

## January Meeting Notes:

January 5<sup>th</sup> was a blustery spring-like day midwinter in the Midwest. Eight members showed up for the chapter 36 meeting at Greenville airport Greenville, Illinois.

In attendance were: Fred Blair, Craig Finnegan, Bill Hammond, Dave Herrmann, Dave Kaiser, Larry Miller, Ryan Miller, and Bill Perkins. Dave Herrmann was the only officer in attendance, and he obviously did not get enough attention when he was a child as he decided to fly his single seat modified Bensen in to the meeting. Dave checked weather before leaving home and predictions were for surface winds at 15 to 16 MPH. Reality, however, provided in-route winds of 40 knots plus at 3,000 ft. Dave recounted that at times during the trip he was at cruise throttle and actually began to lose ground, drifting backward in the wind. 34.4 miles and 1.5 hours later he arrived, with a helicopter landing on the tarmac just in time for the meeting.

The meeting was initiated with a round-the-table discussion of attendee's current projects and training status. Fred is in the process of assembling a 2 seat snowbird with Cam 100 power-plant, and hopes to have the snowbird factory in operation before the end of 2008. Craig is doing modifications to his Bensen style machine including an airfoil Horizontal Stab. Craig also recently purchased a set of 25 ft Sky Wheels.

Larry Miller is currently working on getting his machine back in the air after his successful first emergency landing. Bill Perkins now has two machines he is working the bugs out of.

Dave Kaiser is taxiing his machine without blades, and Bill Hammond is enjoying building time and experience in his Air Command.

Most of those in attendance were either students or recently soloed so the remainder of the meeting was spent entertaining questions and concerns covering the gamut from drilling to radius corners for stress relief, to magnetic compass settings, adjusting ground-adjustable prop pitch, and the importance of having thoroughly practiced emergency landings. The following is a list of points to take away from the day's discussions.

### Magnetic Compass:

Panel mounting at a slight fore/aft angle will probably not significantly alter readings, but for every installation there are deviation and variation considerations. For a more in-depth discussion see <http://pilotsweb.com/navigate/compass.htm>

### Prop Pitch:

There are many considerations that go into a prop settings, not the least of which are RPM which relates to tip speed, which relates to diameter and pitch, which relate to pilots preferences for cruise performance verses climb performance, which also varies with temperature and humidity (IE density altitude). In

general a warp drive 3 blade prop can be set at around 12 deg per blade. The max engine RPM can then be checked statically to see if it is in a reasonable range and then tweaked ½ deg at a time for the individual pilot's preference of climb/cruise performance.

**Emergency landings: (Dave's favorite soapbox)**

Every Pilot should be thoroughly practiced in emergency landings in every variety of altitude and weather conditions until attaining a high level of confidence before ever venturing away from the airport. I believe this includes being able to chop the throttle at a safe altitude, on the downwind, and complete the circuit to a safe landing near a predetermined spot.

**On the subject of Landings:**

After your wheels touch, follow the number one rule of flying... "Continue to fly the aircraft". Much can happen shortly after touch-down such as ballooning, gusts, and cross winds, so stay on the controls until the machine is no longer light on the wheels.

We also reiterated some of the applications of the principals in Greg Gremminger's recent article on the "dead man zone" (being behind the power curve without enough altitude or airspeed). It was also noted that this area is analogous of an area in the typical pilot experience; That area where a pilot has soloed and has just enough experience to over estimate his skill level (generally between solo and 50 to 150 hours). This time period should be considered a "danger zone" in pilot competence and guarded against while the new pilot humbly gains knowledge and flying experience.

There was also a brief discussion of various training methods and techniques including the importance of having an experienced observer on hand for all early taxiing and crow hop practice. And the trade offs between long crow hops verses short crow hops IE the danger of ballooning up too high and panicking on long hops versus having too much happening in too short of a time on short crow hops leading to panic (at least you're closer to the ground).

All-in-all a fun and productive time was had by all present I believe.

Have fun and fly safe. (written by Dave Herrmann, thanks Dave!!!!!!).

The next meeting will be held at Greenville airport on Saturday, Feb. 2, starting at 11am. 2008 membership fees are due, please bring your \$15 to give to either John Wohaska, or Mark Greene. If you are unable to attend the meeting, please mail a check to John at: 3501 Stone Mill Dr., Arnold, Mo. , 63010. John can email me with the names of paid up members, so you can continue to receive the 2008 newsletters. February's issues will be the last for unpaid memberships, so don't miss out!

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