
ROTOR GAZETTE

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

The next meeting will be held at the Greenville airport, on May 6, 2006.
Plan to be there at 11am, or you'll miss all the fun!

A big thanks to Ken Bricker for providing notes on the meeting for me!

Meeting called to order by Gerry at 11:15am.

This meeting opened with 22 people present. Guests included Keith McKnight and son Justin from Fairfield, Ill., Richard Wall – Missouri, Doug Wildhagen – Missouri, Bill Hammond.

Gyro's which flew in were Dave Hermann -Homebuilt Benson style, Darren Twellman -Magni, Jeff Milburg -RAF, Ken Bricker -High Command, and Greg's latest Magni customer, Paul Salmon. Other gyros present were Carl Schneider with his gyro cycle.

Meeting started with each member introducing himself, and elaborating on what he flies, what he is building, where he's at in his training. This is a good point for each member to learn about other members and the status of their projects.

Carl Schneider was present with his HKS powered gyro cycle and was available for answering questions on the HKS and its use in gyros. 60 horsepower, 2 cylinders, 4 cycle, 800 hour TBO for around \$8000 complete except for oil fittings, hoses, etc. One needs to talk with Carl if interested in one of these engines. Carl flew in the afternoon and I noted that the engine has a nice sound to it, its quiet, and performs well in his machine.

Short discussion on people who have started studying for Sport Pilot exam, where it can be taken, requirements needed, and pointers from individuals who have already taken the exam.

Gerry mentioned that anyone not up to date on their dues needs to contact John Wohaska for getting their dues paid. This is your last issue if you're not paid up for 2006.

Discussed that the club's two main fly-ins – Shelbyville and St. Gen have yet to have there dates confirmed and will be published in the Newsletter along with any other fly-ins that have been attended by club members in the past as dates become available. They will also be listed on the website.

April meeting has been cancelled due to conflict with Benson Days. Motion was made by Dave Hermann and second by Greg Gremminger then agreed upon by the members present to have the May meeting at Greenville airport on May 6, 2006 at 11:00am.

Ken Bricker has written an article discussing aeronautical decision making, and it follows on the next page. This will be at least a three-part article. Another thanks to Ken for contributing more content to the newsletter. Anyone else who has ideas to contribute, please contact me.



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Perceive

hazards by using the PAVE checklist.

Pilot
Aircraft
Environment
External pressures

Process

hazards by using the CARE checklist.

Consequences
Alternatives
Reality
External pressures

Perform

risk management using TEAM options.

Transfer
Eliminate
Accept
Mitigate

You may ask what is all this? That's what I did when I first seen this. After further investigation I found that this is a tool for a means of Risk Management. I did not know there was a method or procedure for assessing risk until I came across this.

We all know there's risk in flying and we accept that each time our feet leave the ground. Flight safety requires appropriate, effective risk management before and during every flight whether it's a short fun-fly on a Saturday afternoon or a cross country for a visit with some friends.

How do we assess that risk? How can one control or manage the risks of flight? These are questions I have thought about at times and have not known a method to effectively be able to answer these questions.

Now I have found a tool which gives a structured, efficient, and systematic way to identify hazards, assess risk, and implement effective risk controls. For me to learn this tool, I need to study and practice its use. With that said I'm going to commit to give 2 examples of using this risk management tool in upcoming newsletters so that others may become aware of its use. One example will be for a Saturday afternoon flight around the local airport and one for a cross country.

Risk is always there during flight, practicing risk management needs to be as automatic in flying as basic gyroplane control.

-----Ken Bricker

