

RAF2000 GYROPLANE MOVES TO UPINGTON SOUTH AFRICA

I can't think of any company in the world that has sold more gyroplanes than RAF2000 based in Canada so it was a sad day when they closed their doors just over a year ago, after 30 years of producing an aircraft that in my opinion is in a class of its own.

RAF2000 owners around the world were concerned about the future of their aircraft and of course where would they get parts and the backup they have enjoyed for years?

So it was good news when Eben Mocke snr decided to buy the company, which is now based in Upington South Africa.

Eben is no stranger to aviation, as he has run the Upington micro light and RAF2000 training centre for years (He has been involved with the RAF2000 for 4 years) and has 3000 hrs flying in the RAF2000 and is a qualified to instruct the ELA, Magni gyros and Trikes.

He has trained over 38 pilots to fly the RAF2000 and has built over 38 kits an unbelievable effort in just 4 years.

Eben Mocke snr. on the right



Eben jnr on the left



I have heard so many stories about the RAF2000's future both negative and positive but I had to find out for myself. Did the RAF2000 Company in my opinion still have a future?

To answer that question simply, yes! A big future.

From the moment my wife and I arrived in Upington until the time we left I could not believe how the Mocke family made us feel. At all times they were warm, friendly, good fun but at all times very professional and very serious about their business and safety.

A regular day for Eben Mocke snr and jnr (who also has 1000 hours flying the RAF2000) is 2 to 3 hours of instruction every day except Sunday. The rest of the day they spend building factory built RAF2000's to fulfil orders from around the world and at any one time they can have 6 RAF2000's being built at the same time. While I was there for the 10 days they had 2 orders, so the RAF2000 is very popular in the gyro world.

(Below a RAF2000 is ready to be shipped and myself and Eben jnr in the workshop)



As I am a RAF2000 owner myself and have flown her for 240 hours, I was very interested in flying with the stabilator. A stabilator stabilizes the blades unlike the H/ stabilizer that stabilizes the air frame and as we only fly the blades the concept made a lot of sense to me but I had to try it myself.

The stabilator is fixed to the mast unlike the H/stabilizer which is on the keel.

I have a horizontal stabilizer on my RAF2000 and was interested in what the differences would be.



My RAF2000 with H/Stabilizer fitted.



RAF2000 with stabilator

Although the horizontal stabilizer had made a difference to my RAF2000 and was a lot easier to fly than a standard RAF, there was no comparison to how the RAF2000 flew with a stabilator on. The pilot work load was reduced the aircraft was not restricted in any of it's maneuvers. I set the speed at 60mph and that is where it stayed from take off to landing. I did a full circuit without touching the stick. You can set the speed up to 90 mph the trim improves with airspeed and when you find out that a guy like Duane Hunn invented it who has 8500 gyro hours 5500 hours in a RAF2000 he certainly knew what he was doing. I was so pleased with the stabilator that I ordered one and it will replace my H/ stabilizer.

Below all the gyro's are fitted with stabilators



Eben is very concerned about safety and training around the world and feels poor training is the main reason why there have been accidents and the bad name gyros have all over the world. He will not sell any RAF2000 Gyroplanes without a minimum training of 45 hours before solo. The training facility is impressive. They fly from Upington airport so your radio messages must be perfect. Upington airport is only 1 of 4 airports that can land the space shuttle so you can do 4 touch and goes in one circuit. During my stay I did 10 hours of flying with Eben snr and jnr and even with 240 hours experience I feel that every aspect of my flying has improved. At last a training centre I can highly recommend.

Accommodation is no hassle, as they also own their own guest house which is run by Eben's wife Ansa. The hospitality and service is fantastic.

Guest house

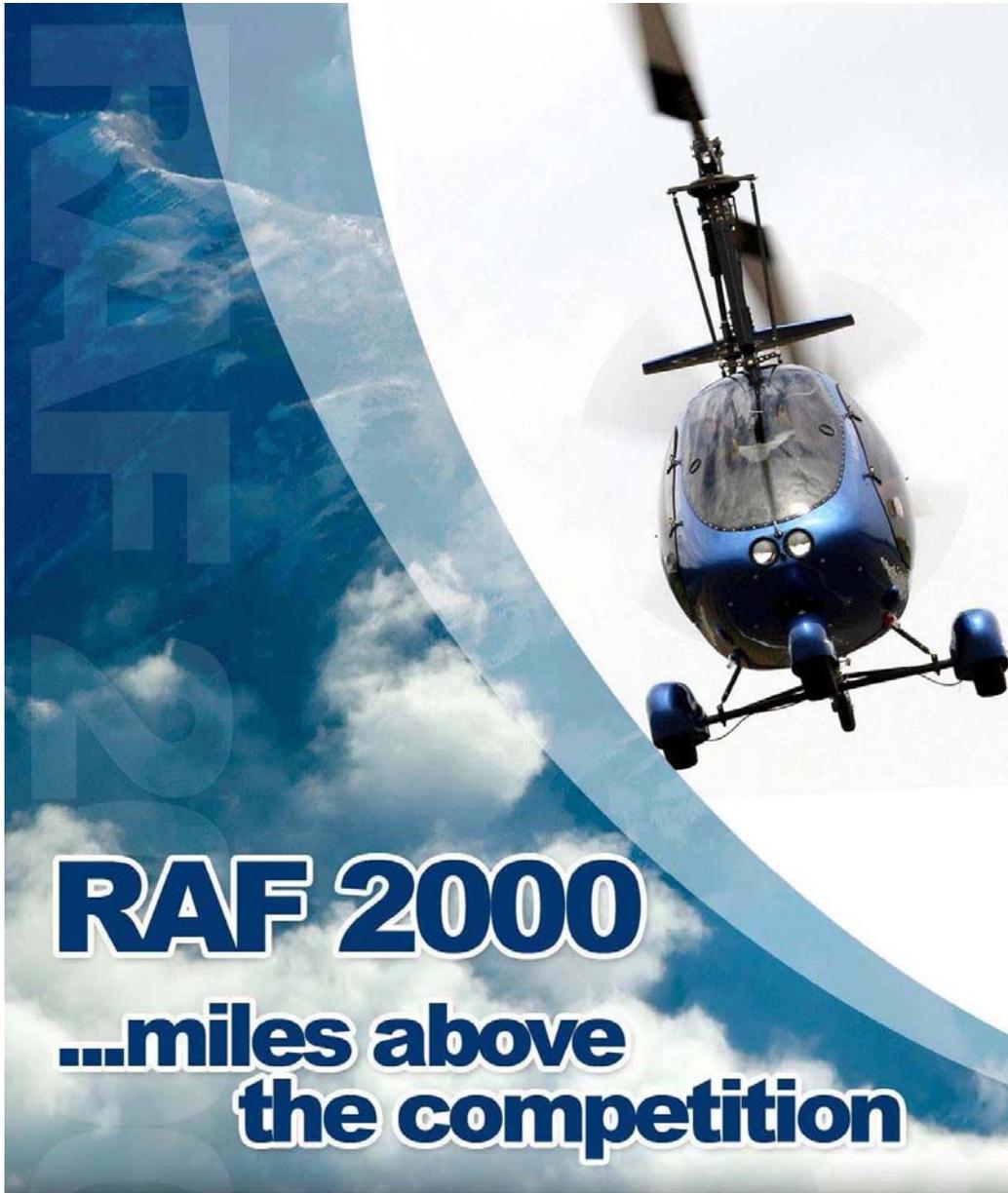


My wife. (30 Km from Upington)



The future for RAF2000 looks bright. They can build 4 factory built RAF2000 in 3 months and have a price tag nobody can compete with. Value & quality for money they are "Miles above their competition" If you have ever had a dream to fly a Gyroplane look no further than the RAF2000. Every angle has been covered and I will return there in the near future.

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RAF 2000

**...miles above
the competition**

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