

Greater Midwest Rotorcraft Club



Monthly Newsletter

In B&W (color version available online)

December 2011

Next Club Meeting

Date: Sunday, January 1st 2012

Time: 11:00am - ?

Place: Associated Air Pilot Lounge -
(Same location as usual)

Lansing Municipal Airport
Glenwood-Lansing Rd. and Burnham Ave.
Lansing, IL 60438
Enter from Glenwood-Lansing Rd.
Park in the lot next to the old Ford Hangar
and enter through the gate in the chain link
fence.

← Join us for the 2012 Polar Bear Fly-In!

Same time and place as last year - bring a dish to pass and ring in the new year with all your gyro friends. The club is growing by leaps and bounds, lets start 2012 off right with a great Polar Bear Fly-In.

No grab bag gifts this year, save some money and bring some food to the party instead! Who will be the first club member to fly in 2012? Show up and find out!



The club now has a Facebook page! Many clubs like ours use Facebook as a way to make announcements to members and for members to keep in touch. Search for Greater Midwest Rotorcraft Club.

Illinois Ultralight Safety Seminar

The date for this year's seminar is March 3rd. As in years past, we will plan to rent a van and go to the event as a club. Details to follow, mark your calendars now!

Award Nominations? Adam Helwich is chairing the awards banquet this year. Please give him your nominations.

PRA Online Ground School

Article by Tom Milton

PRA VP and CFI Tim O'Connor is offering online ground school for Sport Pilot/Gyroplane, including 21 total hours over seven weeks. Thursday nights from Jan. 5 - Feb. 16, 2012, from 4-7 pm PST. Tim's prior online students have been very successful in passing the FAA test - so far they have a 100% pass rate! Students supply some materials, and there will be homework. Cost is \$199.95, or \$99.95 for PRA members. Details at: www.pra.org

Bensen Days Reminder

Bensen Days will be March 21st through the 25th. Check out www.bensendays.com for more info!

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One Step Closer

Article by Larry Zimmerman

Our club has a new crop of members who are finally moving towards their dreams of getting into the air and I am one of them. My first step since joining the club in 2009 was this July when I purchased a flying gyro with a good pedigree and over 75 hours of successful airtime. Its design is very similar to the Club's Monster Gyro and while it still needs a bit of tweaking I should easily hit my spring airworthiness certificate goal without a problem. My second step was to spend a week this November with CFI and Pilot Examiner Ron Menzie (ronsgyros.com) in Searcy Arkansas to start my flight instruction.

The strongest impression of my experience from the moment I entered Ron's hanger to the moment I left was the meticulous care he takes in everything he does – from his immaculate facilities and equipment to his thorough and patient teaching method.

The first two days had bad weather and were spent studying his ground school materials and viewing instructional tapes which provided a good foundation for what was to come. Fortunately the weather finally cooperated and I was able to log fourteen hours of flight instruction that week despite the two days of very high winds and heavy rains. All but one hour of flight time was in moderate to strong winds and I had an opportunity to get comfortable with them despite the frequent turbulence since they typically blew right down the runway and made for easy final approaches and landings.

Ron's instruction is in a modified enclosed (and heated) side-by-side RAF which was perfectly suited



to the often cold and raw weather we flew in. I had been warned by other club members that the heavier RAF would be too different from my single seat gyro but I am happy to have the stick time in it since I will be using that same machine to take my check flight with Ron for my dual seat Sports Pilot – Gyroplane certificate next year.

My next steps towards my Sport Pilot – Gyroplane goal are another week with Ron this spring and then transitioning to my gyro and soloing here in Lansing. Hopefully I can get everything finished by fall 2012. Many thanks to Ron for getting me one step closer.



Gone West

Special Memorial Article by Joe Mahr

On November 20th, 2011 Our long time Greater Midwest Rotorcraft Club member and friend, Frank Kehoe was killed in a fixed wing "stall-spin" crash of his recently purchased, Savannah LSA,

Those of you who knew Frank will remember him as a strong man, humble and quiet for someone who had achieved so much in his life. Frank spent many years building a thriving business Called Fulton Construction. He designed and built not only large communication towers and radio antennas but cellphone towers and relay stations that his company installed all over the Midwest and beyond. He provided at times employment for over 50 people. A meticulous craftsman in all he did Frank expected the same of his workers, and rewarded their efforts as well. The respect and admiration they gave him was manifested by the attendance of over 100 people at Pilot Pete's restaurant on Monday night December 12 at Schaumburg Airport for a memorial get together to celebrate his life. I and the other members of our club could sense that the people there were glad to have known Frank for the kind of guy he was.

Frank's pursuit of perfection in his business life transferred to his hobby, gyrocopters. Frank was always looking to innovate and improve upon existing designs. He was the first member of the club to design, build and fly a tall tail gyro. This innovation resulted in a very stable configuration that many club members claim was the best flying gyro they ever flew. Frank sold me this Gyro so I wouldn't PIO and kill myself when I was learning to fly. (He only told me this years later.)

Frank didn't brag or boast about his business and flying skills nor the number of aircraft he had, and did not belittle those who had less. And while he did not suffer fools lightly he did acknowledge his occasional errors, such as the broken weld gyro axle incident of years ago and a couple of off field un-planned landings in cornfields and mud puddles but what test pilot has not. As you can see Frank was a special guy and one of the few I knew who when a bereaved friend or relative said upon their death that the pilot died doing what they loved, Flying. I am sure Frank would have agreed. He has gone west and I hope one day we all can fly with him again with our other pilot friends.

JPM