
ROTOR GAZETTE

St. Louis Rotorcraft Club – PRA Chapter 35 – February 4, 2006

Next Club meeting is March 4th, 2006, at the Greenville, IL Airport.
Fun starts at 11am, be there, or miss all the fun!

The February meeting had at least 20 people in attendance, by my count. Everyone was a weather wimp for this meeting. The only gyro in attendance was Gerry Loeser's Sparrowhawk. Bill Perkins, a new member and Midnight Hawk owner, and Ron Roberts, a former Schweizer flyer, attended our meeting. Mark Greene and Dave Kayser provided the eats, and the brownies must have been a big hit, as there were none left.

At the meeting, a number of topics were discussed. Mark Greene volunteered to coordinate the Shelbyville fly-in, but we didn't get much further on fly-in dates. We need to finish that topic at the March meeting. Greg asked for input on what the club members were looking for at the meetings, and we discussed possible future purchases with the club funds. John Wohaska discussed quite a collection of older PRA magazines, Homebuilt Rotorcraft issues, builder's manuals, and really old PRA manuals he has available for any member who would like to read them. Contact John at 636-296-7188 if interested in them. There is a wealth of info ready to be digested in John's collection.

We asked the members with new machines to discuss their progress. Bob Heimberger brought his Magni panel in, with everything mounted except his GPS. He did a great job of cutout work on his panel. Bobby Ireland talked about his Mustang, which he purchased from Tommy Milton. Bobby just finished adding his prerotator. Bill Finnegan told us about his upcoming RAF 2000 purchase. Update: Bill's project RAF is now in his possession. Bill F. is planning on modifying his machine with a New Zealand re-drive, and the Larry Boyer keel mod. Bill Perkins has purchased Bobby's Midnight Hawk, and asked many questions about various components on his machine. Larry Miller talked about his wheelbase change on his Midnight Hawk. Bobby, Bill, and Larry, all expect to be flying soon after the weather breaks.

There was lots of discussion regarding AN bolts vs. Grade 8 bolts (you only want AN bolts), and the need for a thorough review of all components on any machine you purchase from someone else. John Wohaska suggested we set up a process where other members of the club review each other's machines, to get feedback on items needing attention. It's pretty easy for most of us to think everything is correct on our machines, when in fact there are probably some items which are non-standard, even non-safe, to our sport. That's why it's important, especially for members new to the sport, to have their machines reviewed by more knowledgeable members.

Ken Bricker brought fliers for the Illinois Ultralight Safety Seminar to be held on February 25th. The meeting is at the ILLINOIS building at the State fairgrounds in Springfield. Plan to attend, there is lots of good information available, and some good door prizes. It's hoped that a couple members will bring their machines for display.

Gerry Loeser, club president, was gracious enough again to give rides in his Sparrowhawk. Despite the bitter wind and snow flurries, Gerry braved it all to allow several individuals to experience gyro flight. I'm aware of at least 3 who took their very first ride in a gyro that day. I was fortunate enough to be the first person airborne with Gerry, and we spent about 15 minutes



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touring around, with me at the controls. I suggested we return to the airport, since I knew Gerry had promised other rides. As we got close to the airport, Gerry announced our intentions. I assumed at that point, Gerry would take over. Wrong, he told me to take it in. I asked if he was crazy, and he said no, he'd talk me through it. Now I'm really nervous! As we were on final, Gerry gave more directions, and down we came. It was a pretty decent landing, except for not unloading the blades quickly enough once on the pavement. My heartfelt thanks to Gerry for the opportunity, and the courage to just follow me on the controls.

I watched a number of individuals go up with Gerry after that, and it was a treat to see the smiles of the passengers as they returned to the office for the next person to take their turn. Hopefully, the individuals taking their first ride will decide it's not their last.

Remember, the next meeting is at Greenville. Larry Miller and Bobby Ireland have promised good eats at that meeting. Please plan to attend.

Carl Schneider, longtime Ch 35 member, is now an official HKS engine dealer. The HKS is becoming a worldwide popular engine option. The HKS is a light 4-cycle, two cylinder engine of about 60 HP. Carl is the first person to install an HKS engine on a gyro. As a 4-cycle, the engine has a very broad and useful power band. The engine lends itself to a very clean gyro installation. Component quality is excellent and considerable reliable operational history has been demonstrated on light airplanes. Carl has been flying his HKS powered "Gyrocycle" for about a year now. The performance Carl has achieved is at least comparable with some of the similar horsepower Rotax 2-cycle engines. The HKS is a very light installation for a 4-cycle; and it's relatively short length lends itself especially to gyros to allow efficiently larger sized propellers. It is available with a range of gearbox ratios compatible with gyro requirements. It also standardly uses several external oil pumps, one of which Carl has demonstrated makes a very good hydraulic prerotator drive - just plumb it in and valve it to the prerotator hydraulic drive motor - very simple, light weight, and as effective as most other prerotator options. Carl can be contacted at: 1-319-372-1562 or email at gryocarl@interl.net

Carl may bring his machine to Greenville, weather permitting. Watch the club website for more details.