Steve Weir
May 5, 1954 - November 16, 2013

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Visit The Lone Star Rotorcraft Club on Facebook.

Southwest Regional Newsletter

- Club news and upcoming events  
- Member profiles  
- Member’s machines  
- Chapter meeting minutes  
- Projects, builds and modification  
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Newsletter Past Issues

If you have missed an issue of our newsletter just go to http://www.gyrosaway.com/newsletters.php to download past issues.

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.

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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.

On the Cover
Our Friend and Chapter 62 President, Steve Weir.
From The Editor

This last month we lost a great friend, a mentor to many, and our Chapter 62 President, Steve Weir. This is a very tough time for our Chapter 62 family. This month's Southwest Rotorcraft is a tribute to his leadership and the love we all had for him.

One story I would like to share is about a time we visited chapter 20 at Opelousas for one of their meetings. A helicopter had flown in and stopped for fuel. Steve talked with the pilot and was offered a ride. Upon seeing Steve get in the helicopter, my grandson Breyden got excited, he felt as though since Steve got to go then he should get to go too, he pulled me towards the helicopter and wanted to go with Steve. They took off before we could work our way over to them. Apparently Steve must have spotted Breyden when they landed, he got out and came over to Breyden and asked if he wanted a ride. Breyden loves flying and had never been in a helicopter so of course, he wanted to go. Steve took him over, helped him get in and strapped him into the seat. He watched as they took off, circled the airport, and landed. Steve then walked over and helped Breyden get out. This was Steve, wanting to help people achieve their dream of flight and never hesitated to step in and lend a hand.

Steve would always be there to answer questions to the newbie and show them around the hangar, explaining the different models and asking what they are interested in. He wanted to put together a “New Members” packet that could be handed out so people could get as much information as they needed to help them understand our sport and assist them in deciding what they wanted to get out of it.

Steve did very good work and made sure everything was done right. If he did any work for me, I felt as though it was something that I did not have to second guess or follow behind him to make sure it was done right, I knew it was done right. What happened to Steve could happen to anyone, we need to all study, learn, ask for help, and accept other people’s criticism of our work. A very simple error could have very tragic results.

Until next month, fly safely.

Mike Grosshans, Southwest Rotorcraft Editor
Steve got interested in gyroplanes and purchased a machine that needed some work and thought he could do what was needed and get it flying. He joined the local gyro club, The Lone Star Rotorcraft Club, Chapter 62 of The Popular Rotorcraft Association and started to meet as many other gyroplane enthusiasts as he could. He ran across the Dragonfly gyro when it came up for sale, tired of working on the other one and anxious to begin flying, he made the trip to Northern Texas and drug the machine back home. He had already taken flying lessons and earned his license in fixed wing aircraft at Hobby airport. He said he felt if he could fly there, he could fly anywhere. He then traveled to Georgia to take gyroplane flying lessons from Steve McGowan so he could transition into his own aircraft. It didn’t take long at all and he was flying it like he had been doing it all his life.

The gyro club was growing somewhat stagnant in that the group was meeting in a borrowed hangar once a month and there was little to no gyroplane activity taking place. The group was looking for a new President and Steve took the position after being convinced by Dean Dolph that he was perfect for the position. And he was.

The club’s Board of Directors was now set with Steve as President, Mark Spies as Vice President, Danny Whitten as Treasurer, Mike Grosshans as Secretary, and Dean Dolph as Member at Large. This was the synergy that the club needed to help them move in another direction and try something different. With Steve now at the helm, the group decided that it would be best to get a shared hangar of their own and try to get gyros back into the club functions. Soon they found a hangar at Sport Flyers Field in Brookshire and filled it with gyros. This was the kick the club needed.

A few months later when the club wanted to hold their first fly-in, Steve and Mike went looking for the right place. They visited Anahuac and loved it but it was a weekend and nobody was around to talk to. Steve returned later in the week to talk to the airport manager who welcomed the idea and showed Steve a hangar that the club could rent. Excited at the prospects, Steve let everyone know of the new found opportunity and quickly got some of the others to buy into the idea that it would be a great place for them to be. Soon the club had a new home and the possibilities of what they could do were limitless.

Steve loved gyros and all of the people. He was always very safety minded and did due diligence to assure our sport was as safe as possible. He studied all aspects of the gyros and flying them, when he would see there was an issue, he would dig into it to make sure he understood why and what could be done to correct it and prevent it from reoccurring. He would spend hours on the rotocraft forum posting messages and reading what others had to say, he wanted to learn as
much about this sport as he could. He was one of the most safety conscious people in the group and was very meticulous in the way he maintained his gyro. At times he could anger others by critiquing their workmanship but it was only because he cared and he wanted everyone to be safe. He loved to travel to other gyroplane functions, the Dragonfly in tow, and got to meet and become friends with a lot of people from the community throughout the country. He attended gatherings in Florida, Indiana, Louisiana, and Texas, usually camping out on site so he could stay as close to the activity as possible. One particular trip he really enjoyed was when he made his first long cross country trip in an MTO Sport with Desmon Butts up to Bridgeport Texas and back. Steve had also traveled to Florida to become certified in Rotax 2-cycle engine repair.

Steve partnered with Steve McDaniel and Mike Grosshans to try and secure a long term ground lease from Chambers county. With the support of the airport manager, Marcus Rutgers, they finally received their lease after nearly a year of working through the red tape with the county. During this time the club was growing by leaps and bounds and they soon filled up their first hangar, so they refurbished part of an old existing hangar which they filled that one up just as they were completing the building of a new hangar. The hangars now had Dan Carr, Mark Spies, Danny Whitten, Stacy Maness, Chauncey Surry, Bobby Martin Antony Thomas, Don Bouchard, and Bobby Monroe, all with gyros alongside Steve, Steve Mc, and Mike. With Steve’s vision and guidance, the group went from meeting once a month in a borrowed hangar with little to no gyro activity and a once a month gathering, to having three hangars, 15 gyros under one roof, and airport activity nearly every weekend, many times with gyro flying as part of the activity. Along with what they had accomplished in growing the club, they had also established an annual fly-in which has been very successful for the last three years.

Steve helping Breyden after getting him his very first helicopter ride at Opelousas in 2012.

Breyden and Steve doing a Pre-Flight inspection, Bastrop 2010.
Last week Jim and Chris Toeves from Kansas were here visiting the club and were getting some help from the group to get their Turbo Golden Butterfly in the air. Steve went out to the hangar almost every day to help them and also to get in some flying while there. Last Wednesday night at our Chapter’s Board of Directors meeting he told us that he had just went in for a check-up and everything was clear, he beat the cancer that he had been diagnosed with months earlier and had undergone treatment for. Friday he flew from our airport in Anahuac to the Liberty County airport and back, he was excited about being able to get back into cross country flying and was looking forward to setting up a cross country Saturday with Danny Whitten and Antony Thomas.

Saturday came, it was the date of our November Chapter 62 meeting. We had another gyro arrive (Ron Clifton’s Ultra-Light Butterfly) to be hangared in our hangar and would be gyro number 15 at this location. Two more arrived, one being built by Don Bouchard and another one (two place built by Anthony Spagnoletti) which was just purchased by Cliff Massey. Two helicopters flew in to visit, an R-22 and an R-44 from western Louisiana, there were also a couple fixed wings. In all we had 18 gyros (four of them flying that day) and 2 helicopters, the most rotorcraft Chapter 62 has ever had at their hangar at one time. Attendance at the meeting was the best we had since leaving Brookshire three years ago. The election for the 2014 Chapter officers was held and Steve won another term as President. After the meeting everyone went to Tony’s BBQ for lunch, we packed the back room with over twenty people having lunch.

Steve was extremely proud of the club and what had been accomplished.

Crystal Beach Lunch Flight

Coda Riley; That flight was fun for all! Steve’s 582 spooled up and Bobby Martin drove a truck/trailer to rescue him out of a field. Other Steve flying yellow mad max landed at Winnie after some severe thunderstorms blew in. Bill and I were coming into Winnie. I stayed up high. Bill landed battling the storm, and broke a support brake to the nose wheel. Because I stayed up high, the thunderstorm started sucking me up. I pulled throttle and flew I10 East, trying to descend. About 3 miles east of Winnie Airport, I broke the suction of the updraft and was able to descend. I stayed low and scud run back to Winnie. Immediately after closing the hangar door, Steve in yellow mad max landed, seeking refuge from the impending thunderstorm! What a day!

(Click on picture for short video)
Christine Toevs; Jim & I first met Steve early May 2012 when Desmon brought him up to Bridgeport where we were both working on "final" (LOL??!!!) tweaking of our gyro's! His experience & knowledge of wiring, radios & Rotax engines was a huge help in solving some 'teething issues' with my Aurora! He was so generous with his time & expertise & refused any compensation!

We enjoyed getting to know Steve better at 2012 Mentone PRA convention - the "big" 50th!, and admired his unique Dragonfly gyro, a worthy winner for the single seat gyro award, not the newest & showroom cleanest due to being frequently FLOWN (not a hangar-queen!) soundly constructed and well maintained with a eye-catching theme and "character"!

I was privileged to meet Steve again in December while in the Houston area for more training with Desmon and visited the Chapter 62 headquarters at Anahuac on a coupe of days, where a couple of these pictures were taken.

Again we were thrilled to visit more with Steve at Bensen Days in April 2013 and enjoyed observing his unique low-level dances-in-the-skies with his beloved Dragonfly, we knew how special this time-sharing the love of gyro's and fly-in adventures was for him as he prepared for cancer treatment and a hiatus from flying for the duration. His presence at Mentone was missed and we rejoiced to hear a little later he'd received a cancer free report and was returning to flight status again.

Early November 2013 Jim and I brought his problematic "Tiggy-B" project down to the Chapter 62 hangars, at the invitation of the club members willing to help him get it finally ready to fly again and test-fly. We camped for 10 days at the Chapter 62 HQ and almost every day Steve came out to help anyway he could, advising on where to find needed parts locally, to supplying a teeter-bolt when we discovered TGB's had vanished! Most of all his friendship, moral support, and encouragement was treasured as much as all the practical help. He treated us to many awesome displays of his fast-low precision flying routines around the Anahuac airfield during that last week. We loved to hear of his plans and ambitions to finish his two seat project and maybe modify and upgrade the Dragonfly with a 912 engine. His sudden untimely departure from our earthly lives leaves a HUGE hole in our hearts and awful sense of loss of so much valued talent and gyro-related experience.

Flying free in eternity .. blue skies dear friend ... until we meet again!

Here are a couple short videos, just click on the pictures and you will be directed to a YouTube link.
For those of you who could not make it, we had a really great time and the weather was as good as it gets......70 or so degrees and almost no wind the whole day. We could dub the location “NAGRAM”, being Morgan spelled backwards, the Pelican version of Texas’ grass strip REKLAW, was held November 9th at Mike Morgan’s property near Kaplan, LA.

We had 11 rotorcraft (8 gyroplanes and 3 helicopters) and 9 or 10 fixed wings that came at different times.

Chapter 20 members in attendance with flying machines was your host Mike Morgan, Benny Blaylock, Bill Weiger, Clarence Abadie, Ed Burks, James Chowns, Jeff Brevelle, John Churchman, Paul Juneau, Mark Lohman and Scott Bordelon.

Three Chapter 20 members came without their flying machines.... Rod Reed, Terry Young and Mark McDonner.

I heard nothing but good comments about the gumbo cooked by my neighbor and fellow fixed winger Jimmy Meaux. There was absolutely none left and we cooked enough for 40+ people.

Hopefully I did not miss anyone so if I did just let me know....also any comments (good or bad) would be appreciated so the next one can be even better.

Mike Morgan
Chapter 62 Visits Chapter 6

In late October, Danny Whitten, Chauncey Surry, and Mike Grosshans made a trip up to Arkansas to pick up one of Ron Menzie’s first Bensen’s that happen to be for sale by the current owner. While they were up there, they stopped in at the Chapter 6 hangar in Morrilton where, there just happened to be an airport fly-in that day. John Higgenbotham who also lives in Arkansas but had not met the Chapter 6 guys, made the trip over to Morrilton when he heard that some of the guys from Chapter 62 were stopping in. After everyone got a chance to meet and tell their tales of adventure, the group headed into town to the Blue Diamond where Gary treated the entire entourage to lunch. Left to right; Bill Wiese, John Higgenbotham, Danny Whitten, Gary Hall, Chauncey Surry, Richard Kennedy, the famous Chicken Man, and Mike Grosshans (notice the ice cream?).
November Meeting

On November 16th, the November meeting of PRA Chapter 62 was called to order by President Steve Weir. Members in attendance were Dean Dolph, Danny Whitten, Mike Grosshans, Keith Johnston, Dan Carr, Antony Thomas, Stacey Maness, Mike Stone, Chauncey Surry, Don Bouchard, Mark Spies, Bobby Munroe, Ron Clifton, Cliff Massey, Will Templeton, Jesse Baker, and Desmon Butts. Visitors were Jim and Christine Toevs (who joined the club), and Jason Knight who has just recently purchased an MTO.

Danny presented the monthly Chapter financial report.

New business began with Desmon stating he will begin offering ground school in the evenings at his home, anyone interested, please contact him.

The date of the annual fly-in was discussed. September can sometimes still see some hot temperatures. It was agreed by the group that the 2014 fly-in will be held October 24th.

The annual holiday gathering was discussed. It was decided that it will be held Saturday, December 14th and we will cook steak dinners for everyone in attendance. An email will be sent out later so we can get a head count on how many steaks need to be purchased. The club will pay for the meal and everyone is invited to bring a guest.

The 2014 Board of Directors election was held. All current officers are running for another term no new nominations were presented. Don Bouchard motioned for a vote, Chauncey Surry seconded. It was unanimously voted that the 2014 officers will be: Steve Wier, President; Mark Spies, Vice President; Danny Whitten, Treasurer; Mike Grosshans, Secretary; and Antony Thomas, Member at Large.

Mike Grosshans told the group that he, Danny, and Chauncey had just recently acquired one of Ron Menzie’s original Bensen frames. He told some of the stories about it that Ron had told him and invited everyone to take a look at it. He told the group that the main purpose of getting it was to make sure it was preserved and not lost, rotting away in someone’s shed. Don Bouchard offered to donate a set of wooden Bensen blades to the club. Becky O’Brien donated a bookshelf that we can use as a display case to display some of the chapters memorabilia. She also donated a TV. Stacy Maness donated a TV stand for the club to use to keep their DVDs, TV, and DVD player in so members can play gyro DVDs when they are visiting the hangar.

Don Bouchard brought in the gyro he had just purchased at El Mirage and has been working on. Cliff Massey brought the two place he has just recently purchased.

The meeting was adjourned. Everyone went to Tony’s BBQ for lunch.

Next meeting to be held January 18 at Anahuac. There is not a December meeting.
November Meeting Pictures
Online Sport Pilot Gyroplane Ground School 2014

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 for PRA members. Here is a chance for those seeking the certificate to complete the preparation for the FAA Knowledge Test online.

The course will be offered over eight consecutive Thursday evenings, January 9 - February 27, 2014 from 7pm - 10pm Eastern Time. This will total 24 hours of live, virtual classroom instruction, (sample screenshot shown above,) and students will be assigned homework. An additional (optional) three hours of flight planning may be added to the schedule if time permits for a total of 27 hours of live, online training.

You’ll need a computer or tablet, a good internet connection, and headphones with microphone (no speakers please). 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
- 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 $200.00 for PRA members. Enrollment is currently open. For details and registration, visit www.PRA.org and click the ground school link on the left, or e-mail Tim O’Connor at: gyro.pilot@yahoo.com

If you’re not yet a PRA member or have let your membership lapse, use this link to reach the Join/Renew page at the PRA website. You can use a major credit card on the spot, or read instructions on how to join or renew by mail or phone.
Hangar Flying

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."
As part of the Tribute to Steve, and respectfully, this month’s Builder’s Corner is a Safety Bulletin on how many of the rotor heads we are using today need to be assembled. Steve’s tragic accident was a result of when he recently rebuilt his rotor head and somehow got the block reinstalled in the wrong position.

The rotor head pictured has the tower bolts in tension but the bearing block is the same whether the bolts are in tension or in shear. Notice the flange that is on the ID of the block, proper assembly is when the flange is in the lower position, towards the mast side. When in the upper position, rotor blade side, there is nothing but the friction from pressing the bearing into place holding the rotor head on.

There is currently a lot of discussion about getting the manufacturers to redesign their rotor heads so they cannot be inadvertently assembled incorrectly. Many of them being manufactured today are designed so this cannot happen.

Changing design will help us now going forward but, we cannot discount the fact that there are probably hundreds of these heads in use today and will still be used for many years to come. A redesign will not help those who are using older heads, informing people and educating them on the proper assembly will help them and could very well save a life.

If your rotor head is similar in design, the suggestion being given is to mark the rotor head by etching, stamping, or with a Sharpie type permanent marker reference points or notes (such as arrows or “this side up”) while the rotor head is still intact. It is also recommended to take some pictures before you begin disassembling your rotor head. After you complete your reassembly, ask for someone else to inspect it after you have done a thorough inspection yourself.

To help get the word out, please pass this along to everyone you know. Then go out and take a close look at your rotor head. If there are any other gyros close to you, go take a look at theirs too and invite the owner to take a look at yours. Make sure that when you are looking at the bottom of the bearing, that you cannot see the entire bearing and hat part of it is hidden behind a flange or plate. Let’s not let this happen again.
DAR Services, Pre-rotators, and Seat Tanks
www.calumetair.com

aircraftspruce.com

WICKS
www.wicksaircraft.com

Born Free - My Life In Gyrocopters

ORDERING INFORMATION
Born Free .................. $ 19.95
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Shipping .................... $ 4.00 in USA

To Order By Mail
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720 Mirage Lake Rd.
Adelanto, CA 92301

Pay Online Through PayPal
Email: ddakota@earthlink.net

New Bensen/Brock Rotor Blades
B & B
Rotor Blade Price List
July 9, 2012

Blades, either Bensen or Brock attach points $1,295.00
Hub Bars: 25", 36", or 48"
Blades and Hub Bar Sets: 21", 23", or 25"

Contact Roger Farnes at rotorsnradi-als@msn.com or (909) 519-4427

Rotary Wing Forum
A Meeting Place for Rotorheads

www.rotaryforum.com
CHAPTER SHIRTS
Chapter 62 has two styles of T-shirts available, if you are interested please contact Danny Whitten. He has these available for purchase at the meetings. They are $15 each.

- Transponder, mode C with altitude encoder never used—$1,000
- Kenny J Stab, fitted for RAF - $500

Contact Michael Stone
Michael.stone@mustangeng.com
713-350-7666 (w)

Bensen Gimbal Head
Early style head that uses Heim bearings for pitch, rather than the solid blocks. I bought this straight from Bensen, less than ten hours, new main bearing because of age. $400 Contact Jim Edwards at 479-747-4323 or jimedwards200@gmail.com

GYROS FOR SALE

**Modified Bandit** airframe, center line thrust, HKS 65 HP oil cooled engine very low hours, 64 in warp drive ground adjustable prop, Ken Brock rotor head, no pre-rotator. Has fly wheel on rotor head. No brakes, has a set of 24' Rotor Dynes new still in box, 12 gal seat tank. $8,000.00 or best offer! Contact Don Bouchard 979-777-5166
For Sale by Ron Menzie

KB3 that I had have for several years, has about 350 hrs. Rotax 532, pre-rotator, hydraulic front disc brake, rotor brake, dragon wing rotors, built in prop balancer. This is a true ultralight, I think its empty weight is approximately 248 lbs. $10,000.

Air Command for sale is quite new with a 148 hours total. It also has a flex shaft pre-rotator, hydraulic main wheel brakes, rotor brake and its power is a 503 Rotax, pull rope start. $11,000.

One of my trainers (yellow) RAF with a Sparrow Hawk conversions. You can go to my web site to see pictures. It has more upgrades than I can list. Among the modes are a heavy duty double bearing rotor head that includes sport copter rotors, 165 HP Subaru fuel injected, 4 bladed warp drive prop, Hydraulic main wheel brakes, per-rotator and rotor brake. The selling price is $35,000 and that will include flight training to solo.

Also have one more RAF, Fuel injected Subaru, 350 hours total, has never been damaged. $24,000.

Ron Menzie, ronsgyros@gmail.com, (501) 766-6456, ww.ronsgyros.com. Located in Searcy Arkansas

Air Command

Rotax 582ul DCDI Model 99 with electric start.
25 foot dragon wings
high torque pre-rotator
9 gallon seat tank
RK Clutch on the Warp Drive 68” 4 blade prop
EIS Model 2000 control panel
Rotor Brake
Shine plated muffler

Attention: There is a rock chip on the prop that needs repair. I also have a replacement windshield and the original wheels and wheel pants for sale. Fatter tires were put on for grass runway use. I have put very few hours on the machine actually. This is a very stable CTL machine. The flying tail works well and has plenty of authority. I was sure I want a T-tail until I flew this machine. I am asking $15k but will consider all reasonable offers. Rex Byrns, 361-655-4987, Call any time if you have any questions.
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 johngillmore1959@yahoo.com or 317-840-2697

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

REDUCED PRICE. RAF2000 GTX-SE with Phase II Subaru 2.2L FOR SALE. $22K OBO. 450 hours TT. Features include tuned exhaust headers, dual fuel pumps, Sigtronics dash-mounted intercom. PRICE includes spare main drive belt and sprocket, spare fuel pumps, new tires / tubes, GPS (Garmin 195) and mount, Icom handheld radio (A5), spare mast bushings and extra hardware. Deduction for horizontal stab. Hangared in Waycross, GA. Contact Jerry at 912-449-1140 or jrtiahrt@atc.cc

Luling, Texas

Bensen, has the McCullough 72 just put a new cylinder and piston and rings and a starter kit on it also 10ft 3 in rotors with a 24 inch hub bar. $5,500, may have a small trailer to throw in if needed, ready to fly. Contact Hoppy at 512- 488-2440

CLT Air Command

Asking $6,000 or best offer. Contact Ed Moreland at 832-496-7306 or emreland55@gmail.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

Proper training is the best money spent.