

November Meeting Notes

While the attendance was small for this month's meeting, there were lots of flying stories shared with the group by several of our newer flying members. The most exciting story was told by Larry Miller, who now has his first engine-out landing under his belt. Since Larry kept his cool when the engine quit, the incident was a non-event for both Larry and his machine. When you see Larry again, be sure to have him tell you the story. Larry sent his engine to Colorado Rebuilders, and should have it back again in a couple of weeks.

Bobby Ireland told us about his incident where his helmet strap came loose, and his helmet was trying to depart the aircraft in flight. Listening to Bobby tell the story about his gyration activities in order to get the helmet back on his head, and the strap re-fastened, with gloves on, was hilarious. Again, neither man nor machine was harmed during this incident. Bobby also shared his "dogfighting" experiences with Bill Hammond. It sounds like they were having a great time flying together.

Craig Finnegan shared his first training experience with Gary Goldsberry a couple of weeks ago. Craig drove four hours to train with Gary, and by the end of the day, the winds were whipping. Gary offered to take Craig for a last ride(no training) while the winds were too strong for any good training for a new student. Craig said the flight was an eye opener for him, as he struggled just to follow Gary as they flew. Hopefully Craig will get some more time in yet this year, before it gets too cold.

Bob Heimberger led a lively discussion regarding training for that first engine out. He discussed several of his practice flights, and the varying results he saw with differing obstacles on the ground.

There was a good discussion about how the newer members could get more training, with an instructor in a machine that would be a good trainer for transition to the various single place machines members own. One suggestion was for several members to share a trip to an instructor, whereby several members could train over a day, or a weekend, and split the travel costs. The other suggestion was to pool their funds, and pay an instructor's costs to travel to our area, and again share flight time. Bob suggested the members contact various instructors listed on the forum, or with the PRA, regarding their willingness to do group training sessions, and the expected costs. There were some questions about why the Magni wasn't a good training machine for single place transition. Bob asked me for my opinion, since I have flown several different types of machines over the years.

I explained that while the Magni was a great flying experience, it flew totally different from my single-place Air Command. I feel that if I had learned to fly in a Magni, I never would have been ready to fly my Air Command. I then talked about how the Sparrowhawk, Sparrowhawk/RAF conversions, Mark Knight's Two-Place Air Command, and my RAF, were all three hugely different animals on the ground, and in the air.

The meeting ended with Bob giving a ride to a grandfather who had been watching gyros evolve since the early Bensen days. Couldn't stay to watch the flight, but I'm sure the gentleman thoroughly enjoyed it. Maybe more news at the next meeting.

At next month's meeting we nominate officers for the next year. Be there if you want to nominate, or be nominated. I'm not sure if we vote at the same meeting, so it's probably best to be there to be sure. If you're not there, you could be fair game to get elected!

Now for a little sad news. A friend, former club member, instructor, and mentor of Chapter 35 fame recently passed away. For those of you who haven't heard yet, it's Charlie Mara.

Charlie's son, Jacques, is asking that anyone who would like to share a story about Charlie, especially with pictures or videos, contact Jacques at:

Jacques Mara, P.O. Box 83484, Fairbanks, AK 99708. Email: jacquesmara@hotmail.com.

Two pictures are attached, showing Charlie at his best while Cathy and I were training with him.



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