

Western Rotorcraft



***Countdown to the Ken Brock Freedom Fly-In
Colorado's Black Forest Fire
September, 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: Sep 14, 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 14, 10am MDT,
[Meadow Lake Airport](#) (CO) Hangar 8400
Mark Shook: Mark@CopterPilots.org

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

Next Meeting: Sep 14, Noon PDT, [Sport Copter Scappoose Industrial Airpark](#) (OR)
Jon Dailey: jon@sportcopter.com

Bonneville GyroFlyers (**PRA 2**)

Next Meeting: Sep 14, 10am MDT
Airgyro, [Woodhouse Field](#) (UT)
Doug Barker: president@utahrotorcraft.org

Utah Rotorcraft Association Upcoming Meetings TBA

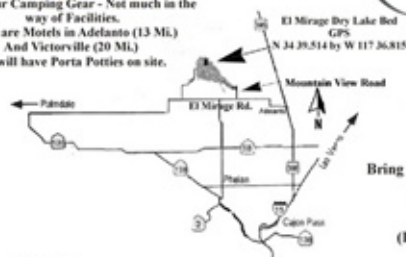
Members will be notified by e-mail
info@utahrotorcraft.org



Ken Brock Freedom Fly-In

Hosted By Chapter 1
El Mirage Dry Lake
El Mirage, CA
September 27th-29th, 2013

Bring your Camping Gear - Not much in the way of Facilities.
There are Motels in Adelanto (13 MI.)
And Victorville (20 MI.)
We will have Porta Potties on site.



Directions:

From I-15: Take 395 to Adelanto, turn West on Rancho Road, RT on Kosta Road, LT on El Mirage Road. Go West 8 miles to Mountain View Road, RT to the B.L.M. Center for Lake access. Go to far Northwest end & look for Gyros! (GPS coordinates will help pinpoint location).

From I-5: Take Hwy 14 to East Palmdale Road and head East, LT on Ave 240, RT on Ave P / El Mirage Road. LT on Mountain View Road to B.L.M. Center for Lake access. Go to far Northwest end & look for Gyros! (GPS coordinates will help pinpoint location).

Friday Night Dinner (\$15 Donation)
Followed by Evening Gathering on Lakebed
(Gyro Themed Movie Night!)
Chapter 1 provides utensils and plates for Friday Night Dinner

Cookout Saturday Night!

Please bring your OWN MEAT to cook on our Club Furnished FREE fire.
The Club furnishes: FREE Salad - Beans - Bread - Water & Soda

For More Info:
Call Teddy (562) 493-3960 or Terry (951) 315-2195
E-Mail PRA.Chpt.1@gmail.com
Visit Our Website: www.PRA-1.org



Bring Money - B.L.M. Entry Fee to Lake:
\$15/Day - \$30/Week
(B.Y.O.G.!!!)
(Bring Your Own Gas!)



Western Rotorcraft Calendar

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; Countdown to El Mirage, Chapter, URA Member & Board Reports, 2-11; PRA in the West, Unusual Invitation, 2; Paul Poberezny Passes, AOPA's New President, Doug's Thoughts, 6; PRA News, 7; Above the Black Forest Fire, 11; Classifieds, 12.

On the Cover: Chapter 15's Mark Rhoads waits his turn to taxi across Gyrocopter Cove at the 2009 Ken Brock Freedom Fly-In on California's [El Mirage Dry Lake](#). This year's [event](#) starts September 27.

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From the Editor

As the PRA board gathered to elect officers at its 2013 convention in Mentone, IN last month, something remarkable and mildly historic happened. Doug Barker, president of Chapter 2 and URA, who last year was elected secretary of PRA, further advanced within the organization to become the first PRA president from the west since Ken Brock left that post in 1987.



Doug (at right) comes to his new role as a leader with a proven track record in local and regional organizations, and may be just the spark needed to get PRA membership rising again. Doug has already called on former PRA members to return to the organization, and says a priority will be getting members of local chapters who have not yet joined PRA to do so. A new program rebates 50% of new members' first-year PRA dues to the chapters which recruited them, adding an economic incentive to all the other good reasons for chapters to get local members on board.



From the time I got involved in this sport in 2001, I've heard occasional grumbling about how PRA was focused mainly on a few states in the midwest and southeast, and how the western states were an afterthought. It's time to acknowledge that our failure to engage was as much a factor in our limited role as any attitude at the home office. Doug, from Utah, is now PRA's president. John Rountree of Chapter 31 in California (at left) was elected to the PRA board this year, and is its new secretary. Mark Shook of Chapter 38 in Colorado (below) chairs the PRA Advisory Committee.



Aside from an increased willingness of individuals to get involved at the national level, an important factor in a western states resurgence in PRA is the enthusiasm of local chapters. Doug, John and Mark share in common the fact that their chapters were all started (or, in Chapter 31's case, reactivated following a long absence) just in the last six years. I don't think that's coincidence. We can have as big a role in the future of the gyroplane sport as we choose to accept. These guys are proving it.



On to El Mirage!

In a few weeks, we have the chance to honor the memory of Ken Brock by participating in the 50th anniversary of Chapter 1 and the annual El Mirage meet. For those of you who haven't been, there is no other place like this. The [dry lake](#) (above) is a roughly two-by-six-mile oval which is flatter and smoother than any of the roads you'll take to reach it. It is a terrific place to solo, probably the best place in the US to fly a gyroglider, and so rich in the history of our sport that you can feel it in the air.

At Mentone, a number of enthusiasts from as far away as Texas and Florida indicated their intent to be at the [Ken Brock Freedom Fly-In](#) for the big five-oh. You should be, too!

An Unusual Invitation

Chapter 2 has been contacted by promoters of an open house planned by a retirement community in St. George, in southern Utah. They've had powered parachutes flying at their annual event in recent years, and have invited us to bring a few gyros in to fly the week following El Mirage. Some members of Chapter 2 are trying to make it for the event's final day, Saturday, October 5. We're told camping will be provided for those bringing aircraft.

The demographics of this area are such that we're likely to be seen by many people in the age and income brackets most likely to be interested in flying gyroplanes. If you live within a reasonable drive or flight of St. George and would like to join us, let me know. I'll forward details by e-mail to everyone who's expressed an interest as soon as we have details.

Fly Safe!



Countdown to El Mirage! ***Terry Smith, President, Chapter 1***

This year, as we celebrate the [Ken Brock Freedom Fly-In](#) for 2013, and the 50th Anniversary of [PRA Chapter One](#), we are going to be holding a silent auction for a one-of-a-kind gyroplane weather vane. One of our members, Glen Porter, has been gracious enough to create this piece of functional art for the Ken Brock Freedom Fly-In. As you can see, Glen has had a very impressive past!

About the Artist

Glen and his wife Rose have been married for 46 years this December. In 2014 he will celebrate 50 years of flying as a general aviation pilot and 44 years as a CFII. He entered the Marine Corps in 1966 as a private and retired in 1990 as a major and the commanding officer of a Marine Wing Support Squadron. While in Viet Nam as a sergeant he flew 350 combat missions as a .50-cal. door gunner. Of those missions 349 ended well. His educational background includes Southern Illinois University's Aviation Management Program and graduation from the Amphibious Warfare School and Marine Corps Command and Staff College.

As an air traffic controller he has worked at the highest levels of en route traffic control and managed large air traffic control facilities. Additionally he has managed large international and general aviation airports and the only full time aluminum runway, tactical airport in the United States.

In retirement Glen finances construction projects in southern California that range from small commercial projects to home renovations and in his spare time builds aviation weather vanes that he donates to worthy aviation causes that he enjoys being associated with. His weather vanes and aviation art are on display from Europe to Australia (his ancestral home), Alaska to Brazil and aboard the Carrier Midway Museum.

Like many Viet Nam veterans, Glen deals with issues related to Agent Orange exposure and service related injuries on a daily basis. For that reason he asks all Americans to remember not only those veterans from a time gone by, but the many brave service members who today stand at the ready to defend the American way of life and our values.

This Year's Weather Vane

This year, Glen has created a gyroplane weather vane of the very popular Predator gyro, flown by Vance Breese. This large size gyro (a 36" rotor span!) once powder-coated will stand up to years of outside use (should you want to display it outside). In 2011, Glen re-created a Bensen gyro as a weather vane, and the highest bid to take it home was well over \$200! Unfortunately it was STOLEN only a few days after the winner set it up on his property!

These pictures do not do it justice, and it is certain to attract a LOT of interest! This will be a silent auction, which means NO ONE will know who bid the highest, and at the end of the auction, the highest bidder will be announced and WIN this gyro!
GOOD LUCK!

We've had some interest from members of the Rotary Forum who would like to bid on this gyro, but cannot make it to the fly-in. So, for those who are in that position, you can email us at pra.chpt.1@gmail.com and provide us your name, contact info (phone, address, email) and how much you wish to bid. We will fill out a ticket with your info and add it to the bids during KBFFI, so all of them will look the same. The winner and the winning bid will be announced at the end of KBFFI. That way, everyone will be able to see that the winner won fair and square!

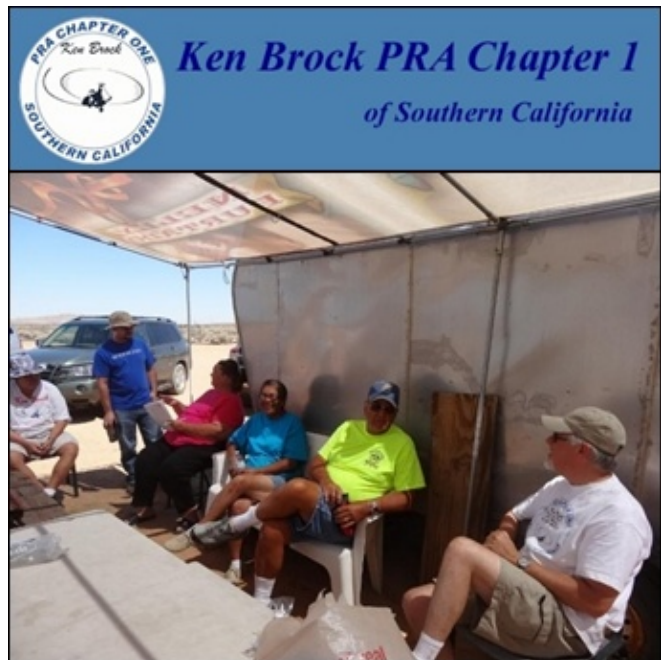


Gyro Auction at KBFFI

A modified Bensen Gyrocopter dating at least to the early 1980s will be auctioned off to a new owner at the Ken Brock Freedom Fly-In at the El Mirage Dry Lake later this month. Dubbed "The Flying Dutchman" by its late owner, Bert Wichers, the gyro was originally built in Colorado by Bill Allen, and is powered by an 1834cc air-cooled VW turning a hand-carved 50/36 wood prop. The frame is round tube aluminum, custom airfoil-shaped tanks hold a total of five gallons of fuel, and the main gear was built narrow to fit in the bed of a full-sized pickup truck.

The "Dutchman" hasn't been "Flying" in some time. It was once N549GA, but the registration has lapsed, the N-number is now reserved for a Gulfstream jet, and the machine will require a full restoration. The current bid as of the deadline for this issue of WR was \$710, and the winning bidder will be required to pick it up at the event or arrange transportation.

Find more photos and details on bidding in [this thread](#) on the Rotary Wing Forum. And bring a truck in case you're the winner!



August 10 Meeting Report

The meeting was called to order at 11am PDT by President Terry Smith. Present: Linda Acquistapace, Ampy Rascon, Karen Keene, Moe Rascon, Doug Coons, Ted Udala, Jim Franklin, David Khoe, Wbaldo Gonzalez, Dejan Samanc, Bob Bobnski, Richard Press, Russ Owens and Tony Guzman. Visitor: Brian Coons Doug's brother.

[Chapter One](#) has a new member, Ampy Rascon. Welcome to the chapter, Ampy!

Terry said things were coming right along with the fly-in. He showed stickers that will be put in goody bags. Karen had the goody bag and some of the items that were going to be put in them for members to see. T-Shirts have also been ordered. Teddy had finished the little wooden plaques that are given to pilots and showed members.

Richard said he had made a hand washer for the fly-in. The chapter has one that was made and donated a few years ago by Carl Matter, Chapter 15's President. Richard also said he was trying to figure how to have a mister during the fly-in. This would be great to have. Terry brought the PA system and computer and was going to test it out after the meeting. Tony donated a fishing pole set for the raffle.

Terry motioned the meeting be adjourned and Wbaldo seconded the motion. The meeting was adjourned at 11:50am. Everyone was ready for BBQ and visiting. (Terry Smith, President)

Chapter 1 Secretary's Message

When I got home from the meeting I had a package from Bruce Charnov. He had sent two "gyro" medallions for the raffle. Below is what he wrote:

"For this years raffle two fairly rare 'gyro' medallions:

"A silver medallion of Juan de la Cierva's first successful Autogiro the C.4

"A DARPA (Defense Advanced Research Projects Agency) Medallion celebrating 50 years of DARPA shows Groen Brothers Aviation 'Heliplane.'"

Thank you Bruce! These are greatly appreciated!
(Karen Keene, Secretary)

Paul Poberezny, 1921-2013

The Father of the Homebuilt Aircraft Movement lost a battle with cancer on the morning of August 22. Paul Poberezny (pictured), founder of EAA, was 91. EAA reports that the elder Poberezny, whose son, Tom, succeeded him as EAA president, spent his final few months at the Evergreen Retirement Village in Oshkosh, WI.

Paul has been acknowledged as one of the most important figures in aviation history. The early work of EAA led to acknowledgment by the FAA of experimental amateur-built aircraft through creation of a new category in the 1950s.

EAA has created a tribute to its founder on its website, [here](#). (EAA photo)



AOPA's New President

AOPA has announced that Mark Baker (right) will become AOPA's president effective September 6, replacing Craig Fuller. Baker becomes just the fifth president of the organization in its 74-year history, following Fuller's five years of service in the post.

Flying Magazine [reports](#) Baker will also assume roles as chairman of AOPA's political action committee, CEO and publisher of the organization's member-distributed emails, newsletters and magazines.



An [official statement](#) from AOPA chairman Bill Trimble says of Baker, "An aircraft owner and an AOPA member since 1987, Mark has logged more than 7,500 hours of flight time. He enjoys flying everything from light seaplanes to turbines to helicopters, but his favorite airplane continues to be his Piper Super Cub.

"In his professional life, Mark worked his way up through the home improvement business and acquired a sharp focus on customer service that will translate well to a membership association. Most recently, he served as CEO of Orchard Supply Hardware Stores Corporation, a leading retailer of home improvement and garden products. Mark also served in senior executive roles at Scotts Miracle-Gro Company, Gander Mountain Company, The Home Depot and other companies in the industry."

The weekly episode of AOPA Live (weekly online video newscast) dated Thursday, August 29 was scheduled to feature an interview with Baker, and is accessible regardless of AOPA membership. The AOPA community will get the chance to meet the new president in person next month. He is scheduled to present two keynotes and host a Pilot Town Hall meeting at AOPA Aviation Summit in Fort Worth, Texas, October 10 through 12. (AOPA photo)

Doug's Thoughts Doug Barker, Pres., URA

What a busy summer it has been and we aren't done yet. On the 14th we have our chapter meeting in conjunction with the Spanish Fork Airport Appreciation Day, which always pulls a big crowd and really presents an opportunity for us to bring gyros to a broader group of people. Then, a couple weeks later, we're headed for our annual trip to CA for the [Ken Brock Freedom Fly-In](#). That is always a highlight for the year and brings back such good memories. The El Mirage lake bed is truly a magical place for gyroplanes to play. If you haven't been there yet (or even lately) you owe it to yourself to show up for the 50th anniversary event, as I am sure it will be a memorable weekend. Then, the following weekend, we have a new fly-in opportunity down in St. George, UT. The fun just never stops (and hardly even slows down).

Last month our chapter found a new rotorcraft enthusiast, Darwin Ogden, who joined our group and is excited to find a way to get into the sky under a pair of rotors. It seems like every time we think we have found all there is to find, one more rotorhead finds his way to us. Yesterday I talked to a man named Calvin who has been flying gyroplanes for the last 20 years. He lives right here in Utah valley within



half an hour's drive of the Spanish Fork Airport, where we typically hold our chapter meetings. We didn't know he existed and he didn't know we existed. It makes me wonder how many more people are out there just waiting for us to find them. Calvin has all kinds of experience and stories just waiting to be shared with our bunch and we have been totally oblivious to him until a fluke brought the two of us together. I guess they call that life's serendipities. I'm just glad we got to know each other a little and I can't wait to get to know him better.



Just like finding more people to join our local chapters, there is another area in which I believe we have really dropped the ball. While I suspect everyone in our chapter would tell you they have often heard me talk about and promote everyone joining the international PRA organization, I obviously haven't done a very good job because I believe the number of PRA Chapter 2 members that also belong to the PRA organization would fall considerably below 50%. I have not done a very good job of helping our members understand why they should join the PRA, and so many of them simply haven't done that yet. In a way I have let many of you down because I have robbed you of the joy and the growth that I have experienced by joining and becoming involved in the PRA.

There has been talk about how it is unreasonable to have chapters where the members don't have to first belong to the main organization. While some would have the organization change the bylaws to require all members to belong to the PRA before they can join a local chapter, I think we would be better served by learning how to better communicate the benefits and reasons why a local chapter member should want to join both organizations.

To that end, I promise to learn to do a better job of communicating those reasons to everyone I get the chance to talk to. I have been so blessed by the activities that I have chosen to involve myself in and I feel guilty that I have received so much when so many of my friends and people I know only receive a small percentage of the benefits I do. I don't mean to be hoarding all the benefits, I just keep charging ahead doing everything I can, and the end result is, I end up with a lion's share of the good stuff.

Besides the fact that joining the PRA can be a major financial boon to the local chapters, (because the PRA organization is rebating back 50% of all new members' dues, directly to the local chapter,) the PRA is full of "Member Only" benefits that most local chapter members aren't even aware of. And a major effort is being made to grow that list of benefits every month so that it becomes such an incredible opportunity none will be able to say no.

However, we (the PRA) have done a pretty poor job of communicating all those benefits to all our potential members. As the PRA Chapter 2 President, I challenge each of our members to take some time to go to the PRA website and explore and learn of some of the incredible programs the organization has launched in the last year.

Anyone who is already flying a rotorcraft, or has plans or dreams of flying any kind of a recreational rotorcraft, needs what the PRA organization has to offer. We need the PRA to be strong to and continue to grow if we expect there to be a place for us to fly our dreams in the future. Please consider doing more than you have done in the past. Support the organization financially through paying dues, but even more than that, support the organization by getting more involved.

The opportunities are plentiful. The rewards are great. I guarantee if you will give more of yourself to this sport, it will pay you back exponentially! Come and join me brothers in our grand adventure!

PRA Members Meeting Online



PRA has made available a recording of the annual membership meeting from its annual convention last month in Mentone, IN. CFI Tim O'Connor, PRA's Vice President, led a presentation informing members of an improving financial outlook for PRA and a host of recent accomplishments and initiatives.

Among recent developments, PRA has been accepted into the Alliance of Aviation Across America, a coalition working to save and promote general aviation; and a PRA WINGS Presentation has been approved by the FAA for use nationwide. To view the video, click on the photo above or use [this link](#).

Bonneville GyroFlyers PRA Chapter 2 August 17 Meeting

The August 17 meeting of Bonneville GyroFlyers, [PRA Chapter 2](#), was called to order by Vice President Curtis Lund at 10:08am MDT in the pilots lounge at Brigham City Airport.

Also attending in person was Secretary Paul Plack. Attending via telephone conference were President Doug Barker from Evanston, WY and member CFI Mike Burton from Spanish Fork, UT.

Doug Barker was congratulated for his August 9 election to the office of president of PRA.

The minutes of the July meeting were approved as published in the August edition of Western Rotorcraft. Doug offered a financial report showing \$575 total in the chapter's bank account. the report was approved.

Old Business - It appears we have eight or nine candidates for a carpool to the Ken Brock Freedom Fly-In. Mike plans to fly to the meet in Airgyro's Calidus, which creates a potential opportunity to book cross-country flight instruction.

Other members will support Mike's efforts by transporting his camping and other equipment in one of the ground vehicles making the trip. The plan is to leave the Salt Lake City area around midday on Thursday, Sept. 26, and depart the El Mirage Dry Lake for the trip back home the morning of Sunday the 29th. Additional participants are welcome.

New Business - An application for membership from Darwin Ogden of Gunnison, UT was accepted unanimously.

An invitation from a retirement community in St. George, UT to host gyroplane flying as part of a community open house was discussed. A motion to seek members with flying gyroplanes willing to support the event and provide them with logistical support was approved.

It was informally agreed that our next two meetings will be held Saturday, Sept. 14 at at Woodhouse Airport in Spanish Fork to support the facility's annual open house and car show, and Saturday, Oct. 12 at the Hill AFB Museum including a group tour for those interested. Both meetings will start at 10am MDT.

A motion to adjourn was approved at 10:26am. The Chapter 2 meeting was followed on the URA Webmeeting Channel by membership and board meetings of URA, and a report from Doug and Paul on the 2013 PRA convention in Mentone, IN.



Kevin's Butterfly Build

[Chapter 2](#) member Kevin Eaton is building a Butterfly Ultralight, and has made rapid progress since getting his first parts in June. Kevin reports the following about his progress.



Saturday, August 10 - I have run fuel lines as far as the engine and wiring as far as the engine. Can you tell I need an engine? I did have my neighbor push me around out in the street yesterday. It was fun. I was concerned about the ground steering, so I took it out for a spin.

The design calls for some slack in the front wheel steering cables to allow for some rudder application in a crosswind without turning the nose wheel. I felt I had way too much slack and re did the cables. I still felt there was too much, but I figured I could make new cable after testing. I think it works great now. It tracks very straight and just requires a little tap to correct for any misdirection. I still have a bit of rudder movement before the ground steering kicks in. I guess this is one of the problems of building a gyro without being a gyro pilot.



Tuesday, August 13 - Cut two feet off the box and added hinges. Nice transport box fits in my PPC trailer. I remove one nut and pop the tail off to fit, but now the gyro and blades are out of the weather.



Monday, August 19 - GPS and radio. They are attached by a RAM mount. I did wire them to the ship battery because I always fly with people who can talk for 20 minutes and then their radio battery is dead.



Thursday, August 21 - Nice to have the right tools! (Kevin bought the correct crimper to attach a BNC connector to RG-8X coax cable. More next month!)



PRA 73 August Meeting Report

The August 10 meeting of [PRA Chapter 73](#) (above) was called to order at 1:08pm PDT. Upon approval of last months minutes it was again announced that we will no longer mail hard copies of Western Rotorcraft due to rising costs. It was estimated it costs more than \$30 per person per year, and this exceeds the budget. Robert Johnson read the financial report. In old business we discussed the up coming NWAAC fly-in (Aug. 16-18) and Wings and Wheels (Aug. 24).



Above, L-R: Brock Steiner, Orville Longanecker.



In new business we discussed the purchase of pilot workshop videos for the club's viewing. It will be available electronically in the members section only on the PRA 73 website.

Clint Martindale announced he has sold his items that have been printed in WR. Jon relayed that Richard E. has a new sandwich board and the new logo is being printed. It should be finished by next meeting.

Clint Martindale donated a collection of aircraft trading cards, very unique items because they came in packs of cigarettes in the UK decades ago. Our newest member, Shawn Courser, won the raffle. Next was the gyroplane model collection (again donated by Clint Martindale) up for raffle. After selling a few last minute tickets it was raffled off to "Crazy Bob". Congratulations to both winners!

Next meeting will be Saturday, September 14 at the Sport Copter hangar at 1pm. Meeting adjourned at 1:39pm. (Jon Dailey, President)



URA Annual Meeting Report

The 2013 annual meeting of the Utah Rotorcraft Association, Inc. ([URA](#)) was called to order at 10:26am MDT on Saturday, August 17 by Secretary Paul Plack in the pilots lounge at Brigham City

Regional Airport. Attending electronically via telephone conference and present for roll call were President Doug Barker from Evanston, WY and Treasurer CFI Mike Burton from Spanish Fork, UT. Six additional members were represented by proxy, for total voting attendance of 100%, representing a quorum under the bylaws.

A motion to correct the minutes of the October 8, 2011 annual meeting was approved, changing an incorrect report of a proxy received from Kevin Eaton to correctly report receipt of a proxy from Kevin Richey. Minutes of the June 28, 2012 membership meeting were approved as published in the July, 2012 issue of Western Rotorcraft. Treasurer Mike Burton reported URA currently holds \$328.14 in its checking account and \$629.49 in savings. Paul added that the URA PayPal account holds \$130.24 awaiting transfer to the bank account, for a total of \$1,187.87. The financial report was approved.

Old Business - Doug noted that all bills from Rotors Over The Rockies 2013 have been paid, leaving URA with no outstanding expenses.

New Business - Paul reported that a pending two-year renewal of URA's website hosting plan, and a three-year renewal of URA's domain name ([utahrotorcraft.org](#)) are due August 20, representing an expected total cost of about \$248. Paul recommended and moved that the two-year renewal be completed, and the motion was passed.

Paul's motion to formally approve expanding Rotors Over The Rockies to five days in length effective in 2014 was approved.

Nominations were opened for the director positions held by Paul and Claudius Klimt. With no other nominations offered, Paul was nominated and reelected by acclamation to a new two-year term. A motion to leave the fourth board position unfilled was approved.

No other business was brought before the membership. A motion to adjourn the meeting was approved at 10:37am.

URA Board Meeting Report

The August 17 meeting of the [URA](#) board of directors was called to order at 10:37am MDT by Secretary Paul Plack in the pilots lounge at Brigham City Regional Airport. Attending electronically via the URA Webmeeting Channel's telephone conferencing facility were President Doug Barker from Evanston, WY and Treasurer CFI Mike Burton from Spanish Fork, UT. Director Claudius Klimt was represented by proxy. Directors present and represented by proxy totaled 100% of the board, representing a quorum under the bylaws. The minutes of the June 28, 2012 board

meeting were approved as published in the July, 2012 issue of Western Rotorcraft.

New Business - Nominations were opened for URA officers for 2013-2014. With no other nominations presented, Doug Barker was nominated to continue as president, Mike Burton was nominated to continue as treasurer, and Paul Plack was nominated to continue as secretary. All nominees were approved by acclamation.

A motion to adjourn was accepted at 10:30am.

Xenons to Mentone



Tom Martino's red Xenon that had an unfortunate crash in New Mexico a few years ago, is now restored and flying again. Mike Bantum flew the Red Xenon into Mentone for the 51st annual PRA convention on Saturday, August 10. (Mark Shook, Pres. PRA 38)



Above the Black Forest Fire ***Mark Shook, Pres., PRA 38***

It was a warm, summer morning in the Pikes Peak Region a few days after the devastating Black Forest Fire (BFF). It would grow to be a hot summer day,

dry but thankfully mostly free of the choking, thick smoke the area had experienced for over a week during and after the BFF (there were two other fires still burning in southern Colorado).



But today was clear, and (L-R above) Todd Rieck and I were opening every vent to keep cool in Xenon-Copter 9MB as we taxied to Toni and Larry Wright's hangar where Thomas Fernandez keeps his single-place Gyrobee (below). Thomas had not flown over the fire area yet, so today it was to be a flight of two.



After meeting Thomas, we briefed the flight carefully, agreed on radio frequencies, and Thomas suited up. The density altitude was being reported as 9,800' on the AWOS. As I taxied onto the active runway and began my take off roll I could already see it was hot, and we were heavy, full of fuel, near max gross weight. The runway and terrain rise quickly to the north. Just in the length of the runway the ground gains over 100'. If you gain 200', you net just 100' AGL when you cross Highway 24. I was glad I had installed the variable turbo boost control a few weeks prior. I increased it to just below the red line as we climbed in the summer heat.

Thomas was just ahead waiting for us as we climbed up to his altitude and made a beeline to the Black Forest, just seven miles away. Flying a little slower than normal, we could see the devastation rolling under our floor windows and sliding slowly by our cockpit windows. The beautiful Black Forest that had not had a serious fire in 100 years had caught fire



late Tuesday afternoon. Whipped by 40-mph winds and fed by tender, very dry vegetation, it roared across the forest, burning over 14,000 acres, first west to east, and then with a shift of wind, south to north. What we were witnessing below was the still-smoldering aftermath. The fire was now 100% contained, but the clean up was just beginning.



Todd kept his eyes on Thomas's bright green tail as we turned and followed the path of the fire. In all, over 500 homes were destroyed, making it the greatest loss of homes in Colorado state history.

Thomas's voice crackled on the radio now as we joined up to turn southbound on the western edge of the fire damage, near where it began. As we traveled first south, then turned east, a flash of white in the morning sun revealed a low wing airplane circling the fire area. We saw him first and took evasive action as he turned in a circle, probably fixated on the ground taking photos.

I asked Thomas how his fuel was doing and if he had ever flown over the corral bluffs. Thomas confirmed his fuel was OK, and he was game. We exited the forest on a southerly heading, weaving a path between the Class C airspace restriction and the bluffs. I watched my GPS moving map to be sure we did not violate COS airspace, leading our flight of two right over the sharp cliffs of corral bluffs. Up and over the bluff, and a sharp turn to the northeast had us pointed to Meadow Lake Airport, ahead just six miles.

We broke formation and I landed on the crosswind



runway next to my house. Thomas returned to the Wright's hangar where we met for a debrief. We all enjoyed it so much, Thomas asked if we could do it again in a few days, this time using my transponder to allow us as a flight of two to fly over the city of Colorado Springs. Thomas had never flown over Garden of the Gods or the other sights of our city as his Gyrobee does not have the required transponder. So the date is set. Our next adventure will be a flight of two in Class C airspace over the city.

Gyroplanes for Sale

1995 AIR COMMANDER 582 - [N90135](#). 201 hrs TTSN, 0 since restoration w/pod. Rotax 582 has 20 hours since overhaul. 23' Skywheels. Garmin 295 GPS, Sporty's COM/NAV radio, xpd. \$14,500. Jeff, (425) 614-8200, jeff.robbs@att.net. (WA, 7/13)

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

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

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.