Rotorcraft
Popular Rotorcraft Association

Wauchula New Years Fly-In  ▪ New Chapter 38
PRA at Sebring  ▪ Flying the Florida Keys
Sikorsky X2 Tiff  ▪ Xenon Certified
Chapter Website Tune-Ups
SparrowHawk Reborn
January 2011
Step by Step
Paul Plack, Editor

A transition in the editing of any publication is challenging. Throw in a year's hiatus, and additional challenges arise. Base the new version on a delivery method with powerful new capabilities, and the learning curve is guaranteed to be a steep one, for both the publication and its readers.

I’d like to thank everyone for the warm reception enjoyed by the debut of the new Rotorcraft last month. Asked by a board member how things were going, I was happy to report, "even the complaints have been polite." There were a few, and for the foreseeable future we'll devote some space in each issue to help you make the most of all the new features.

Our first issue had more than 30 photos and about 100 links to resources on the internet. Part of the price of this progress is big files, a problem for readers with slower internet connections. This issue was foreseen, although I was a little surprised that more subscribers mentioned ink cartridge conservation than slow download times. A "lite" version has always been planned, and there will soon be a combined December/January issue.

A disappointment has been the unacceptable delivery rate of our outgoing e-mails. We've changed e-mail management vendors, which has required some reinvention of the wheel, but these issues are now largely solved. If you tried to subscribe but nothing ever came, and you got this newsletter forwarded from a friend, please try subscribing again.

The new PRA website also sprang to life last month, at www.pra.org. By creating a member login using your PRA member number, you can now access a members-only section which contains, among other things, the beginnings of an online library which will eventually grow to contain every issue of every PRA magazine going back to 1962, including both Rotorcraft and the earlier Popular Rotorcraft Flying.

There is satisfaction in being a part of "rebooting" PRA with these new tools, but even more gratifying is seeing excitement returning to local chapters. In the past six months, the dormant Chapter 31 has returned as the San Diego County Rotorcraft Club. Just up the road, the Sierra Rotorcraft Club, Chapter 58, one of the few helicopter-focused chapters in PRA, is getting back on a regular meeting schedule after an influx of new members. In Colorado, the new Chapter 38 launched with 18 members and 15 flying rotorcraft. Significantly, PRA membership is also climbing again.

Make this the year you increase your personal flying, attend an event, take some newbies for intro flights, and make your chapter a more exciting place to meet. Improve your skills with your camera, and let the world see how much fun we're having. And when your chapter enjoys a resurgence, sustain the momentum by sharing it here in Rotorcraft!

Rotorcraft E-Zine is published monthly, and is the official communications medium for the Popular Rotorcraft Association. PRA annual dues are US$42 per year. Immediate family of PRA members may apply for a non-voting Family Membership with dues of $8 for each additional family member.

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In This Issue

Step by Step .................. 2
Subscription Link ............ 2
X2 – Helicopter? .......... 3
Xenon Certified .............. 3
PRA at USSA Expo .......... 4
Sebring Preview .......... 5
SparrowHawk Returns ...... 6
Sunstate Fly-In .............. 8
Chapter Websites .......... 10
New Chapter 38 ............ 13
Chapter 31 Meets ........... 14
Kids & Paradise ............. 14
Contributors ................... 2
Upcoming Webinars .......... 3
Officers & Directors ........ 4
CFI List ......................... 5
Chapter Directory ........... 8
GPS Advisory ............... 11
Advertiser Index .......... 11
Member Discounts .......... 11
Event Calendar ............. 12
Regional Reps ............... 14
CFI Scholarships .......... 15
Classifieds .................... 16
Contributor Tips ............ 18
Final Thoughts .............. 18

PRA Webinars

Inspired by Tim O'Connor's successful online ground school, PRA plans to offer webinars on topics of interest to gyroplane enthusiasts. Topics are expected to include Traffic Patterns and Radio Communication with Tim O'Connor, Learning to Fly Helicopters and Building the Helicycle with Stan Foster, Passing Your Checkride with Ron Menzie, and Preparing for Airworthiness Inspection and Wunderlich Prerotators with Tom Milton. Webinars will be free for PRA members, first-come, first-served, 30 seats per session. You'll need a PC with fast internet connection. More details coming soon.

X2 – Helicopter?

The Sikorsky X2 Technology Demonstrator set a new helicopter speed record last summer, 250 knots in straight-and-level flight, but bickering has broken out in the community about whether the X2 is really a helicopter. Elfan Ap Rees, honorary president of the rotorcraft committee of FAI, says the X2 is a compound aircraft, and not a helicopter, because it derives some of its thrust from a pusher propeller driven by the same engine as the main rotors. (Manufacturer's photo, above.)

Because of that, he says, the speed record set by a modified version of Westland's Lynx helicopter in 1986 should stand. AgustaWestland, not surprisingly, agrees.

But the FAI's own definition of a helicopter is a rotorcraft which, "...in flight, derives substantially the whole of its lift from a power-driven rotor system whose axis is fixed and substantially perpendicular to the longitudinal axis of the rotorcraft." It says nothing about how thrust is produced. So the X2 absolutely qualifies as a helicopter under FAI's own criteria.

Ironically, here in the US, where the X2 was born and lives, FAR 1.1 defines a helicopter as a rotorcraft which, "...for its horizontal motion, depends principally on its engine-driven rotors." And the FAA's definition of "propeller" makes it clear that a propeller is not considered a rotor. So, in the US, it might not legally be a helicopter.

The first test flights of the X2 were made without the pusher prop engaged, so it clearly can be flown as a pure helicopter by anybody's definition. It's airworthiness certificate is experimental, so the FAA didn't have to take a stand, since that certificate is issued without category and class. If civilian aircraft are one day based on the X2, someone will have to decide!

Xenon Certified in Poland

Celier Aviation reports the Xenon 2 RST gyroplane has earned a type certificate in Poland. In an announcement on the Rotary Wing Forum January 15, Designer Raphael Celier commented, "We believe this is a milestone in the gyro world, and we will not stop here to keep improving our product. Celier Aviation and the XENON is now a strong signature in Aviation, thanks to all of you fans and owners...

"We have now opened a company in the USA... and as soon as possible will host machines, spare parts, after sale service, maintenance."

The Polish certificate, while a noteworthy achievement, does not carry reciprocity. Like the Aerocopter AK1-3 helicopter, which earned a type certificate in the Ukraine last year powered by a Subaru auto engine, the Xenon RST's aftermarket turbocharger conversion of the Rotax 912 may complicate recognition of the certificate elsewhere. The powerplant would currently qualify for only an Experimental certificate in the US.

Rotorcraft 3 January 2011
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**PRA a Hit at US Sport Aviation Expo**

The Popular Rotorcraft Association had a presence at the 2011 US Sport Aviation Expo, January 20-23 in Sebring, Florida, thanks to some dedicated volunteers. Members displayed two Dominator gyroplanes and a Mosquito XEL helicopter, and a banner featured a preliminary mock-up of the cover of this issue of Rotorcraft. PRA President Scott Lewis reported the recruitment of several new members on day one.
Gyroprefl CFI

The following instructors are PRA members. This list is in the process of being updated to reflect current availability. This list is provided as a convenience for readers, and does not constitute an endorsement of any instructor, aircraft, syllabus or training enterprise by PRA. (Aircraft listed are available for instruction.)

Arkansas
Ron Menzie (501) 766-6456
2715 S Main St
Searcy, AR 72143
(SparrowHawk, Parsons, RAF)

Arizona
Terry Brandt (602) 739-0554
11423 W Citrus Grove Avondale, AZ 85392
(Customer’s Aircraft)

Florida
Dofin Fritts (850) 587-2504
Brewton Muni Airport AL 12J
Pensacola, FL
(251) 867-9446
(Customer’s Aircraft)
Robert Martian (772) 546-7335
8011 SE Helen Terrace
Hobe Sound, FL 33455
(Marchetti)
Glen Garrick (386) 479-4838
635 Forest Lane
Deland, FL 32724
( RAF)

Georgia
Steve McGowan (478) 461-1451
2725 Herbert Small Airport Rd
Macon, GA 31217
(SparrowHawk, Parsons)

Illinois
Don Randle (217) 414-0108
513 South 6th St.
Petersburg, IL 62675
(Customer’s Aircraft)
Chuck Roberg (630) 983-7625
614 Bunker Hill Ct
Naperville, IL 60540
(Customer’s Aircraft)

Indiana
Gary Goldsberry (317) 996-2487
1181 W SR 42
Mooresville, IN 46158
(Twinstarr)

Sebring Becoming a Home to Product Debuts

The US Sport Aviation Expo runs January 20-23 in Sebring, FL. While there’s a minimal rotorcraft presence, there’s still plenty to see for builders of gyroplanes and helicopters.

This show is unique in several ways. Because it is largely outdoors and therefore subject to weather, no advance tickets are sold, which could lead to disappointment if the weather turned sour. That dependence on short-term decisions to attend means the crowd has lots of locals. There is a substantial business-to-business aspect, as developers of new engines, avionics and accessories come to Sebring to try and attract the attention of aircraft manufacturers.

Two examples of new engines introduced at this show in 2007 included the Vulcan Raptor 105, (above, displayed without manifolds,) a 105-HP turbodiesel which was prototyped using a four-cylinder, auto engine block reoriented to lie on its side. Developer Kevin Sweeney is an aerospace engineer and former motorcycle and drag racer whose Nivek R&D develops specialty marine diesels. The engine was projected to cost about the same as a Rotax 912, but with 10 more continuous HP using less fuel, and sea level performance to at least 7,500' MSL. Aside from a new company called "Raptor" split off to develop the engine, there's been no news since.

The same year, UL Power Aero Engines made its US debut. The company was formed by four enthusiasts in a garage in Belgium, and they brought their UL260i gasoline engine to Sebring, also to look for manufacturers willing to take a chance and use it in LSAs. Despite advanced features such as multipoint fuel injection, electronic ignition and single-lever FADEC power control, the engine made about the same power as a Rotax 912 and cost slightly more. It has since evolved into several models rated at up to 130 HP, but still hasn't been adopted by any LSA manufacturer in the US market.

Expo organizers revealed last month that a Chinese engine company was expected to display a new engine, although the timetable was tight, and an actual example of the engine might not make the trip. Despite the down economy and a few drop-outs among previous exhibitors, organizers say a slight decline in large displays has been more than countered by a rise in smaller exhibits featuring parts and accessories.

In a January 14 Facebook posting, organizers commented, "Looks like about 150 exhibitors total, including great planes, avionics, electronics, and about everything else to do with Light Sport."

The FAA and the ASTM committee for gyroplanes will both have
representatives at this year’s show, and a meeting is planned to review the quest for factory-built gyroplane availability in the US. PRA will also be represented with a display.

The big news on the eve of the show comes from Piper Aircraft, which this month announced it was severing its relationship with Czech Sport Aircraft, which manufactures the LSA which has been on sale in the US as the PiperSport. Piper mentioned only philosophical differences, and said the independent dealer network set up to sell the planes in the US is also being shut down. As of January 15, CSA’s website featured a photo of the plane, with a caption that said only, "NOTICE: The only thing worse than being talked about is not being talked about." It’s not clear whether the plane will be offered in the US under CSA’s name.

Another major exhibitor, Flight Design, announced in the past few days that it has earned Design Organization Approval (DOA) from the European Aviation Safety Agency. The company may now conduct the type investigation for a new aircraft certification without further checking by EASA, while the agency will accept the compliance findings of the company. Flight Design is also approved to make major and minor changes to the airframe, and to approve minor changes without direct EASA.

Flight Design has delivered more Light Sport Aircraft in the US market than any other manufacturer, and announced recently it intends to develop a four-seat variant of its popular CTLS.

None of the rotorcraft manufacturers have announced displays at the US Sport Aviation Expo, but even if fixed-wing isn't your thing, it certainly is a fascinating place to walk around. And given recent weather across North America, a trip to Florida sounds good about now.

**GBA SparrowHawk III will Return to Production**

Groen Brothers Aviation has formed a subsidiary which will join in a venture with Guangzhou Suntrans Aviation Science and Technology Co., Ltd. to produce light gyroplanes based on the GBA SparrowHawk in China. The announcement includes word that the SparrowHawk III kit is expected to become available for the first time since May 2008, when GBA stopped production.

The cooperative joint venture will be called Foshan Suntrans-Groen Aviation Co., Ltd. (FSG Aviation), and will commence operations once approval is received from Chinese regulators. GBA will receive 25% of the new venture, valued at about US $3.67 million. Suntrans will invest about US $11 million and hold the remaining 75%.

It's not clear whether the new company will attempt to reform a US dealer or training network. The deal would allow FSG to support the current fleet, which should bring comfort to owners in the existing fleet. GBA also hints that FSG plans to eventually introduce a fully-assembled light gyroplane based on its technology.
Sunstate Wing & Rotor Welcomes 2011

The home of Bensen Days saw a great turnout of rotorcraft to ring in the new year. Sunstate Wing & Rotor Club (PRA 26) welcomed revelers to an informal event at Wauchula Municipal Airport featuring free admission and $10 camping hookups, and was rewarded with a nice turnout.

Sunstate's J.R. Brown commented on the Rotary Wing Forum, "I feel it was a great turnout despite all the hurdles it posed for those that couldn't make it. Missed a bunch of faces but BD is just around the corner." He also posted lots more photos on Photobucket.

New Sunstate VP Michael Hughes added, "I for one, think it was a fantastic gathering...First, it marks 11 years since my first gyro fly-in, and also my first solo flight at Wauchula. It was great to fly with the guys I had watched for SO many years, following the leader around the local area.

"Second...I was elected Vice President of the Sunstate Wing And Rotor Club, a position I accepted with great honor. My thoughts about the future of our club are exciting, and I have great expectations.

"Finally...thinking of all the friends I have made since I found these flying machines...I am always pleased to be among people with a common interest, and a desire to be there and have a good time."

Bensen Days is scheduled for April 6-11, and camping reservations are already tight. Find out more at www.bensendays.com.

Thanks to those who remembered their cameras and shared this great event with the rest of us. See additional photos on page 9.
Above, PRA and Chapter 26 President Scott Lewis and Herbie taxi out.

Above, Herbie gets another ride at Wauchula, this time with David Seace.

Roy Davis (right) is Sunstate’s Safety Officer. Among his rules at Wauchula, from the chapter website: “All pilots will attend the 8am briefing. Exceptions may be made for powered parachutes. Pilots who did not attend the briefing can track Roy Davis down for a personal brief. Will cost you!” And, “Fly like you are an ambassador for the sport. YOU ARE!”
Tech: Websites in Winter
Paul Plack, Editor

If weather has you flying less this month, it might be time to consider updating your chapter's website. This month we'll look at a few examples of features on websites maintained by PRA chapters. If they spark ideas, contact the chapters to ask, "how'd you do that?".

Florida's Sunstate Wing & Rotor Club (PRA 26) is best known for hosting the annual Bensen Days fly-in, so they named their website www.bensendays.com. The site's front page is based on an appealing template, and features a lower-right quarter which displays frequent updates, much as a blog might do. Unique content includes a document containing the safety rules at Bensen Days, and an event press release.
The US Department of Defense, which administers the GPS system, has announced that testing may make signals unreliable, or completely unavailable at times between January 21 and February 22 over a large part of the southeast US. (See map.)

The degradation will depend on altitude. See ANN's original article (Jan. 20) for details.

Pilots flying routes requiring them to be in contact with ARTCC are asked to report any anomalies encountered. NOTAMs related to this testing may change with very little notice, so check for updates just before flight. NOTAMs will be published at least 24 hours in advance of any tests.

The Utah Rotorcraft Association (PRA 2) has members spread across several states, and has been experimenting with online meetings during bad weather months. The chapter uses an online meeting or screen-sharing service, like those used to facilitate tech support and online classes, which can also be used to produce an archived video of meetings and programs to share on its website. This technique requires planning ahead to produce a meeting agenda as a PowerPoint or PDF, so it can be displayed in the center window. (More on webmeeting platforms in next month's issue.

A feature which can be easily added to any chapter website is a keyword-searchable archive. In most web browsers, [Ctrl-F] opens a search function, so all that's needed on the webpage is to prepare a field of keywords corresponding to newsletter content, or display the actual text of minutes or newsletters. In the screenshot above, a search (in the box right above the PRA logo) for "PRA" highlights the selected appearance in orange, others in yellow. In this section of the website, once you find the reference you want, clicking on the month opens a PDF of that issue of the newsletter.
Event Calendar

Note: The Rotorcraft Event Calendar is open to meetings and events of PRA chapters with minimum 45 days notice. Other events of interest to rotorcraft enthusiasts may be included at the discretion of the editor. To submit an event, send event name, chapter, dates, times, location, and a URL, e-mail address and/or phone contact to editor@utahrotorcraft.org.

(G) General Aviation Event
(R) Rotorcraft Event

Sun n Fun Fly-In/Expo (G)
Mar 29-Apr 3, Lakeland, FL
SnF is a large, independent event which in 2011 will feature a salute to the Centennial of Naval Aviation, including a performance by the Blue Angels. (Info)

Bensen Days (R)
Sunstate Wing & Rotor (PRA 26)
Apr 6-11, Wauchula, FL
This regional event is focused on gyroplanes, and rivals or exceeds the annual PRA convention in size. (Info)

ARC Days Fly-In (R)
Arizona Rotorcraft Club (PRA 15)
May 14-15, San Manuel, AZ
Second annual event. Info: (520) 840-0186

First Annual CRA Fly-In (R)
Colorado Rotorcraft Club (PRA 38)
Sat., May 21 9am-5pm
Colorado Springs, CO Meadow Lake Airport. (Info)

Rotors Over The Rockies
UT Rotorcraft Assoc. (R)
(PRA 2)
Jun 9-11, Brigham City, UT
Admission and on-airport camping are free. (Info)

Vertical Challenge (R)
Hiller Aviation Museum
Jun 18, San Carlos, CA
Helicopter-oriented airshow in its 12th year. (Info)

Yankee Rotors (PRA 39) in New Hampshire has a home page which opens with a slide show of a build project, in this case a Butterfly Monarch, a great way to interest both members dropping by, and newcomers who may have a hard time imagining what it takes to build your own aircraft.

Some chapter websites display current, local weather using icons like those below. Clicking the links on the sites leads to forecasts and other detail.

A variety of styles is available from providers including (top row, L-R) WeatherBug, weatherforyou.com, and (bottom) Weather Underground.

Next month: "What if our chapter doesn't have a website?"
**Event Calendar**

**Homer Bell Meet (R)**
**Homer K. Bell Consulting**
**Jul 21-23, Hillsboro, OH**
Homer provides consulting and other services for builders of kit helicopters. Venue is a farm - may require VTOL capability. ([Info](#))

**EAA AirVenture (G)**
**Exp. Aircraft Assoc.**
**Jul 25-31, Oshkosh, WI**
The largest fly-in in the world. Tens-of-thousands of aircraft, hundreds of vendors incl. Most major aircraft mfrs. Type club gatherings and group fly-ins, seminars, workshops. Rotorcraft flight limited to Ultralight Village, certain hours. Camping adjacent to Wittman Regional Airport. Volunteers recruited annually from EAA chapters. ([Info](#))

**PRA Convention (R)**
**Popular Rotorcraft Assoc.**
**Aug 2-6, Mentone, IN**
This event in 2010 drew 70 rotorcraft and 55 powered parachutes. Traditionally has wide variety of helicopter and gyroplane models. Instruction & flight reviews available from CFIs with advance notice. Annual members meeting, on-field camping and food. ([Info](#))

**Ken Brock Freedom Fly-In**
**KBRA (PRA 1) (R)**
**Sep 23-25, El Mirage, CA**
This legendary event takes place on a dry lake bed with enough room for gyro-gliders, a taste of the old-school, west coast gyrocopter scene, and a Saturday night corn roast at the Brock Ranch. US BLM charges $15/day or $30.wk for access to lake bed. ([Info](#))

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**Chapter Reports: Welcome PRA 38!**

**The Colorado Rotorcraft Association** (now PRA 38) held its annual meeting December 11, 2010 at 7956 Aerostar Peyton Colorado on Meadow Lake Airport (00V). Members include Mike Bantum (P), Cobus Burger, Bill Clem, Rick Cooper (T), Curt Conquest, Richard Dougherty (P), Rob Dubin, Thomas Fernandez (P), Patrick Fogarty, Dick Goddard, Steve Hailes, Thomas Martin (P), Tim Mercer (P), Bruce McCombs, (P), Todd Rieck (P), Steve Rollert, Mark Shook (P), and Mark Treidel (P). Those shown with a (P) were present at the meeting; those with (T) participated via teleconference.

![Colorado RotorCraft Association member Rick Cooper drops by Meadow Lake on his way home with his new Xenon Gyro. Rick is taking instruction from Terry Brandt. Rick and Terry were en route from Front Range north of Denver, to Double Eagle near Albuquerque.](image)

The meeting was called to order at 10:13 am MST by meeting chairman, Mark Shook. The following motions were made and passed:

- Approve the name Colorado RotorCraft Assoc., and PRA affiliation as Chapter 38; ADOPT the By-Laws as revised and publish them at www.PRA38.org; Elect Mark S. Shook President, Todd Rieck, and Dick Goddard as officers; Approve having our minutes published in Western Rotorcraft; Adopt a policy of no dues for the present time as authorized by the by laws; Set Saturday May 21 and July 16th as the date for Chapter 38’s Summer RotorCraft events, to be held at Meadow Lake Airport. (Mark Shook, Pres.) ([Ed. Note – Guys, welcome to the PRA!](#))

**The San Diego County Rotorcraft Club** (PRA 31) San Diego Rotorcraft Club had a special meeting (in December) as we were treated to a presentation from our newest member Dr. Bruce Charnov's at his home. Normal business was suspended until January's meeting and we proceeded with Bruce's presentation. We watched some of the unique videos he recorded, and selected scenes from movies with Autogyros and gyroplanes in them. It is so great having Bruce in our Club he is so knowledgeable and gracious. I wish you could have all been there! (John Rountree)
Regional Reps

The PRA Regional Representative Program was introduced in August of 2009 at the annual convention in Mentone, and subsequently publicized in Rotorcraft magazine. The purpose of the program is to provide a liaison between groups of chapters in various regions (below) of the US and the board of directors. Reps are nominated from among active PRA members in each region, and elected by the member of the chapters. Reps will bring concerns of chapters in their region to the board. Reps may be asked to take issues back to chapters for discussion. Other possible roles include writing a column to chapter newsletters, keeping the PRA office aware of changes in the status of flight instruction in the region, and working with Chapter Coordinator Dave Bacon to keep chapter contact info updated.

Currently, four regions have reps (below with chapters):

Western/Pac - Jeff Jones (1)
NW/Mtn - Paul Plack (2)
Southern - Jon Carleton (13)
Southwest - Steve Weir (62)

If your chapter is located in one of the other regions, make a New Years Resolution now to find a candidate, and contact the other chapters in your region to arrive at a consensus on a nomination. If two or more candidates seek the position, you’ll need to arrange an election. The reps will play an increasing role in programs. Don’t be left out!

Kids and Paradise

Mark Shook, President, CRA (PRA 38)

"Do you want to go lunch with Grandpa?"

"Sure," my 9 year old grandson Cody said with a broad smile on his face. "Can we take the gyro?"

"Well, your Uncle Tom and Aunt Lori (below) want to go with us, I don't think all four of us will fit do you?"

"They could fly the Citabria, and we could fly the Xenon, and we could all go to lunch at the Hard Rock Cafe in Key West!"

Well, yes, I guess we could. So we did. On vacation in Marathon in the Florida Keys while the snow piles up at home is one of my favorite places to be. This was made even more special last year with a visit from my grandson Cody, and the addition of my new Xenon gyrocopter. Having it parked just down the street, in the EAA Chapter 1241 hangar at the Marathon Airport, gave us the chance for lots of adventures.

Many afternoons, Cody and I would ride bikes or take my scooter to the end of the street, around the airport fence, and right into the EAA hangar. There that beautiful, gold, fun machine sat just waiting for our return. A little gas and a pre-flight, and off into the skies of Paradise we’d go again.

On this particular morning, pre-flights complete, we taxi into position. Cody has once again volunteered to be the cameraman while I fly.
CFI Scholarships

Some PRA members remember a program to help CFIs with the costs of making training available. With attrition among active gyro instructors becoming a concern, a return of such a program is being prioritized.

PRA President Scott Lewis has developed a draft document for the "PRA CFI Support Program." The goal is to recruit sponsor manufacturers willing to subsidize the sport through discounted training aircraft and ongoing support, team them with other sponsors providing cash or in-kind support to equip and operate the machine, and make the trainer available to a CFI needing a two-place machine with up to $10,000 in loan assistance.

Applications from PRA member CFIs would be accepted via PRA Chapters in good standing. Competing applications would be evaluated for their relevance to the needs of the sport. The instructor would agree to a lien on the machine to protect the interest of PRA, and commit to a minimum schedule of event appearances, introductory flights and training quotas. As those requirements are met, the loan is forgiven.

Six manufacturers have been identified as good candidates to provide machines for the program. Details have yet to be finalized, so if you have comments or ideas, get in touch with a PRA director. Correspondence on PRA programs and proposed initiatives are also welcome for discussion in upcoming issues of Rotorcraft.

The first award will be made in 2011 as funds allow. As details develop, they'll be reported here, and posted at the new www.pra.org.

We head west over Boot Key Harbor (right,) and soon are over the Seven Mile Bridge (below) at 800' MSL/AGL. The long bridge has the old bridge just 300' north of it.

While it is way too busy to land on US HWY 1 most of the time, the old bridge would make a nice seven-mile-long private runway if it was necessary.

Cody snaps some more photos as we speed up to keep up with Tom and Lori in the Citabria. Miles of turquoise blue water and green island land slip by beneath our floor windows. We cross to the Atlantic side of the highway as we pass Cudjo Key with its tethered surveillance blimp on a steel cable (right). Don't want to tangle with that!
**Classified Ads**

**Gyroplanes for Sale**

**Bensen-Style Gyro**
Dropped keel, cleaned, rebuilt, refurbished. 22' alum. blades; Subaru EA-81, Warp Drive 3-blade prop, electric prerotator, 12" mains w/ brakes. Two 6.6-gal. tanks. Original kit was mfg by Knight Hawke, Epson NH. Sold as parts, liability release req’d. $6,900. Michael Perdue, Marion VA. (276) 782-7889.

**Sport Copter Vortex** - Rotax 582 greyhead w/3.5 hours. Prerotator, strobes, 25'-x-8" Sport Rotors. 68" Sport Prop. Scappoose OR. Price: $18,500. Richard Arthur, (360) 431-6817 or forfunandsun@yahoo.com.

**VanCraft Rotor Lightning** - Registered E-LSA. Digital panel, 503 Rotax, hydr. brakes, custom trailer included. $8,950 OBO. Scappoose OR. Clint, (503) 775-7372.

Soon **Naval Air Station Key West** (above) is off our left side. They clear us through class D, North of Highway 1, at or below 500'.

After passing over many sparsely populated islands, (right,) Key West is a densely populated contrast. Key West tower gives us a long downwind right over the cruise ship docks. Cody puts down the camera and is fixated out the window at bustling Key West 300' below us. We are cleared to land long at the intersection as requested. The Xenon floats down to a minimum roll landing into the island breeze. (Below, Marathon Airport.)

Soon **Naval Air Station Key West** (above) is off our left side. They clear us through class D, North of Highway 1, at or below 500'.

After passing over many sparsely populated islands, (right,) Key West is a densely populated contrast. Key West tower gives us a long downwind right over the cruise ship docks. Cody puts down the camera and is fixated out the window at bustling Key West 300' below us. We are cleared to land long at the intersection as requested. The Xenon floats down to a minimum roll landing into the island breeze. (Below, Marathon Airport.)
SparrowHawk II - 2009. Subaru 2.5L, leather seats, MGL Odyssey 10" EFIS w/GPS, Garmin radio & xponder. Many custom features. Pleasant Grove UT. $65,000. Also available - flatbed trailer with hydraulic lift, non-marking tow bar, more. Contact Brian, (801) 831-4649.

For Sale, Miscellaneous

New 90 HP Mac engine, never started. Inspected and upgraded by Red Smith at R&D Engineering, new R&D prop included. $4,000 invested, asking $3,000 OBO. Ken Brock KB-2 with 72 Mac with electric starter. Joe Souza Bandit one-place. Fresh Subaru EA81 with gearbox and Prince P-tip prop, 110+ HP. New Rotordyne blades. Losing my eyesight so I am selling. Contact Jim, (805) 239-9713 for more info.

Hangar Space Available

Scappoose, OR - Large hangar currently houses three gyros, room for one more. Room enough for 30'-plus rotor. $55/month. Contact Clint Martindale, (503) 775-7372.

Scappoose, OR - T-hangar, room for two gyros with rotors. Jim, (503) 997-6066.

Classified Ad Rates: $10 per issue up to 30 words, 20 cents for each additional word, payment in advance. Deadline is the 19th of each month for the following issue unless otherwise noted. Contact Jennifer Gillmore to place an ad: (574) 353-7227.
This month’s cover used one of the photos Mark submitted (above). Note the cropping this requires (below).

As we climb out over this bustling island and head for home, I am filled with joy at the adventure my grandson and I are sharing. For me, it doesn’t get much better than this. As for my grandson, I wonder, how many 9-year-olds flew in a gyro almost every afternoon over the Florida Keys for their spring break?

It's just 50 miles to Key West from Marathon, but it takes 2 hours by car most days. (Yes really.) In the gyro, it's a 45-minute flight. Perfect for a special breakfast or lunch flight.

If you ever get the chance, visit your special paradise, grab your little Cody and head for adventure. A two-place gyro can be your passport, too!

**Final Notes**

**Read Carefully** - *Powered Sport Flying* magazine is no longer affiliated with PRA, but has used the mailing list acquired for distributing magazines last year to solicit for subscriptions. This does not violate any agreement with PRA, but please read promotional mailings carefully. A subscription to *PSF* does not include membership in PRA. As announced in a letter sent to all PRA members along with their ballots in 2010, *Rotorcraft E-Zine* is now the official communications between PRA and its members.

**Next Month in Rotorcraft** - Mark Sanders and Mark Rhoads of Chapter 15 have both submitted stories of memorable flights in the west. PRA 2010 election results will be published. Jay Carter, Jr. of Carter Aviation Technologies, will update us on the Carter Personal Air Vehicle. David Groen of Groen Brothers Aviation will explain the company’s new joint venture with a Chinese partner.

**Missing Members** - PRA membership grew to about 1,300 through December and January, but many members have not yet subscribed to receive *Rotorcraft*. Check with members of your chapter, and use the link from the blue button at the bottom of page 2 of this issue to get to the subscription form if needed. This includes any who are not yet members of PRA. There will be free periodic e-mail newsletters for them, regardless of whether the full version of *Rotorcraft* remains freely available.