



Chapter 35

January 2009

Polar Bear Fly-In February 7th is the make-up date for the Chapter 35, Polar Bear Fly-in. The January date had to be rescheduled due to heavy fog and rain. Our very own, Dave Hermann faced the fog and did fly to the meeting. However, conditions worsened, and he wasn't able to fly home that day. In keeping with my own rule, I will personally cook Dave's burgers at the next meeting.

The meeting will be held at Greenville Airport, starting around 11:00 am. I will provide the burgers, buns, and condiments, Craig Finnegan offered to bring potato salad, and I'm confident others will volunteer to bring additional dishes. If you are able to bring a dish, please shoot me an e-mail so I can let others know. *See you then.....*

Let's update the Chapter 35 website to **Pilot and Machine** include a brief mention of club members and their machines. We need everyone to provide two things; a photo and a description of the machine you fly or, the one you're building. Be sure to include model, type, year, rotor make and length, engine make and HP, plus whatever else you would like to include. When the weather permits, I will shoot some air-to-air shots of each machine to add to the website.

Monthly Meeting Format The format of our last three meetings has included adjourning to the hanger and reviewing various parts and components of a gyroplane. I have received a number of positive comments about this format, especially from our newer members. I want to thank Greg Gremminger for leading these discussions and encourage anyone with a topic or question to speak up so we can add it to our next training session.



2009 Ultra light Safety Seminar

The annual Ultra Light / Light Plane Safety Seminar is scheduled for Saturday, February 28th at the State Fairgrounds, in Springfield, IL. Admission is free, and lunch is available for a fee. The show includes a vendor area showcasing some of the more popular brands in sport aviation. Past seminars have provided great topics for discussion and were well attended. The address is 2520 Main St., Springfield, IL

February Meeting Agenda

Open Board Member Positions

We need to elect some Chapter 35 board members. I encourage members who have not yet served on the board to volunteer for these positions. If you're interested in volunteering drop me an e-mail before the meeting.

Shelbyville Fly-in

The 2008 Shelbyville event was one of the best yet. Special thanks to Craig Finnegan & Larry Miller for taking the lead role in making our hosted event a success. Lets get started on Shelbyville 2009 and kick around some ideas for this years event.

2009 Dues

Start saving your milk money and get your dues in for 2009.

Chapter 35 activities for 2009

Any ideas for club events, activities or gatherings for 2009?

How Much Does it Cost to Fly Your Gyro?

We know that flying gyroplanes is one of the most affordable forms of aviation out there. When compared to other aviation choices, the low build cost and purchase price of many of today's gyroplanes fit very well with the budget minded pilot. But, have you ever wondered what it *really* cost to fly your gyro?

In 2008, I accumulated 120 hours of flight time, the lowest annual total in three years. Of the 120 hours, 56.6 hours were logged as x-country flights (trips 75 miles or more from KSET). My longest trip was 674 miles (round trip) and I flew a total of 8385 miles in 2008, averaging 69.7 mph ground speed. Highest altitude in 2008 was 7500', and the highest sustained ground speed was 127 mph. So, how much did all this fun cost?

Fuel: \$2,216.00
Maintenance \$ 314.00
Total \$2,530.00
Cost per hour \$ 21.08

If you add the hourly cost for a 1500 hour TBO
\$ 30.47 per hour

If you add hanger rent
\$ 40.33 per hour

If you add liability Insurance
\$ 76.33 per hour

So, the next time you're at a fly-in and someone asks you how much it cost to fly your gyro, think about these numbers, take a breath, and tell them it's the least expensive form of aviation out there.

If you have articles, photos or comments that you would like to share please forward them to me for the next news letter