

Shelbyville Fly-in Report:

Weather played a big factor in the Shelbyville Fly-in this year. Friday was extremely windy, yet Mark Knight flew about 80 miles to get there. He said that with an indicated airspeed of 80mph, he was seeing 48mph ground speed on his GPS. Dan Probst flew in a little later, after the winds had settled a little bit. But even with the wind, it was a sunny day.

Saturday the weather turned bad. Off and on rain was the rule of the day. Stan Foster, trying to fly down from Paxton, got grounded at the Mattoon airport, and spent most of the day sitting in a hangar watching it rain. He finally got back home just in time to beat another shower. Bob Heimberger and Darren Twellman managed to fly in during a dry spell Saturday. Darren left for home after a short break, and we hear he flew thru rain to get home. There was still quite a bit of flying done Saturday, but most flights were pretty short due to the constantly threatening rain.

There was a pretty good crowd in the hangar most of the day, and lots of hangar talk was enjoyed. The Saturday night dinner was held as usual, with, by my count, about 38 people present. Cathy Greene provided Italian Beef, Sloppy Joes, and three kinds of cookies. Janet Knight provided three different salads. Larry Miller, as always, stepped up to the plate, and provided his great pies and cakes. Thanks to Davy Kayser for providing the dinnerware. Mark Knight also provided the pancake mix, thanks to Quaker Oats, for Mike and Tracy to use for the breakfasts.

Sunday, after early fog, the day turned out beautifully. We finally got around to doing the bomb drop and pylon race, thanks to Adam Helwich, who coordinated the contests. In a hotly contested finish, Nick Costa took top honors.

Tom Milton certified 5 gyros at the event, ours included. I would like to express a heartfelt thanks to the following individuals: Mark Knight, for hours of support building our machine. Mark also test flew the machine, and further dialed it in for me. Jeff Milburg, for giving up a Saturday, and spending 5 1/2 hours dialing in the controls for me. Jeff and I spent several hours on the phone discussing questions I had. Dan Probst, for test flying our machine, having me adjust a few items, and then following me at the controls while I did two touch and goes to familiarize myself with the new machine. Also, a big thanks to Don Parham, who spent hours on the phone with Mark and I while we struggled to get the engine to run right. For any of you who feel belonging to the club isn't a worthwhile investment in your time and money, my experience disproves that. Without those club members, I'd still have a pile of parts.

At the club meeting after dinner, Tom Milton and Greg stressed the importance of getting your machines registered before the FAA deadlines. They both reiterated that there will be no extensions on the deadlines. Contact Tom Milton at: gyroplanes@aol.com, if you have questions about getting your aircraft certified.

The pictures below, are from left to right, top to bottom: A foggy Sunday morning lineup. Mark Knight taking yet another passenger for a ride. Bob Heimberger giving someone the ride of their life. And, me talking Dan thru the instruments on our RAF prior to his test flight.



Don't forget, the next meeting is at Greenville airport on Oct. 6th! See you there!

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