Southwest Rotorcraft

December 2012

Jesse Baker Takes Helo Lessons

Southwest Regional Chapters of the Popular Rotorcraft Association
This Month's Contributors:

Dean Dolph  
Christine Toevs  
Steve Weir  
Stacy and Barbara Maness  
Rudy Graffeo  
Jesse Baker

Southwest Regional Newsletter

- Club news and upcoming events
- Member profiles
- Member's machines
- Chapter meeting minutes
- Projects, builds and modification
- Photos
- Family news
- Classifieds

Newsletter Past Issues
If you have missed an issue of our newsletter just go to www.gyrosaway.com to download past issues. Also available at www.pra.org.

To subscribe to Southwest Rotorcraft just click the button below. Subscribing to Southwest Rotorcraft also automatically subscribes you to the Western Rotorcraft. At the beginning of each month you will be sent a link to Southwest Rotorcraft and Western Rotorcraft where you can read them online or download them to your computer.

Click Here to Subscribe Now
Upcoming Events

December 15th: Chapter 62 Christmas Gathering
December 15th: Chapter 78 Meeting at Don Antonio’s in Olney
January 5th: Chapter 65 Meeting
January 19th: Chapter 62 Meeting at Anahuac
January 26th: Chapter 78 Meeting at Olney
February 2nd: Chapter 65 Meeting
February 16th: Chapter 62 Meeting at Anahuac
February 23rd: Chapter 78 Meeting at Olney

Send Us Your News

Project Reports
Send us pictures of your project to include in future editions of the newsletter. We will post anything you have on your build, modifications, training, etc. Just send an email to tell us what you are doing and include some pictures if you have any. Progress reports are probably the most interesting things to read about and see.

Your Pride and Joy
Send us pictures of your machine to include as a feature in future editions. If you include some information on the details of your machine or a short bio of yourself we’ll also include this with your pictures. Brag about your aircraft!!

Events and Meetings
Next time you’re at a fly-in or just out flying with a buddy, take some pictures and let us know about it. Have your club secretary send us your club news and tell us about your meetings. Send us names of new members so we can welcome them to our sport. We are interested in anything your club is doing.

Family News and Announcements
Our newsletter isn’t just all about the machines, it’s about the people of our region also. Any family news or announcements you want to share please feel free to send us so we can let everyone know.

We strongly encourage all chapter members to become members of the PRA. By joining you will be supporting the organization that promotes our sport by representing us to the FAA and assist them on making gyro flying available for all of us. The new PRA website will have several members only benefits including: PRA’s electronic Rotorcraft magazines along with past issues chocked full of great information and historical data, downloadable plans, and a PRA supported forum. Please join today, you won’t be disappointed.

www.pra.org

www.rotaryforum.com
From The Editor

In the next few months I would like to compile some information on the members of the southwest region. This information can be used to put together a directory of the rotorcraft people in our area to help us see who is where and who we can contact to get our “gyro fix” when we travel to other areas within the region. It can also help us to direct people who are interested and want to find others with common interests and know where to go to see some activity.

With this I would also like to start a new column in the newsletter which would highlight some profiles of our members such as why they got into rotorcraft, what they fly, what they build, or what they would like to have. Pictures of the members with their machines would help us to get to know each other better so when we do run across our “brothers” at fly-ins or other events we will have already been “introduced”. It can let everyone know who is flying/building what and help us know who to go to when we have a question about our machine.

In the next couple weeks expect to see an email asking for information about yourself, answer whatever you feel comfortable answering, and please return it with a picture of yourself and your machine.

Until then, fly safely.

Mike Grosshans, Southwest Rotorcraft Editor

Great Reading Material

This is a book that I have and read, it is very good and I highly recommend it. Marion talks about how she got involved in gyros, many of her experiences, and some of her stories about training. Included in the back of the book are some write-ups about Marion from several of our highly regarded legends. It is certainly a must read.

Another one that I really enjoyed was Short Hops by Shirley Jennings. This is a great book for beginners as it explains how gyros work and what to expect during your training. Ordering information for this book is on page 20.

Born Free - My Life In Gyrocopters

ORDERING INFORMATION
Born Free .................. $ 19.95
Sales Tax @ 8.50 % .. $ 1.69
(California residents only)
Shipping ..................... $ 4.00 in USA

To Order By Mail
Send check or money order payable to:
Marion Springer
720 Mirage Lake Rd.
Adelanto, CA 92301

Pay Online Through PayPal
Email: ddakota@earthlink.net

On the Cover
Chapter 62 member Jesse Baker (Jeb The Reb) taking helicopter lessons in California
Vertical CFI
By Jeb Baker

Jeb Baker here your gypsy welding inspector reporting in from Hayward California. I know only a few members of the PRA 62 and since I gained chapter membership I have not been able to make many of the meetings due to my work schedule. My first taste of gyro flight was several videos posted on the internet and my first actual flight was a quick half hour trip with our resident CFI Desmon Butts. I was able to make last years fly in and it was there I got my first hours of training in with Desmon’s MTO Sport.

Desmon wasted no time, put me in the front seat and began rattling off the steps of run up and then off to the taxi way and on to flying. I could barely keep up. The realm of flying and the wind in my face the relationship of the controls was a complete mental drain. The mind was shot, the shoulders cramped, my eyes in full tilt tunnel vision. I was hooked. The feeling of accomplishment was not observed until the next lesson. That time and the subsequent lessons become less hectic, more coordinated and the timeline of events became slower.

I called them up, explained a little about my gyro time, what I knew about helicopters and that I didn’t need the introductory flight. They were glad to get me in and we proceeded with all of the necessary things and went straight to the ship.

It has been nearly 20 hours now in the R22 and a ride of a lifetime. I am learning a whole new way of life and looking at many things differently. I truly believe that learning to fly can make you approach your daily life in a different and more confident manner because of the seriousness that is need to keep you safe. If you are confident that you can do your job as a pilot it adds confidence in what you can already do in the rest of your life. You realize exactly were you stand when you have your own life in your own hands. I hope to be able to bring some good basic flying knowledge to the club and help others with some of the pitfalls of learning to fly when I get back to Texas.

Until then stay safe and fly well!!
Chapter 20’s Gonzales Hangar

The RAF2000 is Rudy Graffeo’s of Gonzales, the Snobird Tandem is built by Mark McDonner of Zachary, the single seat is Kirk Grover’s of Prairieville.

Mark is about 95% complete, just has a few things left to get finished, like the instrument panel. Kirk’s is a design by Gyro Jake with a dominator pod & a 670 Rotax engine, Kirk calls it a Jakeinator.

All 3 gyros are in a hanger at the Louisiana Regional Airport in Gonzales, LA.

Chapter Patches

If you would like to get a chapter patch for your flight suit, favorite shirt, ball cap, or just whatever you want to stick it on, contact:

Chapter 20; Rudy Graffeo at RLGraffeo@eatel.net
Chapter 62; Danny Whitten at dannywhitten@embarqmail.com

CHAPTER SHIRTS

Chapter 62 has two styles of T-shirts available, if you are interested please contact Danny Whitten. He usually has these available for purchase at the meetings. They are $15 each.
My Trip to Houston
Christine Toevs

A week ago I had just completed my first sunset gyro-tour of the Houston downtown corridor through the B-class airspaces for IAH and Hobby. What an amazing and spectacular experience! Unfortunately I did not have camera or Gopro with me. Having just arrived late afternoon & met by Crissy off my AA flight from Kansas! She drove met directly to Hooks where Desmon had just finished with another student. I thought all we’d be doing is a few laps around the Hooks airport to become familiar with the busy ATC environment. Although Desmon was doing the radio calls, I had to select & dial in the radio frequencies and transponder squawk, bit of a learning curve, but after four days I got it nailed!

We had a good look at the downtown high-rises twinkling with their lights - looming beside & above us as we were just flying at around 1,000ft. During the return trip to Hooks the twilight faded & there was a gorgeous full moon rising maintaining some sky lighting.

I logged some official night flying and had a lot of help with the 2 landings, the first we forgot to turn on the landing lights but with the bright moon it was not too bad for the touch & go.

Huge thanks to our dear friends Desmon & Crissy for hosting me for the 4 days, we had so much flying fun, fantastic massages to soothe tired arms,backs & muscles ( wonderful Crissy! :) ) & some great talks & time to fellowship.

On the second & third days in the morning we did the 30 minute cross country flight west to Brenham where Desmon had his student Roger awaiting more lessons. I got to hang out in the comfy pilots lounge warming up & relaxing while they flew.

The flight over to downtown watching the sunset was so pretty & the ribbons of traffic lighting up the huge freeways in red & white was amazing!
Although I’d looked at the temps for the Houston seven day forecast before I packed, I could have done with a warmer thermal layer for the first couple of days, cruising along at 85 kts at 1,000’ in an open cockpit with out moving around much, one gets quite chilled! Otherwise it was SO much warmer than Kansas where I had been stacking layers topped with my insulated suit. Later in the week it was T-shirt weather.

Wednesday afternoon Desmon had me fly out to Sportflyers for some experience with landings & T&G’s on a grass strip, then on to Houston executive for a variety of full stops & long rotor handling taxi back to the TO end. A lot of good practice landings and learning to adapt to flying patterns at different airports. Two hours went quickly but by time I got back to Hooks my right arm was SO tired and my shoulder was sore, I kept letting the stick go right & drifting off line on approach and landing, after a couple of scruffy ones we called it a day. An interesting time was had looking over Kent’s beautiful newly completed MTO914 and Rotax Bill was there doing the set-up for the 914 ECU. A long drive down to Steve Wier’s place at Baytown to get a welding job done on a piece of exhaust pipe gave me a look at Houston from the ground and freeway perspective. Lovely to meet Steve and his lovely wife Jan and I hit it off and had a great chat while Steve worked on the exhaust pipe.

Thursday morning we flew the northern route around the inner B-airspace ring of IAH to Anahuac, I just love the variety of scenery and the fun of navigation of cross-country flying. The complex airspace element and learning to use the Garmin information resources was a new challenge but such fun and yet again I was SO appreciative of our AWESOME instructor and all the cool experiences he comes up with in training us!

As we crossed the bayou & marshlands prior to arrival at Anahuac Desmon took the controls and we did a fantastic fast low level run along the river channel, zooming past boaters and marsh weekender cottages (some just ruins from a hurricane hit others all newly rebuilt). Out with the camera for some memorable video! On the return flight he coached me how to do the low fast flying, though despite his urging to get lower, my “low” was still plenty high off the water. My judgment for getting the turns right at speed needs lots more work & experience.

Climbing back up we followed the shoreline until the airport was in sight and we set up for a straight-in on 12. Kent was there, having trailered his MTO914 down, ready to put on rotors and have Desmon do some taxi tests, then hops, and first flight! I hope I got some good video footage on Desmon’s camera. An exciting day for Kent to see his baby in flight for the first time. Steve was there working at the hangar and got the Dragonfly out for some fun flying on a perfect afternoon. Kent had a lesson with Desmon then it was time for us to head back to Hooks, but first some circuits and more landing T&G practice at Anahac. After my low-level flight coaching we climbed up over the marshes looking for gators and feral hogs. We saw a couple of hogs in tall reeds on the bay shore, Desmon took control for some tight back turns for a closer look. Onwards towards the oil refineries & Baytown - noting a couple of local airstrips enroute. We had sight of the memorial monument and the Battleship.
Texas at its mooring. Another spectacular fly-by of Downtown Houston towards the setting sun in the corridor, finally back to Hooks at dusk.

On Friday, Kent and I alternated lessons doing the circuit and many landings at Hooks. Desmon treated us to a tasty lunch at his favorite Texas BBQ place in Tomball. Crissy and I got some girl-time together while Desmon did more lessons. Then I had yet another evening flight with a new experience with flightwatch / flight following. We went out north to Lonestar Executive at Conroe, more XC and more towered airport work, we did one landing and TO then return to Hooks.

That evening we enjoyed extra company at dinner when Kent and Mark Spies joined us for food & fellowship.

To soon Saturday, my last day in Houston, rolled around and we were off to Anahauc again taking the now familiar southern route - city corridor, keeping a sharp look-out for other aircraft - a lovely day for flying and the weekend. Gopro was running and actually recorded the flight!

There was a good crowd of the Chapter 62 characters working on their projects at the hangar plus a variety of interstate visitors myself (KS) Kent (FL) & Glenn Kerr (UT) with his friend Tina, who got her first exciting ride with Desmon. She came back gyro-grinnen, they'd spotted a lot of gators and hogs. Next Glenn went around for a front seat refresher in the MTO. I had a blast visiting with members of 62 and we all went into the BBQ place in town for lunch. Too soon it was time to return to Hooks, via the northern route, I had a plane to catch back to KS and Desmon had another customer going flying from Hooks.

Farewells said & huge thanks for such an all-round awesome few days with both Desmon & Crissy building on our friendship & getting so much excellent flying experience & training!

4 days - 12 hours flying entered in the logbook - 6 different airports - 5 return cross county flights & 51 odd landings to record! YEP I surely got a full dose & then some for my weekly flying fix!! lol ... it has to last for 3 weeks now until Jim returns as I am not sole provider for the welfare of dog, cats, horses & cows! Being "responsible " & practicing good ADM sure is tough when the weather is warm, still & clear - as was today & I can't go fly!
November 17th Meeting

The November meeting was called to order Saturday October 20th by President Steve Weir with members Danny Whitten, Chauncey Surry, Stacey Maness, Will Templeton, Mike Grosshans, Mark Spies, Cliff Massey, and Antony Thomas in attendance. Mike Stone attended as a visitor.

Danny presented the Treasurer’s report to the membership.

Stacey started a safety discussion concerning proper rotor speed. It was discussed to make sure you bring your rotors up to enough speed prior to beginning take-off to prevent flapping, each machine type of blade is different on what the requirements are, make sure you understand what you need for your particular set-up.

New Business was actually just a discussion on a couple items since we did not have enough members present for a legal meeting and thus could not vote on anything. The two items discussed was the club buying a gas grill large enough to use for the annual fly-in, and the Annual Christmas Gathering. Our Christmas gathering will be at the Anahuac hangar and lunch will be at Tony’s BBQ. The club will flip the bill for lunch and everyone is welcome to bring a guest.

Project reports started Danny Whitten saying he got his prop back from Tennesee Propeller and it is perfect, running smooth as it ever was. Mike Stone stating he will be leaving this week to go and pick up his MTO. Mike G will be picking up his RAF and the tail for the KB3 from the paint shop as soon as he gets time. Steve is working on his KB3 and is getting close to being ready to bring it out to the hangar.

There will not be another meeting until January 19th and will be held at Anauac.

The meeting was adjourned. Lunch was chicken sandwiches which were provided by Mark, donations were accepted.

More detailed minutes can be found on the Members Only Forum.
Weekends at the Hangar

This month we had several great weekends at the hangar. December 1st we had visitors from Kansas (Christine Toevs), Florida (Kent Goddard), and Utah (Glenn Kerr and his friend Tina), and we also celebrated Danny’s birthday with pecan pie, apple pie, and ice cream. We got to see Danny back flying again after a month of waiting to get his prop back from being repaired and balanced. One of the greatest things we got to see was Mark getting his Bensen back in the air again after nearly a year and a half of working on it adding modifications such as: electric start, muffler, brakes, rotor tach, new cheek plates, radio mount, and a new cyclic. He didn’t fly high but did get off the ground and flew the length of the grass runway. Congrats Mark!

The Lone Star Rotorcraft Club now has a group on Facebook. Please click on the logo to join us.

Chapter 62 Members Only Forum

Please visit our forum, it is a benefit of being a Chapter 62 member. Read posts from other members and post your thoughts or ideas. If you forget your user name just check your email for the updated members list, your forum name will be included on this. If you don’t know your password just click “forgot password” and our administrator will send you your password. There’s also an option to “stay logged on” which when checked your computer will remember you and you won’t have to log on every time you visit the forum unless you clean out your cookies on your computer or use a different computer. Looking forward to seeing you on the forum.
Santa Claus, like all pilots, gets regular visits from the Federal Aviation Administration, and the FAA examiner arrived last week for the pre-Christmas flight check.

In preparation, Santa had the elves wash the sled and bathe all the reindeer. Santa got his logbook out and made sure all his paperwork was in order. He knew they would examine all his equipment and truly put Santa's flying skills to the test...

The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing gear, and Rudolph's nose. He painstakingly reviewed Santa's weight and balance calculations for the sled's enormous payload.

Finally, they were ready for the checkride. Santa got in and fastened his seatbelt and shoulder harness and checked the compass. Then the examiner hopped in carrying, to Santa's surprise, a shotgun.

"What's that for?!?" asked Santa incredulously.

The examiner winked and said, "I'm not supposed to tell you this ahead of time," as he leaned over to whisper in Santa's ear, "but you're gonna lose an engine on takeoff."

The weather was awful. The flight was way behind schedule. A passenger was giving the gate agent a hard time, complaining about everything. The agent remained cool, polite and smiling. After the obnoxious passenger had been checked in, the next passenger complimented the agent on her polite behavior, "No problem" said the agent, "this guy is going to New York and his bag is going to Paris."

A man telephoned an airline ticket office in Miami and asked, "How long does it take to fly to Boston?"

The clerk said, "Just a minute."

"Thank you," the man said and hung up.
KB2 Drop Keel Continued
Steve Weir

The KB2 drop keel project continues. I painted the 2x2 tubing and fabricated the nose wheel. The nose wheel will be castoring with differential braking for steering but without suspension. I will use a bicycle headset for bearings. I like the clean installation of the Dominator anti shimmy device and will incorporate it for this installation. The wheels and brakes I bought from Rick Whittridge will look good. Still haven’t decided how to mount the master cylinders yet.

Online Sport Pilot Gyroplane (SPY) Ground School

PRA VP Tim O’Connor, a gyroplane CFI and Advanced Ground Instructor is making available a live online ground school for the Sport Pilot/Gyroplane certificate. Here is a chance for those seeking the certificate to complete the preparation for the FAA Knowledge Test online.

The course will total **24 hours of live virtual classroom instruction**, and students will be assigned homework.

You’ll need a computer running Windows (XP or newer), fast internet connection, sound card and headphones (Mic is optional).

Students will receive a bundle of materials after they have registered for the class, including exam supplement diagrams, worksheets and practice links. Students achieving a 90% or higher score on test prep will receive a logbook endorsement to take the knowledge test at an FAA authorized testing center.

Required class materials include: Electronic E6B Flight Computer; Sectional Chart Plotter, must be rotating type; a supply of sectional maps, one must be Cincinnati; one or more FAA Airport Directories, one must cover Ohio; a bound notebook; a copy of FAA FAR/AIM 2013; a selection of FAA handbooks, circulars, fliers and publications relevant to your exam; several packs of index cards; Post-It notes (several packs). See www.PRA.org for links and details for acquiring these items.

Tuition is $150.00 for PRA members.

Contact for details and registration, www.PRA.org (ground school link on left) or gyro.pilot@yahoo.com

**Next Session Dates:**
Thursdays, 7pm - 10pm Eastern. January 10 - February 28
Enrollment Currently Open. Now accepting students. To register Email: gyro.pilot@yahoo.com
New Bensen/Brock Rotor Blades
B & B
Rotor Blade Price List
July 9, 2012

<table>
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<tr>
<td>Blades, either Bensen or Brock attach points</td>
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<td>Hub Bars: 25”, 36”, or 48”</td>
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<td>Blades and Hub Bar Sets: 21’, 23’, or 25’</td>
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Contact Roger Farnes at rotorsnradials@msn.com or (909) 519-4427

FOR SALE

For Sale - Twelve volt electric winch. 2000 LB capacity Model 68146 Badland Winch. never used, still in the box. $50.00 paid $68.00

Danny Whitten at: DannyWhitten@embarqmail.com

Sport Rotor blades; 8” cord X 25’ long with approx 20 hours flying time, blades come with the 36” Hub Bar (Pitch Adjustable Hub Bar System and Track Adjustable, Self-Alignment, Coning and Dampening System). They are in great condition. They sell for $4495.00 new plus crating/shipping, I am firm at $3000. I will be attending the fly-in in Bastrop October 12-14 and I can bring them with me if needed. Kirk 225-279-1326

GYROS FOR SALE

Bensen, Waco Texas Area
Bensen/KB2 gyro for sale or trade or combo cash and trade. Has Wunderlich pre-rotator, brakes on mains, instrument pod with usual basic instruments, 90 HP Mac, Troyer 50x30, 2x11’ rotor-blades w/3’ hub bar (built by Neil Carnes). Will trade for a good used small car like a Mini Cooper, Tracker, Samauri, or fully rigged Goldwing or Goldwing trike. Cash of 6,700. Going with this gyro is a hand held portable Navcom, a hand held flight calc computer, a spare holly single carb, some little odds and ends. A pretty good entry package.

Contact Larry Murphy at: loop_m@hotmail.com

GyroBee
Beautiful Amateur Built Experiential LSA gyrobee with Starbee tail and rudder for sale. New Rotax 503 broken in and taxed. Power fin prop, 23' Dragonwing blades and head, CHT, EGT, tach, Radio, pre-rotator, rotor tach, auxiliary electric fuel pump, toe disc brakes, new aircraft tires, very nice instrument pod. Ceramic coated exhaust. Taxied, hang test done with 170 lb pilot. Trailer and rotor box $12,995 new kit cost $14,975 and you still have to build it. Have construction photos. Registered N number 949TL to Frank W. Dicorte (owner) DOES NOT have an Air Worthy Certificate. Contact: Craig McPherson Gyro CFI 468 FM 3049, Blum TX 76627 email craigmcp@hotmail.com Celluar (817) 517-3283 Or Frank Dicorte Cellular (254) 715-3056
Monarch Butterfly

Rotax 582, Metro Launch 300 RPM pre-rotator, Nose Cone & Windscreen, G-Force landing Gear, Wheel Pants (not in Photo). 35 hours TT and flown regularly. $19,750 OBO Buying a helicopter.

Contact Chuck Burgoon at 713-775-5996 or cburgoon@msn.com

RAF 2000

Subaru 2.2 Carbureted, 30Ft RAF Rotors, Built in 2006, Cabin Heat, Pitch and Roll Trim, Belt Driven Pre-Rotator, Carb Heat, Rotor Tach, Engine Tach, Altimeter to 20,000 Feet, Air Speed Indicator. Reduced to $29,500.

Contact: Thom Francis, email thomefran@netscape.net, phone 870-403-2888. Located in Gurdon Arkansas

EXCEPTIONAL RAF2000 GTX-SE

with Phase II Subaru 2.2L FOR SALE. 450 hours TT, Flies great, current annual. Features include Keith Dorton 500 cfm racing carb, tuned exhaust headers, full instrument panel, dual fuel pumps, Sigtronics dash-mounted intercom. REDUCED PRICE includes spare main drive belt, spare fuel pumps, new tires / tubes, GPS (Garmin 195) and mount, Icom handheld radio (A5), spare mast bushings and extra hardware. Hangared in Waycross, GA. Asking $24.5K OBO. Contact Jerry at 912-449-1140 or jrtiahrt@atc.cc

Aggressor, Plans Built

27’ Dragon Wings, 1982 1.8 Turbo Bratt engine, Tennessee prop, Aggressor air frame. Also have a 2.2 Legacy engine included. $8,000 Gyro is located at the PRA headquarters in Mentone.

Contact John at john-gillmore1959@yahoo.com or 317-840-2697

Dominator

Dominator for sale. Built in 1999, I have owned since 2004, 120 hours TT on airframe and engine, 618 Rotax, blades 2 years old, never been damaged, $12,999.

Contact Mike Morgan at mwmorgan55@yahoo.com
James Chowns
Bastrop, LA

James trains in a tow glider at the Morehouse Memorial Airport (KBQP) in Bastrop. This is a great training aid for anyone just entering training in gyros. This was the way training was done before the two place trainers.

gyrochowns@yahoo.com

Paul Patterson,
Edmund Oklahoma

Paul trains in a modified RAF at the Guthrie/Edmond Geoport (KGOK). His RAF includes both a stabilator and a horizontal stabilizer.

405-826-8443
PaulPatterson1@cox.net

Henry Foster

Trains at the Olney Airport in a Modified RAF, a SparrowHawk, and an Air Command

hsf66@yahoo.com 214– 692-0727

Gyro Books For Sale

Great books, DVDs, and CDs at www.gyrobooks.com

CalumetAir
DAR Services, Pre-rotators, and Seat Tanks
www.calumetair.com

Lithium Aviation Batteries

Batteries
Reliable + Lighter + Safe
Smaller + Last for Years
Drop in Replacement
See at Airventure!

Haire Aviation LLC
Aircraft Exporters, Importers, and Suppliers

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Sugar, TX 76265-5514

Phone: 503-628-8080
Fax: 503-628-8097

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wicksaircraft.com

TRAINING

TEXAS

Light Sport CFI
Fixed Wing & Gyro
Demon Butts

Henry Foster

Trains at the Olney Airport in a Modified RAF, a SparrowHawk, and an Air Command

hsf66@yahoo.com 214– 692-0727

ARKANSAS

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LOUISIANA

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