
ROTOR GAZETTE

St. Louis Rotorcraft Club – PRA Chapter 35 – August 2006

A RECAP OF THE STE. GENEVIEVE FLY-IN

Greg and Steph Gremminger hosted the annual Ste. Genevieve fly-in again this year. They did a real nice job of ordering the weather. Temps were in the mid-80's, with just enough wind to cool you down. I drove down Friday afternoon with the gyro, and Greg and I rendezvoused so Greg could direct me to his hangar in Perryville. Greg helped me assemble and mount the blades. He then suggested I do a couple of patterns to check the machine out, since I was flying solo up to Ste. Gen. the next morning.

Saturday morning I flew up to Ste. Gen., after waiting for the ground fog to clear. By the time I got there, a trike and a couple of ultra-light fixed wings had shown up. The trike flyer was a new pilot, and had put 400 hours on his machine the first season! The trike had an extremely old vintage 447 on it, and there was lots of discussion with him about purchasing a 503, and turning a bigger prop. He looked my engine and gearbox over pretty thoroughly, as part of the discussion. We believe that the next time we see this trike it will have a new engine on it.

A little later Bob Heimberger arrived in his Magni, performing his first cross-country flight! Bob's family was there to help him celebrate his first cross country flight. Paul Salmon arrived a little later in his Magni. Three more fixed wingers showed up, then more GA planes. Later in the morning, Gerry Loeser arrived in his Sparrowhawk. Soon there were enough aircraft that the entire flight line was full.

There was a fairly constant flow of aircraft during the day. One of the pilots put on several aerobatic shows during the day, out over the river. At various times, different aircraft would do flybys, both high and low speed passes. One of the pilots seemed to like traveling down the runway on one main wheel, then flying around and doing it again.

Paul Salmon was kept busy giving free rides to anyone who was interested. Paul even treated yours truly to a flight. During our flight, he spotted a bald eagle flying below us in a slough by the river. It was really cool seeing a bald eagle flying from above, instead of below like we do as landlubbers. In addition to the eagle, there was also a great blue heron flying below us. Neither bird seemed to pay any attention to us.

Greg and Steph provided lunch, and had to make another run for more dogs and brats, there were so many people chowing down. The Gremmingers also provided free room and board for me, which saved me quite a few bucks on the hotel, and a lot of driving to Festus and back. We spent two very nice evenings sitting on their deck discussing flying, among other topics, and being entertained by their kids, Sky and Blue. I was also treated to the Sky and Blue duo singing their solos and duets during the night. Thanks, Steph and Greg, for making me feel at home.

Gerry Loeser put on quite a show during the day, performing vertical descents, hovering into the wind, and walking on his tail. Gerry had a little excitement when he discovered a bolt that had fallen into the control linkage tunnel at the back of the cockpit. Gerry had felt some clicking in his stick while flying, and immediately landed to investigate. With a mirror, flashlight, and magnet, he was able to find and retrieve the small bolt. Several people helped Gerry give the machine a thorough look-over to see if a bolt was missing anywhere, but nothing was found.



St. Louis Rotorcraft Club
c/o Gerry Loeser
400 Country Meadow Lane
Belleville, IL 62221

Gerry expanded his aircraft flying repertoire! On Friday night before the fly-in Gerry successfully flew his new backpack chute. Gerry had pictures, of course, of his first flight that we could enjoy. He reports that the backpack chute burns a miserly .9 gallon per hour, making for very affordable flying, even with \$3 a gallon gas. Hopefully this won't lessen Gerry's enthusiasm for gyro flying! Congratulations, Gerry!

Although the day was a great success, it was marred by one CGS Hawk experiencing an engine problem, and making an off-field landing. Please remember to fly safely at all times, and to practice those emergency landings. We all know it's not a matter of if it will happen, it's a question of **when** it will happen.

Remember that Shelbyville is coming up. Greg and Steph are planning an American version of Magnis Days for Saturday, so there should be a good showing of Magnis there. There will be an area for Magnis owners to share a little cheese and wine at the end of the day. I also hear that Chuck Roberg is bringing a Sparrowhawk down, and will be available for demo flights. Tommy Milton also will be there, and is available to do Airworthiness Inspections if you are ready.

Ken Bricker has submitted his next installment of Aviation Decision Making. Please read and study the article. We all can learn something from it. At the request of a few members, I am including a roster of current members, with addresses and phone numbers only. If you want another member's email address, please contact them by phone.

If anyone would prefer receiving the newsletter by email, please contact me. I am spending quite a bit of the club's money on postage, print cartridges, and paper. It costs us nothing to send you an email. We only have 17 members paying dues for this year, and 9 more copies are sent to Life or Complimentary members for free. It takes two member's fees just to buy one print cartridge, and I've used three already this year.

UPCOMING MEETINGS AND FLY-IN DATES:

SEPTEMBER 8-10: SHELBYVILLE FLY-IN

SEPTEMBER 16-17: LITCHFIELD OPEN HOUSE



First here is a review of the risk management checklists for **Perceive**, **Process**, and **Perform** as mentioned before in the past newsletters.

Perceive hazards by looking at:

- Pilot (experience, currency, condition, etc)
- Aircraft (performance, condition, fuel, etc)
- enVironment (weather, terrain, etc)
- External pressures (schedules, appointments, etc)

Process risk level by considering:

- Consequences (posed by each hazard)
- Alternatives (that eliminate hazards)
- Reality (avoid wishful thinking)
- External pressures (get-home-itus)

Perform risk management:

- Transfer (can you consult someone)
- Eliminate (can you remove hazard)
- Accept (do benefits outweigh risk)
- Mitigate (can you reduce the risk)

Here is my last example for using this process of risk management, a cross country to Greenville for breakfast. Again probably the best risk management procedure for a cross country flight is a thorough preflight, for pilot and aircraft. Is the pilot ready for the flight physically? Does he know the route? Oh Lord, what if the GPS quits? Does he have his check points selected? Does he know the times between check points? Does he know the weather, current and forecasted? What about TFRs / NOTAMs? What is the back up plan if the flight can't be completed? What about possible alternate airports and fuel requirements? It's a lot easier to study the charts on the ground for back up plans than in the air dealing with some minor/major emergency situation.

Is aircraft ready to make a flight of this distance? What are existing squawks on aircraft? Should they be repaired before this cross country? When was last scheduled maintenance performed? Did the preflight raise any questions concerning the condition of the aircraft? Can you honestly say the aircraft will complete the flight?

Ok, let's start on the Perceive, Process, and Perform risk management of this flight from Zelmer to Greenville.

| Step 1 - Perceive hazards related to each PAVE element | |
|--|--|
| Pilot | Run through I'M SAFE checklist. Illness, Medications, Stress, Alcohol, Fatigue, Emotion. I have 60 hours cross country experience, it should be well within my capability to plan and fly this cross country. Preflight preparedness for a flight to Greenville by Pilotage navigation. |
| Aircraft | Minimal VFR instrumentation, brakes inoperative, one CHT intermittent, and engine is within 10 hours of its next 25 hour inspection. What paper work is required to be on board? |
| enVironment | 5m visibility, 3500 overcast, 130@7mph, 85 degrees, 36/18 runway hard surface dry, grass short, airport traffic low (5K1). Conditions at Greenville? Conditions in route to Greenville? Alternate airports to Greenville? |
| External Pressures | An appointment for breakfast with a friend. |

| Step 2 - Process with CARE to determine risk | |
|--|---|
| Pilot | |
| Consequences | I'M SAFE checklist - Illness, Medications, Stress, Alcohol, Fatigue, Emotion. Going thru this checklist I find nothing which should affect the flight. Now being diabetic, I must ask when was the last time I ate? What is my glucose reading? Will flight be long enough to significantly lower my glucose readings? |
| Alternatives | Ensure that my preflight preparedness is more than adequate for the flight. Learn the route from the Sectional, set check points, and estimate times between check points using info obtained from Flight Service. |
| Reality | Wait for another day if my physical condition is not in good shape for this flight. |
| External Factors | The reality is since my surgery I must be highly aware of my body's condition. I will need to test my glucose levels, be aware of what I last ate, how my body's glucose levels will response with what I ate. These factors will need to be considered before each and every flight. |
| Consequences | I need to obtain all possible info for destination airport by reviewing AF/D and Flight Service for NOTAMS and weather conditions at destination airport. |
| Alternatives | Dealing with my own emotional pressure of wanting to make this trip, keeping it in check with my physical condition and the condition of the aircraft. |
| Aircraft | |
| Consequences | Possible Hazards. Brakes inoperative, Intermittent CHT on one cylinder. On board paper work requirements between Private and Sport Pilot in case of ramp check. Now that I can only fly as a sport pilot the FARs require that I carry my logbook with appropriate endorsements, besides the standard registration, airworthiness, operating limitations, and weight and balance. |
| Alternatives | Delay flight until squawks are repaired. |

| | |
|---------------------------|--|
| Reality | Brakes mainly used for holding aircraft during pre-rotation. I can spin to 100rpm before aircraft moves on a hard surface and rotor speed can then be increased from there on takeoff run. Monitoring of the EGT and coolant temperature for engine problems will lower some of the risk of possible engine damage that may result from an intermittent CHT probe. |
| External Factors | I own aircraft, no external factors, doesn't need to be back at any certain time, no schedules to maintain, etc. Arriving at Greenville at a certain time is not factor. |
| EnVironment | |
| Consequences | What's the weather like? Call FSS for a weather brief. Will visibility remain 3 miles thru the afternoon? Also FSS gives you info on any TFRs/ NOTAMS for the area. Check the AF/D for possible AWOS at the destination airport and for airports along the intended route. These can also keep you informed of wx conditions on the local level as your making the trip. |
| Alternatives | Either delay or cancel flight if visibility is less than 3 miles or other weather factors noted by FSS that may present a hazard. |
| Reality | FSS gives Greenville as 6 miles, clear, 137@8 knots. Litchfield 6 miles, 5500 broken, 125@5 knots. Thunderstorm forecasted for Greenville late afternoon. |
| External Factors | Again only external factor is appointment for breakfast at Greenville and this is easily rescheduled if needed, due to weather conditions. |
| External pressures | |
| Consequences | If trip is to be made notice that one major hazard is predicted thunderstorms at Greenville for late afternoon. |
| Alternatives | Reschedule breakfast appointment for another day. |
| Reality | This cross country can easily be rescheduled. |
| External Factors | Again the possible risk must be accepted for the breakfast appointment or cancel flight. |

Step 3 - Perform by using TEAM to make risk management decisions

| | |
|---------------------------|--|
| Pilot | |
| Transfer | If unsure about being able to make flight ask some one to fly with you who has more experience. |
| Eliminate | Cancel trip until more training / experience. |
| Accept | Accept the risks, knowing your REAL capabilities and make the flight. |
| Mitigate | Mitigate risks by gathering all the data you can for making this trip. PREFLIGHT preparedness for the pilot before the flight. |
| Aircraft | |
| Transfer | I'm responsible for the airworthiness of this aircraft or hire an A&P for their expertise. |
| Eliminate | Delay flight until squawks are repaired. |
| Accept | Accept the aircraft's present condition for this flight. |
| Mitigate | Mitigate remaining risks by performing a good preflight. |
| enVironment | |
| Transfer | If unsure about being able to make flight ask some one to fly with you who has more experience. |
| Eliminate | Cancel the flight for the day. |
| Accept | Accept the risks and make trip. |
| Mitigate | Mitigate the risks by gathering all the weather info you can. Monitor the weather during the flight. Call FSS before attempting return flight. |
| External pressures | |
| Transfer | By asking a more experienced pilot / instructor to give their input on whether to make the flight. |
| Eliminate | Cancel the trip. |
| Accept | Accept the risk and make the flight. |
| Mitigate | If trip is for visiting individuals make sure that they understand you will only make the trip if conditions are within your REAL capabilities. |

Summary

I would make this flight. But I would keep abreast of the weather conditions and ensure that the return trip would be started early enough to avoid any storms or cancelled. Weather changes can happen fast and this is a situation where one needs to have a good backup plan. Staying overnight, alternate airports, communicating with FSS, and a good preflight (pilot and aircraft) are all necessary components to consider when making a cross country flight.

Hopefully this has provided some help for you to assess risk for your flying adventures. I would encourage you to go thru these checklists at the top of this article a few times before you fly either on paper or mentally. You will need to practice this some before it will become second nature.

Isn't a safe flight an enjoyable flight! ----- Ken Bricker

| | | | | | | |
|-------------------|--------------|---------------------------|----------------|----|------------|----------------|
| BLAIR | FRED | 705 N. VINE, BOX 64 | SANDOVAL | IL | 62882 | 618-247-3393 |
| FINNEGAN FAMILY | BILL | 62 HARTMAN RD. | STAUNTON | IL | 62088 | 618-635-3104 |
| GREMMINGER | GREG & STEPH | 17225 PLEASANT VIEW DR. | STE. GENEVIEVE | MO | 63670 | (573) 883-3541 |
| HAMMOND | BILL | 3437 HAMMOND LANE | CENTRALIA | IL | 62801 | |
| HEIMBERGER | BOB | 6537 WYNONA | ST. LOUIS | MO | 63109 | 314-646-1824 |
| HILL | ERIC | 107 SW 4TH ST. | ATLANTA | IL | 61723-9380 | |
| KAYSER | DAVID | 2506 ALFARETTA | ALTON | IL | 62002 | (618) 465-3086 |
| KNIGHT | MARK | 15569 CLINGAN LANE | WESTVILLE | IL | 61883 | 217-267-9930 |
| LOESER | GERRY | 400 COUNTRY MEADOW LANE | BELLEVILLE | IL | 62221 | 618-234-2904 |
| MCDONALD | JIM | 2028 QUEENSLAKE RD. | NEW BADEN | IL | 62265 | (618) 588-7733 |
| MILLER | LARRY | 510 EAST 7TH ST. | JUNCTION CITY | IL | 62882 | 618-533-3049 |
| MORGAN | LARRY | 1017 APRICOT DR. | ST. CHARLES | MO | 63301 | (314) 940-2404 |
| PERKINS | BILL | 8311 EXCHANGE ROAD | TEXICO | IL | 62889 | |
| ROBERTS | RONALD | #36 CHATHAM VILLA | CHATHAM | IL | 62629 | |
| TWELLMAN | DARREN | 2429 BEAUJULAIS DR. | O'FALLON | MO | 63366 | 636-240-1061 |
| WOHASKA | JOHN | 3501 STONE MILL DR. | ARNOLD | MO | 63010 | (636) 296-7188 |
| HERRMANN | DAVE | P.O. BOX 111 | BUNKER HILL | IL | 62014 | (618) 585-3871 |
| MILTON | TOM | 3441 WASHINGTON | LANSING | IL | 60438 | |
| ROTORCRAFT ASSOC. | POPULAR | P.O. BOX 68 | MENTONE | IN | 46539 | |
| TOMPKINS | SHERRY | 20901 CLEVELAND AVE. | BELTON | MO | 64012-9007 | |
| HAHN | LEROY | RT.2, BOX 131 C | GERALD | MO | 63037 | (573) 764-3400 |
| LEWIS | JACK & BELLE | #11 HWY BB | STEELVILLE | MO | 65565 | (573) 775-2337 |
| SCHNEIDER | CARL | 2000 303RD AVE. | FORT MADISON | IA | 52627 | (319) 372-1562 |
| SMITH | JIM | 20620 S. STATE HIGHWAY 21 | CALEDONIA | MO | 63631 | (573) 779-3535 |
| SWANTON | JOE | 3739 160TH ST. | GOOSE LAKE | IA | 52750 | (563) 577-2321 |
| BRICKER | KEN | 18856 FINNEY ROAD | GIRARD | IL | 62640 | 217-627-3451 |
| DIETZ | RALPH | 4690 STATE RT. 159 | SMITHTON | IL | 62285-3002 | (618) 234-7378 |
| HAAS | STEVE | 6116 HIGHWAY H | GERALD | MO | 63037 | (573) 627-5531 |
| HOFFMAN | RICHARD | 3712 LONG DR. | ST. ANN | MO | 63074 | (314) 291-4926 |
| HOFFMAN | TOM | 20088 ILLINOIS RT. 16 | NAKOMIS | IL | 62075 | (217)-563-7623 |
| IRELAND | BOBBY | 511 SOUTH SEMI | SANDOVAL | IL | 62882 | 618-918-0415 |
| KNIGHT | JOHN | #9 PRAISE CT. | FENTON | MO | 63026 | 636-225-7417 |
| MILBURG | JEFF | 311 E. MAIN | THAYER | IL | 62689 | (217) 965-3507 |
| MURPHY | MARVIN | R.R.2, BOX 155 | CLINTON | IL | 61727 | (217) 935-9290 |
| PITNEY | MARVIN | 309 WESTWOOD DR. | IRONTON | MO | 63650-9103 | (573) 546-3568 |
| PROBST | DAN | 22291 N. 14TH AVE. | NOKOMIS | IL | 62075 | (217) 563-2976 |
| WHITE | STEVE | 8470 RIDGE RD. | CEDAR HILL | MO | 63016 | 636-274-0489 |
| GREENE | MARK & CATHY | 2568 COUNTY ROAD 500 N | EL PASO | IL | 61738 | 309-527-5344 |