

Southwest Rotorcraft

February 2014

**The Carter Copter Sets a Rotorcraft Altitude and Speed
Record in 2014**

Southwest Regional Chapters of the Popular Rotorcraft Association



Southwest Region Chapters



Chapter 6 Mid-South Rotorcraft Club
 Contact: Thom Francis
 210 S 8th Street
 Gurdon, AR 71743
 Email: thomefran@netscape.net
 Phone: 870-403-2888

Chapter 20 Pelican State Rotor Club
 Contact: Bill Wieger
 112 Gayven Dr.
 Pineville, LA 71360
 Phone: 318-640-5656
 Email: bwieger@suddenlink.net
 Website www.pra20.com

Chapter 62 Lone Star Rotorcraft Club
 Contact: Mark Spies
 Houston, TX
 Phone: 713-469-2462
 Email: MarkHSpies@gmail.com
 Website: www.gyrosaway.com

Chapter 65 Central Texas Rotorcraft Club
 Contact: Paul Erb
 9901 Brodie Ln. 160-283
 Austin, TX 78748
 Email: perbgyro@sbcglobal.net
 Phone: 512-680-1835
 Website: www.centexpra.org

Chapter 78 Texas Rotorcraft Association
 Contact: Bob Stark
 PO Box 428
 Olney, TX 76374
 Phone: 940-564-2938
 Email: rgstark@brazosnet.com
 Website: www.txrotorcraft.org

Oklahoma
 Contact: Robbie Hyde
 Duncan, OK
 Email: Robbie.hyde@yahoo.com
 Phone: 580-475-5261



This Months Contributors:

- Paul Erb
- Becky O'Brien
- Stacy Maness
- Dean Dolph
- Bob O'Dell
- Mike Ransleben



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
- Photos
- Family news
- Classifieds

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 on-line or download them to your computer.

[**Click Here to Subscribe Now**](#)



Upcoming Events

- February 8; Chapter 65 Meeting at Luling
- February 15; Chapter 62 Meeting at Anahuac
- February 22; Chapter 78 Meeting
- March 14th and 15th; ARC Days, Coolage Arizona Airport (P08)
- March 15 and 16: Jasper Air Show, Jasper Texas
- March 26-29; Bensen Days, Wauchula Florida
- April 26: AOPA Fly-In, San Marcos Texas
- June 10-14; Rotors Over the Rockies, Brigham City Utah
- August 5-9; PRA International Convention, Mentone Indiana
- September 25-27; Ken Brock Freedom Fly-In; El Mirage Dry Lake Bed California
- October 24-26; Steve Weir Memorial Fly-In (Formerly Gatorfest Fly-In), Anahuac Texas



On the Cover

Larry Neal (Test Pilot) and Jay Carter after just breaking MU-1 in the Cater Copter

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.

Southwest Rotorcraft



Steve Weir Memorial Fund

The family of Steve Weir, with the support of the PRA, has set up a memorial fund in Steve's name. The funds will be used by the PRA for education and training. If you would like to contribute, please visit the PRA website's donation page, <http://www.pra.org/donation.aspx?i=48>, check "other" and put Steve's name in the box. Fill in the amount you wish to contribute, check the payment method, and hit "Donate", it's that easy.

If you can't, or would rather not contribute via internet, you can send a check to the PRA at:

PRA
Steve Weir Memorial
P. O. Box 68
Mentone, Indiana 46539

Make sure you clearly mark the check with Steve's name to assure the funds are deposited into the right place.

From The Editor

Fly-In season once again is just around the corner. Make it a point to travel to at least one major rotorcraft event this year, you'll be glad you did.

Bensen Days is the first major event of the year and will be held in Wauchula Florida the last week of March. This year there is a group planning a caravan that will be starting in San Diego California and will end in Wauchula. So far, the plan is to travel the I-10 corridor with as many stops along the way as needed to pick up others that want to join in. The Texas group will be privileged with a stop-over in Anahuac March 23rd. It will be an amazing event for our chapter and we hope to have some of our members join the convoy. If you would like to go to Bensen Days, this is a great opportunity to go and you can also get help with transportation of your machine. The caravan will also be stopping in Gonzales Louisiana the next day to afford the Chapter 20 guys a chance to join in the fun.

Until next month, fly safely.

Mike Grosshans, Southwest Rotorcraft Editor



Join/Renew Your Membership



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 has 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



PRA Volunteer Opportunities

The PRA is not a self-standing separate entity; the PRA is the expression of the effort by the members who donate some of their time to our wonderful sport. Please consider lending a hand by pitching in and volunteering for PRA activities like writing articles, helping at the convention or some of the following positions.

- **Web Content Editor**
- **Web Interface Programmer**
- **Manufacturer Information Ambassador**
- **Airport Activities Manager**
- **Web and Content Ambassador**
- **Advertisement Coordinator**
- **Social Media Ambassador**
- **Curator Volunteer for the *History of the PRA***

For info about any of these opportunities, email praglobalsupportteam@gmail.com.



Lone Star Rotorcraft Club



January 18th Meeting

On January 18th, the January Meeting of PRA Chapter 62 was called to order by President Mark Spies. Members in attendance were Will Templeton, Stacy Maness, Dean Dolph, Chauncey Surry, Michael Luttrell, Keith Johnston, Danny Whitten, Anthony Vallot, Ron Clifton, Antony Thomas, Michael Ransleben, Becky O'Brien and Mike Grosshans. Later Bobby Martin flew in and Cliff Massey brought in a couple gyros with Jason Knight who joined the club and will soon be taking possession of his MTO Sport.

PRA news was discussed and the new membership refund was brought up. The club held a vote and agreed that any new PRA members that we receive a rebate on, will get their next years club dues paid for them.

Danny presented the monthly Chapter bank balance. Danny also reminded the group that the 2014 dues are now due.

Danny presented a first aid cabinet that was brought in by Mike and suggested the club pay for it, Becky stepped up and said she wanted to pay for it as a donation to the club.

New Business began with a presentation on the planned caravan from San Diego to Wauchula with the date that it will be stopping by Anahuac. This will give the club a great opportunity to be able to attend one of the best gyro related events in the country.

Membership applications were discussed. The By-Laws state that a new application must be filled out each year when renewing memberships. Danny pointed out the difficulty in getting the accomplished. It was agreed that the application will be filled out in the event that a members information has changed and needs to be updated.

Tony offered ground school to the membership, there seems to be quite a bit of interest. His offer is to hold ground school classes at the hangar on off-meeting weekend at a cost of approximately \$10 per hour which he would like to donate back to the club, but he needs a minimum of 3 people

per session to make it worth his time and effort. The first session will be held March 8th, the topic will be announced at a later date.

The next business agenda item was the restructuring of the BOD since the loss of Steve Weir in November. The BOD suggested the restructuring to be: Mark Spies as President, Steve McDaniel as Vice President, Danny Whitten as Treasurer, Mike Grosshans as Secretary, and Tony Thomas as Member at Large (the only changes being Mark as President and Steve as VP). Dean motioned for a vote to accept, Will seconded and the vote was taken and approved at 14—0.

Mike reported to the group that the BOD made a purchase last month that had a total that exceeded the BOD spending authority as stated in the by-laws. The purchase was for some shelving so we could organize and display the items for sale from Steve's estate, the overage was unintentional. Mark motioned for a vote to accept, Danny seconded, the vote was 14—0 to accept the purchase.

Suggestions for a Steve Weir Memorial were talked about, including a plaque at the hangar and renaming the annual fly-in. The discussion was tabled until next month after everyone has had a chance to think about it and a vote will be taken at that time.

Dean briefly informed everyone that he is now in charge of the book library and anyone wishing to check out a book, to please see him. Deposits will be required.

Project Reports: Ron Clifton is working on his temperature gauge and is ready to start run-up of his engine to see how it is performing. Stacy is complete with his rebuild and is ready to begin testing. Chauncey and Keith have made arrangements to visit Steve McGowan in May for some training. Cliff delivered two gyros that Keith just purchased from him, Keith is planning on working on the Dominator and get it flying first.

The meeting was adjourned. Lunch was provided by Mike, donations were accepted.

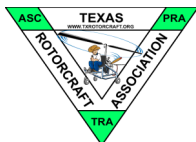
Next meeting is set for February 15th at Anahuac.



Chapter 62 wishes to welcome it's newest member.

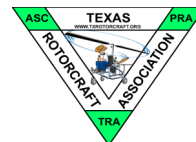
Jason Knight joined us in January.

Welcome aboard, we're glad to have you with us and hope to see your new MTO flying soon.



Texas Rotorcraft Association

January Meeting



The Texas Rotorcraft Association met on January, 25th in the back room at Don Antonio's restaurant in Olney, Texas. Everyone enjoyed a meal ordered off the menu. There were 10 members and one guest in attendance.

Larry Neal, test pilot for the Carter Copter, gave the program. A few days earlier, he had completed a test flight in the Carter Copter to a record 18,000 feet and achieved a speed of 204 mph with an L/D of over 11.6. For a rotorcraft, those are unheard of numbers, especially the L/D. Larry pointed out that the Carter Copter also recently surpassed MU-1. That is when the rotor is slowed down until the downwind rotor tip speed is less than the forward speed of the aircraft. When MU-1 is approached, the drag of the rotor blade is greatly reduced and the aircraft starts flying using the small, efficient wings for lift. At this point, the efficiency of a fixed wing aircraft is approached. Now you have an aircraft that will take off vertically, fly with the efficiency of a fixed wing, and land with almost no roll. When asked if he thought he could take off and land on a heliport pad, Larry said he could takeoff but would need a little wind for him to be willing to try a landing at this point of their testing.

Larry noted that an auto pilot had recently been installed and testing was in the early stages. Jay Carter also has plans to visit Sun N Fun and Oshkosh this year to show the aircraft. There is a rumor they may fly it there making appearances along the route. Our club wants to congratulate Jay and Larry for their many recent accomplishments they are obtaining in the Carter Copter.

After the lunch and program, the group went to the Olney Airport and looked at the Carter Copter up close. In attendance: Scott Sullins, Larry Neal, Bob Stark, Bob O'Dell, Roger Zwicker, Lane Burgess, Bryan Fair, David Dantonio, Craig Demere, Jay Steindorf and his guest.

Next Meeting: February 22, 2014, at Don Antonio's Restaurant in Olney, Texas at 11:30 AM. The speaker will be Joe Tilton who was 1 of 12 members on the Small Aircraft Transportation System (SATS) Team in the US that was formed by NASA. Joe was a promoter of gyros as one of

the main aircraft for the Personal Aircraft Vehicle (PAV). Joe advocated a system where you pulled your aircraft out of your garage, told it where you wanted to go, and sat back for the ride. That sounded really far out 15 years ago but now is considered plausible. The system was tested in 2001 and it worked very well even then. The Committee disbanded when the project was finished and they ran out of money. Needless to say, air control, run by computers, did not sit too well with the FAA who NASA told to stand down and just listen. Folks, this will be an interesting talk.

Bob O'Dell



The Carter Copter after just accomplishing a speed, efficiency, and altitude record in January, 2014. Larry Neal (Test Pilot) and Jay Carter after just breaking MU-1



San Marcos, TX

San Marcos Municipal
Airport (HYI)

April 26, 2014



**11th Annual
Center Fly-In**

May 17, 2014

Center Municipal Airport
397 FM 1656, Center Texas



**CENTRAL TEXAS
ROTORCRAFT
CLUB**

June 28th—2nd Annual Chapter 65 Fly-In, Lu-
ling Carter Memorial (T91)

**2nd Annual Return to
Kerrville Reunion Fly-In**
Saturday - Sunday, May
10-11, 2014

Builders Corner

DREAM IT - BUILD IT - FLY IT



Mike Ransleben's Bensen

Mike's still working at getting his Bensen flyable. He just picked up a set of 23' Dragon Wings and is in the process of mounting a tall tail. Still needs to get the radiator right and all the instruments hooked up and working but he's getting very close to having it ready for it's first flight.

Rotary Wing Forum
A Meeting Place for Rotorheads

Forum Talk

Here's a thread started by DAR Tom Milton on the 51% rule. Seems as though the FAA is getting stricter on giving out airworthiness certificates to amateur built gyros. If you are in the process of building, it would be good to visit this thread and read Tom's comments; <http://www.rotaryforum.com/forum/showthread.php?t=39682>

Here's another one started by Tim Chick in regards to selling gyros without an N-Number, something you may want to consider if you are looking to purchase a used machine; <http://www.rotaryforum.com/forum/showthread.php?t=39794>

And don't forget to keep an eye on this one as it progresses. Anyone planning to attend Bensen Day's, and especially if you plan to take a gyro, this would be a great chance to join in a lot of fun and to share a lifetime experience with many other rotorcraft enthusiasts. The plan is to travel down I-10, right through Anahuac and Baton Rouge. So far, the schedule is for the caravan to stop in Anahuac Sunday, March 23rd. If there is interest from the Chapter 20 guys, the caravan can also make a stop in Louisiana to pick up your chapter, right now it is on the schedule to stop at Gonzales March 24th. Link to the thread: <http://www.rotaryforum.com/forum/showthread.php?t=39629>



The International Association of Professional Gyroplane Training

Improving gyroplane flight safety by sharing 'best practice' worldwide.

Mitigating Incidents #1 - Stopping After Every Landing.

Gyroplanes are very stable in the air, but on the ground they are not so stable; the number one cause of incidents in Gyroplanes happens when they are on the ground, specifically after landing. In particular, a Gyroplane is less stable on the ground than a fixed wing aircraft.

Why is this?

There are a number of reasons why a Gyroplane is potentially vulnerable immediately after landing:

The landing flare increases the angle of attack of the rotor disc, temporarily **increasing** the rotor speed, therefore **increasing** the rotor thrust and the 'energy' of the Gyroplane. This is the very same energy that has been keeping you airborne during your flight, so if it is big enough to keep you flying, it is certainly big enough to pull you over if you don't control it.

The rotor energy is contained high above the centre of gravity of the Gyroplane. This exaggerates its effect and reduces stability. A small change in a movement of the stick, can have a large effect on the movement of the energy.

The wheel base of a Gyroplane is quite narrow. A wide wheel base would help limit the likelihood of a rollover, acting like stabilisers. The narrow wheel base does not provide this support. The triangular layout of the wheels makes the vulnerable direction about half way between the front wheel and the main wheel on each side.

What is the common problem after landing?

A common problem after landing is not handling the stick correctly. Putting the stick forward too soon, too quickly or in the wrong direction can all have undesirable consequences.

The primary reason given for these incidents

is the pilot relaxing immediately after landing, believing they have now landed safely and not realising that the energy in the Gyroplane has actually increased.

So what is the 'Best Practice' procedure after landing?

After you have touched down continue bringing the stick rearward until you have stopped moving forward, or until you cannot bring the stick back any further, whichever happens first.

Keep the stick as far back as possible **until the Gyroplane has stopped.**

When the Gyroplane has stopped, hold the wheel-brake and at the same time, put the stick fully forward and, in a crosswind, slightly towards the direction of the wind. Do not rush it, but do it before the Gyroplane starts to move or tilt rearward.

Wait for a few seconds to let the energy dissipate from the rotor system.

Taxi clear of the runway.

NEVER feel in a rush immediately after landing.

At a busy airfield you may be tempted to try and rush clear of the runway, especially if the aircraft behind you has called final or you have been asked to expedite by Air Traffic Control.

Remember, if you put the stick forward before the Gyroplane has come to a complete stop then there is a likelihood that you will roll over to the side - in which case you will block the runway for a lot longer than if you took your time.

To join I.A.P.G.T. and to receive periodic notifications like the one you just read here, go to <http://www.iapgt.org>.

HANGAR FLYING



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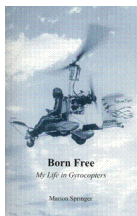
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FOR SALE

Classified are free, just send some pictures and a description along with your contact information to mike484@aol.com and we will post whatever it is you have for sale, trade, or looking for.

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 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](mailto:Michael.stone@mustangeng.com)
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

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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, buit 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



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.

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

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



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

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



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

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LOUISIANA

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

OKLAHOMA

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
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