John Miller, a Flying Legend

New Year’s Fly-In

Chapters are Important to the PRA
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From The Editor:

Hello, rotorcraft community!

We certainly have an information-packed issue this month! There are many exciting things planned for the PRA and the website this year. From Bensen Days and the 50th PRA National / International Convention, to webinars and desktop background images, Tim O’Connor explains what is in the works in his article on page 12.

But first, John H. Vargo submitted a very nice story about the life of Captain John Miller and his flight experience. Mr. Miller certainly saw his share of excitement before his passing in 2008. I think this will be a very enjoyable read.

Enjoy!

Editor, Rotorcraft magazine

We all know our local chapters are very important to the PRA. Doug Barker offers ideas on how to revitalize our current chapters and for those who don’t have a chapter nearby he has some suggestions for creating their own. For the PRA to grow, we need avenues for those interested to become involved locally -- where they can get up close and personal with the pilots and aircraft they desire to learn more about.

On The Cover:

Steve McGowan trains a student in the skies above the Wauchula Airport at Bensen Days 2011.

Photo by Tim O’Connor

Rotorcraft makes every attempt to provide accurate information. Views, opinions and statements expressed are not necessarily those of this publication. Rotorcraft reserves the right to edit material that is submitted and the right not to publish material that is deemed detrimental.
John Miller, a Flying Legend

By John H. Vargo

(Editor’s Note: At the time of the original writing of this article in 2007, Captain John Miller was 102 years old and still lived on the last acre of his family’s farm. He later passed on in 2008. We appreciate Mr. Vargo sharing the recollections of his face-to-face meeting with Captain John Miller, a flying legend.)

It is a beautiful late summer day as I turn off busy Route 9 in Poughkeepsie, drive up to a magnificent old farmhouse and knock on the door of Captain John Miller…

Nothing happens! I walk around the well-kept house and grounds, finally decide that I am early for my three o’clock appointment, and sit down in the shade.

Suddenly the door opens, and Captain John Miller himself answers the door. His daughter, Trish, had warned me that John was hard of hearing. I shouted hello, and went into a house full of memorabilia, standing still in time.

To my left in the foyer was a complete instrument panel on a chair, models of planes hanging in the living room, and piles of magazines, papers and parts of aircraft scattered about.

On the walls were awards and photos, many autographed by individuals such as Charles Lindbergh, Amelia Earhart and many other famous pilots.

John Miller did it all! I sat there listening to him tell stories of his early days of flying, middle years, and of his Bonanza, which he still has at Dutchess County Airport, only a few miles away. I realized that this was one of those men who I had met in my life who knew when to say no. No… to not flying a three bladed, counter rotating auto gyro when a two bladed one would do the job, no… to flying aircraft that he felt just did not feel quite right or were designed in such a manner that he felt they would not perform properly. Men like Captain John Miller have an instinct and, oh yes, some luck, that allows them to become 102 years old.

That is how he survived as barnstorming pilot in an antique Jenny; flew an auto gyro off of the roof of the Philadelphia Post office five times a day, six days a week to deliver mail six miles away to another airfield; test flew almost 320 Grumman Ducks from the Columbia Aircraft Company plant in Valley Stream, Long Island during WWII, while still flying as a pilot of Eastern Airlines, as well as being a Marine Corp pilot in the reserves; walking away from an auto gyro accident when his partner in another plane cut it a little to close and was killed; and on and on. Captain John Miller still flies, but that is the end of the story. Here is the beginning…
The early years of flying, the 1900 to 1920 era, was a time of history being made in the Hudson Valley.

John’s first influence in aviation was the 1910 Glenn Curtiss flight down the Hudson River Valley to win a $10,000 prize for flying from sun-up to sunset. Glenn landed in a field near the farm. Fuel was drained from a car standing nearby, then poured into his plane. Glenn took off again to win the prize. Captain John Miller was 4.5 years old, but never forgot that moment in time.

While in high school, John became friendly with a barnstormer who gave rides in an old beat up WWI Jenny. John spent the summer helping the barnstormer. At the end of the summer, the barnstormer gave the plane to John with the understanding that John would fix it up. Then the barnstorming pilot would come back and teach him how to fly it.

Ah, youth! As soon as the former owner was out of sight, John cranked up the old plane and began flying straight and low down the field. Then he would land, turn the plane around and fly back.

It was not long before he was so sure of himself that he decided he could climb, turn and land. One day while doing this, someone saw him, and because amongst the holes, old barn paint and torn fabric, it still said, “Want to Take A Ride?” John did just that. After getting paid $2.00 he knew he had a career going, even before leaving high school.

After leaving high school, he put the plane away and went to Brooklyn to the Pratt Institute of Technology. During that time, he went to the Long Island field where Lindbergh was going to leave for his non-stop flight to Paris. That was May 20, 1927. He arrived the day before, slept on the floor of the hotel where Lindbergh was staying overnight, and in the morning saw him leave. As he sat there telling me this story he said, “You know, Lindbergh never did get any sleep that night. A reporter kept knocking on his door and he could not sleep after that!” He went on to say that “the plane, the Spirit of St. Louis, did not have any visibility. Lindbergh had to fly all the way on instruments and could only see out through a periscope when he had to. I still don’t know how he did it, not sleeping for 40 hours straight!”

A few years later, John helped Lindbergh push his plane from a hanger at Teterboro Airport, and Lindbergh gave John an autographed photo of himself.

There was a dirt field in Poughkeepsie called the Poughkeepsie Municipal Airfield. After graduating from Pratt, John set up shop and became the repair and support aircraft to the bootlegging industry in the Hudson Valley. Nothing sets John off more than talking about United States laws that prohibit you from drinking, or for that matter, today’s laws regarding drugs. In his opinion, all they do is make a few people very rich. As he put it “Americans love defying laws that do not make sense!”

Between fixing up bootleggers’ planes and giving rides to enthusiastic sightseers, John made a living for four years.

He then decided to become an airline pilot. He joined United and flew as copilot on the Boeing 247D in 1936-1937. While there, he took a leave of absence to fly the Kellett Autogyro as a test pilot. John stayed with the company 2.5 years. During that time John got into an argument with the design engineer over the concept of two counter-rotating three-blade rotors as opposed to two-bladed ones. He would not fly the three-bladed designs.

On May 12, 1931, he purchased a Pitcairn PCA-2 autogiro, S/N B-13 (ATC #410), manufactured in May 1931 by Pitcairn
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Aircraft, Inc., Willow Grove, PA. It came from the factory with a Wright J-6 engine (S/N 12529) of 320HP. It was a three-place craft.

He wasted no time, and immediately prepared and flew the aircraft cross-country from Poughkeepsie on the Hudson River in NY to San Diego, CA. In fact, we find pilot Miller and his autogiro in Tucson for the first time on May 28 at 10:09 a.m., just two weeks after the ink dried on the original bill of sale. He was westbound, enroute from El Paso, TX to San Diego, CA.

He made it to the west coast, being the first pilot to fly an autogiro over that transcontinental route. He remained on the west coast for a few weeks, and on June 21, 1931 he again landed at Tucson at 11:45 a.m. and signed the register. He was eastbound through El Paso, TX.

At the 1932 National Air Races in Cleveland, pilot Miller and the autogiro were nearing the end of a demonstration program with a fellow show performer. The fellow performer was killed and John’s aircraft was damaged. John spent 27 days here while parts were shipped and the aircraft was repaired.

After bringing the aircraft back to the Hudson Valley, John sold the aircraft to John R. Hopkins of Stockbridge, MA on July 20, 1934. Hopkins kept it for about two years, with John hired to fly it.

As war loomed, the Columbia Aircraft Company of Valley Stream, Long Island, hired John Miller, still a Marine Corp. pilot, to test fly each Grumman Duck that was produced. (Columbia Aircraft was a sister company to Grumman Aircraft.) John did this while continuing to fly for Eastern Airlines two days a week.

To free Grumman for production of fighters and torpedo-bombers, the U.S. Navy had Grumman transfer J2F production to Columbia Aircraft Corporation in Valley Stream, Long Island. Under the designation J2F-6, Columbia built 330 Ducks during the second World War. The only difference between the J2F-5 and J2F-6 variants was the introduction of the 1,050 hp Wright R-1820-54 air-cooled radial engine on the J2F-6.

An interesting test flight that John took in the J2F Grumman Duck was to fly down the Hudson River in late December. He had a representative from the Navy in the back seat. The passenger was adamant about not landing amongst the ice flows of Newburgh Bay. John landed, keeping the Duck on its step and weaving between the many ice flows dotting the river. As the insistence of the passenger grew to take off, John pulled back on the yoke and tried to do just that. The plane acted very sluggish. John had to apply full power and then only gradually got the plane to climb. When he got back to Valley Stream, he knew there was plenty of water in the main float. He had to land the plane straight and level, and then taxi with full power up to the ramp.

Examining the float, they found that someone had sabotaged the photo door built into the float by taking the rubber gasket out of the door and putting the door back on. The water pressure that occurred when John was on step forced water into the main float. That was why John had great difficulty getting off the waters of the Hudson River.

After the war, John continued to fly for Eastern as a commercial pilot. He retired in 1963.

After retiring, he bought a Bell 47G-3 helicopter. He used the Bell 47G-3 helicopter for rescue work, aerial photography and other commercial applications.

One rescue he related was of two boys who took a small boat out on the Hudson River off of Newburgh in Winter. John had to drop down to the ice, place the skid of the helicopter near the boat, and the two wet, cold boys got in.
As the discussion between Trish, John’s daughter, and I continued over the interview, I thought it would be a great idea to have John take a hop in a plane. Since Dutchess Airport is only a few miles away from his home, (and where his Bonanza is kept) that would be an ideal location.

With the kind cooperation of John Estes, owner of a number of airplanes, a meeting was arranged at the airport on September 5th, 2007.

I was told to be at the pilots’ lounge at 1 p.m. I arrived to a very secure airport. It was not very long before the airport manager, Ed, drove up, and after some discussion, escorted me to the pilots’ lounge.

I was in luck, again. A group of pilots where having their traditional spaghetti lunch and they invited me to join them.

Just about that time, I looked out the window, and right next to the deck was a beautifully painted Aeronca Champ. That had to be John Estes.

I was made to feel very comfortable by John Bourdeau, Line Service Supervisor, and the rest of the pilots in the lounge. As a matter of fact, John Bourdeau actually went out to the gate, found Trish’s car and guided Trish and John to the lounge when John needed a little encouraging to come on the airport grounds.

This day John decided he would not fly. No amount of coaxing from John Estes would convince him to get into the plane. The best we could do was get him to stand by the beautiful Champ for a photo opportunity.

Grumman Duck
New Year’s Fly-In

By Gabor Kovacs
Chapter 26 Co-President

The New Year’s Fly-In, sponsored by Sunstate Rotor Club, was held December, 29, 2011 through January 1, 2012. Elections were held during this event, and I am happy to report that I was elected co-president of Chapter 26. I accepted the responsibilities as a transitional option to help Scott Lewis ease out of office gradually.

We had a great event this year. As usual, Bud O’Neil, Scott Lewis and Ernie Boyette were present. Mike Boyette, David Hopkins, Trez Vining, Art Irvine, Rick Martin, and Davie Seace were at the meeting. My apologies if I have left anyone out.

Phil Paxton and Ed Darcy flew in for a short time. Rhonda O’Neal and Rick Martin kept the group well fed, and I had a few goodies baked up for the bunch.

The weather was fantastic with a temperature of 82 degrees. You’ve got to love Florida!

Davie was flying Ernie’s 150 HP Yamaha-powered Dominator. We had a few people show up just to get a ride. I got a nice intro on the Dominator, and I have to say it is a very impressive machine. It is a powerhouse for sure. It was very gracious of Ernie to let us abuse it!

All-in-all, it was a very good event with a lot of hangar talk and extremely good food. We all had a great time. Let’s do this again!
Chapters are Important to the PRA

By Doug Barker
PRA Board Member

Local Chapters are the lifeblood of the PRA. While some programs can best be administered on an organization-wide level, the most effective work done in promoting our sport and bringing new people into the exciting world of Rotorcraft flight is done at the chapter level, face to face, by the individual members of our organization.

Having local chapters spread out across our country so a new prospect can find others in his area that share his same interests and be able to check out some actual aircraft and watch others doing what they are dreaming of doing, can make all the difference in the world to a new person. If a person has to travel 1,000 miles to go check out a rotorcraft or see someone fly in one, most people will give up before they ever get started. Our 50th Anniversary, International Convention that will be held in Mentone, IN July 31st through August 4th is going to be an incredible experience and one we all ought to plan on being there for. But we also need additional “Regional Events” being held in locations that are closer for people to attend. We also need to have monthly chapter meetings and “flying events” that happen on a regular basis where people can plug in and learn more about our great sport.

At last count, the PRA has 38 chapters, located in 23 States, 1 U.S. Territory, and 4 Foreign Countries. While that is a pretty good start, we need more chapters to make the sport more available to the general public and attract more members to grow our sport. If our chapters are only focused on existing rotorcraft pilots getting together and having fun with each other, our numbers will continue to decline until we simply no longer have enough people involved to be worth the effort and our organization will go away. However, if we focus our chapters on finding people that have an interest, and in helping those people achieve their goals, we will grow and find more people to have fun with. There will be more demand for training and machines, and the support businesses in our industry will also be able to grow. Then our options increase and service improves, and it all just gets better.

When I moved to Utah (in 2003) there wasn’t a PRA chapter within 500 miles of where I lived. Although I had a burning desire to start flying gyroplanes, I simply didn’t have anywhere I could go to be with others with my same interests. I was desperately looking for someone already involved in the sport who could give me some guidance and direction and help me find a way to get started. As I joined the PRA organization and started looking on the internet, I started to find others who shared my same goals and soon had developed a big enough list that I thought we could pull off forming our own chapter. The rest is history, and the Utah Rotorcraft Association has become a very active and successful chapter in the Intermountain West. We now have a Regional Fly In Event called Rotors Over the Rockies that happens in June of each year and are leading the way in several areas with our chapter. The rest is history, and the Utah Rotorcraft Association has become a very active and successful chapter in the Intermountain West. We now have a Regional Fly In Event called Rotors Over the Rockies that happens in June of each year and are leading the way in several areas with our chapter. The rest is history, and the Utah Rotorcraft Association has become a very active and successful chapter in the Intermountain West. We now have a Regional Fly In Event called Rotors Over the Rockies that happens in June of each year and are leading the way in several areas with our chapter.
Representative program, but not all chapters are currently represented because we haven’t had enough people stand up and volunteer to participate in these programs. The ball has begun to roll forward -- the question is “how many people are going to take full advantage of what has already been started?” We welcome your comments and your thoughts. We need your participation to make our organization all that it can be. There is so much to do, but when everyone pitches in and helps (rather than sitting around waiting for someone else to do the work), it becomes easy and fun for everyone. If you are a Chapter President please remember to fill out the short form on the PRA website updating your chapter’s information, so we will have current and accurate information for each chapter. If you have a problem getting that done, please contact the PRA office for help. Together, we are going to make some exciting things happen this year in the world of recreational rotorcraft. Please, come join us!

## Gyroplane CFIs

The following instructors are PRA members. 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 in parentheses are available for instruction.)

### ARKANSAS
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- **access to the only on-line sport pilot gyroplane ground school that provides 21 hours of live professional training to PRA members for a mere $99**
- **members-only discounts on insurance and other products**
- **members-only content on the PRA website**
- **voting privileges in elections**
- **expanded magazine content (future issues)**

Join today at [www.pra.org](http://www.pra.org)
Launch of Heli Asset -
A global helicopter sales & acquisition service provider
to operators & lessors worldwide

February 2012, Paris, France – Emmanuel Dupuy, managing director and partner Alain Regourd, announce the public launch of Heli Asset at HAI’s Heli Expo® Convention in Dallas, where the company is exhibiting (booth # 4605). Heli Asset’s mission is to deliver the highest level of brokerage service to helicopter operators and lessors.

A spinoff of Regourd Aviation’s helicopter sales department, it has decades of helicopter transaction experience. Capitalizing on this 35+ year heritage, it offers Clients decisive processes, a global network and local expertise wherever in the world. Heli Asset currently has offices in Europe & USA, with further front offices and affiliates worldwide. Its staff is multicultural and extremely dedicated to fulfilling client expectations, 24/7. Heli Asset deals in all western built civil helicopters, used or new and configured in VIP/Corporate, offshore, SAR, police, public service or utility.

Emmanuel Dupuy states, “Whether representing a Seller or a Buyer, we dramatically expand the resources available to Clients. Our remuneration is 100% based on success. Therefore the relationship we engage with a Client is dynamic. We share his risk.”

Alain Regourd adds: “Trust is extremely important in any business relationship. Heli Asset’s presence at Heli Expo will be a stepping stone to initiate new relationships and deepen ongoing ones.”

Up, Up and Away...

By Ed Alderfer

Move out on the runway 4 stroke is smooth
Rotor coming up quick full throttle I choose
Soon at 35 and back pressure on the stick
Starts its homesick angel climb & I mean quick...

Red rotor is so smooth like a dang fixed wing
Temp volts oil press RPM’s are doing there thing
Glad no one can hear me cause I start to sing
How lucky we are to ride our magic carpet swing...

Now 500’ near quick as a wink, cut back to half
Let my machine think it is a real chopper with shaft
Nothing in the whole machine wearing itself out
Just won’t hover, will do everything else with clout...

How can we be so lucky as anybody with a Genie
About as magic as if we were all the great Hudinee
I tell you there is magic in our autorotative way
Turn & bank whatever we want, what more can I say..

I ain’t done yet, no matter the wind or updrafts
We ride it out smooth with out any drive shaft
The most simple aircraft in this high tech time
Always in autorotation is the height of sublime...

From 500 feet we can about see everything
Even the dreamers of old would see us as King
Even today not many people have this thrill
Dosen’t even matter that I’m way over the hill...
Remember the first time you saw one?
Way in the back of Popular Mechanics magazine,
was an aircraft you could build in your garage,
and tow behind your car. The dream of flight, alive in your
10-year-old mind. This is the year you honor that dream.

Bensen Days 2012
for the Kid in All of Us

Originated by Sunstate Wing and Rotor Club, the festival honors the memory of a
pioneer of home-built flight, Igor Bensen. This year the Popular Rotocraft Association
will embrace the fly-in as an official association fly-in, which will only make it
better.

If history is any
guide, you will have
the opportunity to see
gyroplanes of every
imaginable style and
model, from basic
home-built machines
to exotic enclosed
multi-passenger
models. Instructors
will be available to
do both training and
introductory flights. Visit for the day or
immerse yourself
for the whole event.
Come alone or bring
the family. Help us
celebrate this aviation marvel at the 39th
Annual Bensen Days Fly In.

For more information,
visit our website at www.BensenDays.com
and www.PRA.org

Wauchula Florida - Bensen Days, the
premier gyroplane gathering in the US will
again take place at the Wauchula Municipal
Airport in Wauchula, Florida. Beginning
Wednesday, March 21st, through Sunday,
March 25th rotor-heads from around the
country will congregate at CHN for fun, fellowhip and most of all, flying.

Unlike other fly-ins where pilots fly in and
spend the rest of the time talking, gyroplane
pilots fly. The airport campground will be
full to capacity, and the fun will start at
dawn and continue into the evening.

The event is open to all types of aircraft,
and pilots including powered rotor, ppc,
ppg, trikes, and fixed wings.
2012 is upon us, and many great things are in the works!

By Tim O’Connor
PRA Vice President

Bensen Days will herald in Spring, as well as the event season for most of us. Bensen Days is held March 21st through the 25th at Wauchula Municipal Airport (CHN) located in central Florida. For more information and to register, please visit the Bensen Days website at this link.

Although July 31st through August 4th seems to be a long time from now, great things are not built in a day, so the PRA Convention crew is already looking for ideas, input and opinions from everyone. In order to make the 50th PRA National / International Convention great. A survey has been created to find out what you like, don’t like, and what you would like to see at this year’s convention. Each and every submission will be reviewed by the Convention Directors and the PRA Board of Directors. Do your part and voice your opinion now at this link to the survey.

The PRA CFI Sponsorship program is looking for donations of used two-place gyroplanes. If you have a two-place gyro that you can donate, will or otherwise provide, please contact PRA President Scott Lewis. The PRA has been building a program to bring more gyroplane CFIs into the community, and your donation would make a significant difference.

You should have received an email from the PRA publication system announcing a new program designed by Paul Plack that distributes PRA Chapter newsletters to the PRA Digital Publication List. This fantastic new program brings even more information to subscribers, and in return, enables PRA Chapters to increase membership and awareness. Contact Paul Plack to add your PRA Chapter’s newsletter to the system.

Through the winter months, many of us spend more time flying keyboards than rotorcraft, at least in the northern parts of the globe. Knowing this, the PRA has been adding some improvements to the PRA website. More than 40 back issues of Rotorcraft and Popular Rotorcraft Flying are hosted in the Members-Only section of the web page. More magazines are added each month, and by the end of the year we hope to have the complete catalog online. You can access the back issues at this link (you must be logged in for this to work).

This winter, the PRA is also planning to expand the “How To” video libraries. Many people do not realize it, but there are two separate “How To” sections on the PRA website. One is open to the public, and the other library is for Members-Only use. The public library has a good selection of informative videos now, but the Members Only library needs more material. To enhance the Members Only “How To” video library, the PRA is offering $40 worth of PRA merchandise from the PRA online store to the first four people to submit “How To” videos.

“How To” video submissions that qualify for the $40 PRA store credit must be on a topic useful to owners or pilots of personal rotorcraft, and must be submitted for the exclusive use of the PRA website. For questions or directions on how to submit your video email, contact us here.

The public “How To” page on the PRA website is at this link.

You can access the Members Only “How To” page by clicking here (you must be logged in to view).
During March, the PRA will also be hosting a series of FREE On-Line Live Seminars called “Webinars.”

The webinars will be free and open to the public using Microsoft Live Meeting software. Everyone is invited to attend. You will need a Windows PC with an internet connection and speakers or headphones to attend. After the webinars are over, recordings will be available, but only to PRA Members.

The PRA expects to have about five free webinars. So far the confirmed scheduled webinars are:

- **Helicycle Building and Flying** by Stan Foster: February 28, 2012 at 7 p.m. Eastern.
- **Gyroplane Radio Communication in the Pattern** by Tim O’Connor: March 1, 2012 at 7 p.m. Eastern.
- **Passing Your Gyroplane Check Ride** by FAA DPE Ron Menzie: March 8, 2012 at 7 p.m. Eastern.
- **Homebuilding Tips and Examples** (cutting, drilling) by Stan Foster: March 12, 2010 at 7 p.m. Eastern.

To join these free public webinars follow the instructions at this [link](#).

If a room name or password is required, it will be posted the day of the webinar.

Also new on the PRA webpage are downloadable graphic desktop background images with calendars (wallpaper). Photos submitted by members are chosen each month to become a FREE downloadable calendar for the desktops of PC or Macintosh computers (also compatible with some tablets).

Download the current desktop at this [link](#).

The last, but far from least, new feature on the PRA webpage is the new PRA File Archive. The new online file archive has over 11,000 files! All of the files are public domain and free to download. The files include not just photos, but also manuals, engineering information, builder information, pilot information, spreadsheets and more. This archive makes the PRA.org website the largest single source of downloadable personal rotorcraft information on the internet.

The archives do not have a graphical user interface but do allow easy directory browsing from any computer. Forums and blogs carry useful information, but in a format that is hard to browse and search unless you are looking for the “Hot Topic” of the day. The PRA Public Archive presents a simple interface with only verified downloadable files. This means you do not have to wade through off-topic and other possibly incorrect text to get the information you are seeking. The PRA public archive also supports large files and downloadable videos which most forums and blogs do not.

In the future, the PRA would like to add icons and a graphical interface to the archives. If and when this happens will depend on member donations.

You can find the PRA public archive at this [link](#).

Some members may be asking why the PRA website is offering so many free resources. The most direct answer is that one of the principles of the PRA Charter in the bylaws is to “Foster, promote and popularize education in rotorcraft among its members and the general public.” The second part of the answer is that “preaching to the choir” does not grow the PRA nor does it grow and protect our sport.

Member dues support many public programs that are vital to the health of personal rotorcraft. The list of instructors the PRA publishes in several forms of media, the PRA Regulatory Committee, Event Sponsorships, professionally edited electronic news systems, PRA chapter newsletter redistribution, 11,000-file archive, informative web page, free educational and fun online quizzes, webinars, and other programs, provide infrastructure our sport needs dearly.
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Other PRA programs are in the works but have not yet matured, such as the CFI Sponsorship program, and there are additional programs that will be announced and implemented as funds and volunteers are available.

PRA does provide many members-only benefits, including but not limited to: the only on-line sport pilot gyroplane ground school that provides 21 hours of live professional training to PRA members for a mere $99 (comparable non-gyro ground schools offer less of a class for more than $500), members-only discounts on insurance and other products, members-only content on the web page including a growing back issue archive, and additional materials and benefits.

Additionally, only current PRA members can vote in the elections, see expanded magazine content (future issues) and participate in the membership meetings. Members should also look for a survey allowing you to directly speak to the Board of Directors later this year.

This all means that your PRA membership dues are working harder than they ever have in the past, and in today’s world of information technology, this work is more important than ever. Please do not forget to do the right thing and renew your membership or join today.

Classified advertisements in Rotorcraft are a free service to PRA Members. Submissions should be emailed to: prahq@medt.com

Classifieds

FOR SALE

WILL SELL FOR $3,000.

For additional information call Les @ 541-282-4620
or for pictures or questions E-Mail: LThrossel@safetyresc.com

$4,000.00

For further information, contact Ralph Heading at 1-604-644-2132

RAF 2000/Sparrow Hawk Project

RAF - Cabin Kit............................List $3261.
RAF - 23 gallon Seat Tank................List $ 441.
Rudder, fiberglass........................List $ 400.
Main Axle assembly (expandable carbon fiber suspension) with balloon tires on aluminum rims ..............List $ 500.
Front wheel assembly
(Sport Copter, castering) ..................List $ 300.
Engine (Factory EA-81 Subaru, turbo charged, electronic fuel injection. Produces 120 HP) ..................List $600.
Warp drive, carbon fiber, ground adjustable propeller with direct drive hub ..........List $700.
Folding mast assembly .....................List $200.
Set of fiberglass floats - 33 lbs each 11’LX 2’W ..................................List $1,200.
Boxes of parts, most needed to finish plane ..................................List $--------

TOTAL VALUE $7,602.+

FOR SALE

$4,000.00

For further information, contact Ralph Heading at 1-604-644-2132
Bensen Days is one of the oldest and largest gyroplane fly-ins in the world. Each Spring, enthusiasts gather in Florida to rekindle our bond with each other and drill holes in the sky in a celebration of aviation unlike any other.

Most participants camp right on the airport, but there is a fine hotel and bed and breakfast a short drive away. Visitors are welcome, and a day pass is available at the registration tent. Participants are invited to register in advance and make on-site camping reservations on our website, www.bensendays.com. We hope to see you there!