

Yankee Rotors

Feb 2010

The Official Newsletter of Yankee Rotors

December 2008 Association Officers

President

Al Fraser
(603)744-0107

Vice President

John Christopher
(603) 744-6232

Secretary-Treasurer

Dale Pike
(603)279-4226

Technical Advisors

Ray Maheu
(207)465-3203
Rusty Blake
(207) 663-4404

Editor

John Christopher
(603)744-6232

**Regular meetings every
3rd Sunday of each
month at 1:00 p.m.**



Next Meeting

March 21st at 1:00 PM at John 's house. Call for directions if needed, better yet send John an email at rotorhed@hotmail.com. Topics will include our first event for the season, Spring Fling 2010. Feel free to come early if you would like to hang out and talk about gyros, etc.

Editorial

We are DESPERATLY seeking any member who has a flying gyro and can fly it for our Spring Fling flyin. Al and John have always flown which is what people want to see. Bringing in your incomplete project is ok but we must have at least one machine flying to hold this event.. Both Al and John are working feverishly to complete their machines, but some things like adjustments, hang test, etc. just can't be rushed. If someone is willing to step up to the plate we would greatly appreciate it. The prospective pilot may chose the date that fits his schedule best. Target date is before, on. or right after Memorial Day. The

Location is Plymouth Municipal Airport in NH.. We need to know ASAP so the event can be featured in the Atlantic Flyer. They need a two month notice. Please will someone



For Sale

Parsons two-place gyro for sale. Contact Rusty Blake: 207-663-4404. B8-

Bensen B8-M

This is a dismantled, frame, packed and ready for shipping. It includes the wheels and other items. It is a project, half the price of any pre-made airframe. The price is \$500 plus shipping. Interested parties should contact John Christopher. Phone number is 603-744-6232.

Barnett JB-4

We have a near complete two seat Barnett for sale. Normally for about 5k, this rolling frame needs an engine, rotors, and some instruments. Then up you go. Price reduced to \$1,000. This is pennies on the dollar for what it would cost.

Step forward. I know there are at least two members who have gyros and can fly them. We need you. Your machines can be stored out of the weather, and security is provided by the local police. If no one volunteers that's one point for ignorance with gyros and General Aviation.

President Al Fraser,
Secretary/Treasurer Dale
Pike, and VP John
Christopher are the
backbone of Yankee
Rotors. We urgently need
a pilot and his gyro to
make our own flyin,
Spring Fling a success.
Contact us ASAP Please!

Where I'm At

As much as I dislike monopolizing our builder's section, the lack of members documenting their progress leaves me little choice. Attached to the newsletter is a simple blank article template in Word '97. With your own computers and digital cameras, you can easily fill in the blanks and educate others about what you are doing in reference to your aviation activity. We are open to the public and it is they who wish to see what progress you are making. So here's where I'm at presently.

Since the engine failure of my modified Bensen, I've increased building time. I've had many bugs to get out of the smooth running engine. Pre-rotator is repaired, mounted, and works. Reduction drive is mounted along with a 68" Warp Drive prop set at 14 degrees pitch. Pictured at left is the pre-fit of the cheek plates, push-pull tubes, rotorhead, and pre-rotator drive assembly. The entire control system is in place (temporarily) and functions as designed. The 2x2" aluminum blocks between the cheek plates are yet to be mounted. These plates will be cleaned, anodized, and painted black, the center blocks will remain polished and unpainted to make pre-flight cracks visible to the naked eye. The plates are drilled, fitted, and ready for paint and final assembly.

Finally, I have a working engine tack. The hack that got the panel cut wires everywhere. It took hours to find the right ones. Below John is pictured drilling the holes for the rotor brake. This is easier to do with the cabin off than on. And in the lower left hand corner the rotor brake assembly is shown in the activated position, again temporarily mounted.

Spring is around the corner and I need something to fly. I still have paperwork to file, registration, airworthiness certificate, mechanic's license before flight testing can begin. So how are you doing? We are an inspiration for many and a credit to General Aviation. This article took about ten minutes to compose.

