Mirage, CA Sept. 27-29. This one will only require taking one weekday and a weekend. I suspect more people will feel like they could sacrifice one day from work (assuming you have weekends off already) and I hope we will be able to get a big enough group together that it takes us four or five vehicles to hold everyone. These trips really are some of the highlights of my year and I wish more people could experience them with us.

Until you have accomplished your dream of getting into the air under a set of rotors, it is important to feed that dream and keep it alive, because if you aren't feeding it and helping it grow and get stronger, it is slowly fading away. If you aren't careful, one day you will wake up and realize that you just don't have that dream anymore. I can't think of a sadder situation that someone who had a dream but just kept putting it off and letting life get in the way until they give up believing and die with their dream still in them. I hope when my end comes, that those who knew me best will be able to say, "Wow, he really lived!" (Quote from "Second Hand Lion")

Anyway, in the meantime, I am going to do as much as I can to actively pursue my dream. While my gyroplane has been years in the making so far, and it still isn't done, I will never give up on it until it is completed and I am flying it. But until that day comes to pass, I am taking smaller steps and being involved on any level I can be, and doing everything in my power to help others reach their dreams of flight. I am so happy to see several people in our group doing all they can, too.

We have a couple of gyroplanes that are currently being built (or rebuilt) and should soon be ready to start feeling out their wings. I am so proud of you guys. We really need you to send an article to Paul (along with pictures) that documents your adventure and what you are doing. You will be amazed at how much it will help others to see what you are going through. Sharing not only your successes, but your challenges, will help others to avoid some of the same situations and help motivate them to step out and begin their own journeys.

I believe when we get past the point in our lives where we will be able to actively pursue our own dreams, and we are sitting back and pondering how we spent the time we had available to us, what will mean the most to us will be the memories of the times we helped others achieve what was most important to them. That, along with the friendships we made and the relationships we will take with us, will be our most prized possessions someday. Let's make some memories! Let's do it together! Let's take to the air and share this most incredible opportunity that so many people will never be able to participate in.

Dream bigger than other people dare dream, and work harder and sacrifice more than other people are willing to work and sacrifice, and you will achieve more than other people will ever be able to accomplish. Come and join me my brothers!



Butterfly UL Build Progress

Chapter 2's Kevin Eaton is making rapid progress on his build of a [Butterfly Ultralight](#) (above), started in June. Kevin is a Sport Pilot in PPC, and will train with CFI Mike Burton of Airgyro to add the Gyroplane endorsement. This machine will use Dragon Wings and an MZ202 engine (not shown). If the engine arrives in time, Kevin has a real shot at being ready to fly with the gang at the 50th anniversary Ken Brock Freedom Fly-In next month. Go Kevin go!



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)

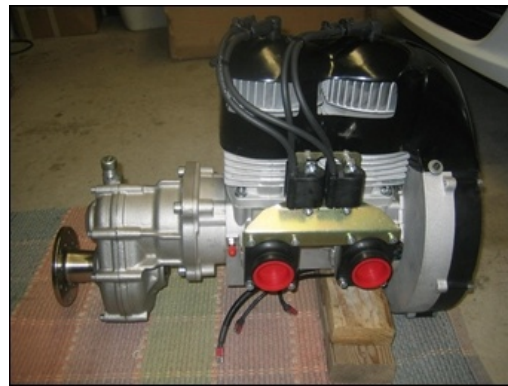


SPARROWHAWK II - [N130SW](#). Built 2007, 115 hours. Subaru 2.5L. fuel injected, brand new 30' Sport Rotors, spare Barnett rotor. Electric trim, MGL avionics, Garmin radio and transponder, hydraulic disc brakes. Great condition. Asking \$36K. Currently at Airgyro hangar. Jim, (530) 515-4900. (UT, 7/13)



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.