

Yankee Rotors

July 2010

The Official Newsletter of Yankee Rotors

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



Next Meeting

Sunday. August 8th at 12:00 PM at Noridgewock, Maine, Central Maine Airport. This is our northern most meeting, The issue of our trainer is at hand again, in the interest of completion, to drop the keel or not, Other issues may be also addressed. Come and vote.

Greenland

Gyroplanes were in short supply at this year's Greenland Flyin. But, thanks to Jim Bauder there was one gyro flying to the crowds delight. Like Bob Day, Jim drove up from Cape Cod, Massachusetts to attend this great flyin. Despite some rain, Jim was able to get quite a few flights in. He flew Sunday as well. It was a great reunion of Yankee Rotors members, some new, most old friends who have been part of our organization for many years. I think we are about 15 years old now, not exactly sure, but I am sure we do mean business. There are several gyroplanes under construction, and with hope, will soon be flying at the events we attend. You should come.



Despite the rain, we attracted many people and all had a great time.

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.

Drop Keel Gyro

This Dominator style drop keel gyro sports a huge horizontal stab with centerline thrust, an 1100 cc Yamaha engine, seats two people and is a great flyer. Call Ray Maheu at 207-465-3203.

Original Bensen B8-M with 72 hp Mc Colloch engine, 22' Dragon Wings rotors, mufflers, electric pre-rotator. A beautiful example of a flying modified Bensen, very clean. \$2,000.00

GreenLand Fly-In 2010

The Greenland flyin has been a regular stop for members of Yankee Rotors for many years.. The treatment and welcome we receive is rivaled by a very few. The fellowship among pilots extends to all types of aircraft, especially withing the rotary wing group. At left is Rusty's wife Becky, Rusty (Blades) Blake, and Jim Bauder.



At left is a rogue gyro pilot, never did get his name, not interested in becoming a member, but sure did love talking to us. At right is a familiar face, Doug Riley from Vermont. Doug is a former BFI, stripped of his rating by the FAA's implementation of the Sport Pilot Certificate, a great pilot that we all miss, Doug spends his spare time sailing,



Back at the campsite Jim, Al and his wife Valerie share some good times together. Jim travels far to attend this flyin. He hails from the Cape Cod area of Massachusetts. And at right sporting an airframe, Yankee Rotors is open for business. Despite a rainy Saturday many people did attend, lots of people and pilots from the past, and many new ones that one day may fulfil their dreams of flight.





Friendly discussion and banter never ends. Everybody is an expert, or thinks they are, especially non pilots. At left are three masters of the gyroplane, Al Fraser, Doug Riley, and Jim Bauder. Can't remember what the topic was, but it involved all who understand how and why a gyroplane flies.

I really have to give Jim a special "Thanks" for coming. Al, myself, and several other members have no gyros to fly, all are still in the building phase. And it's no fun not seeing one of these unique aircraft leave the ground. Jim, Thanks of behalf of us all. You are the star of the show and no one can take that away from you. It was great to see him fly and an honor to have him with us.



Jim's engine is running, pre-flight completed, helmet and communications on, he's ready to fly. And that's what he did. The friendly skies of Greenland welcome him as he is the only flying gyro present. At right, Jim makes a low pass for the crowd, and they always love us there. Thanks Jim!



Jim's Ship

Jim flies a modified Bensen gyroplane. He made several modifications to improve this proven design. Among them is the four stroke EA-81 Subaru engine. Using the original two bladed prop, Jim is able to hand prop this little beast. It came out of a junkyard from a car that had about 30k miles on it and has been running smoothly ever since. Also notice a small horizontal stabilizer in the prop wash on the rudder.



Among some of the modifications is a modification of a modification, the pre-rotator. Half Wunderlich, half Bauderlich this wedding of two components works very well. It does not have the traditional flex shaft of the Wunderlich. Instead Jim improvised and installed a flexible straight shaft that extends from the engine up to the Bendix which engages the main rotor for pre-rotation. Sounds like a wind up toy but works very well. A great innovation.



The secret is that power is taken from the front shaft, is transferred via an outboard motor right angle drive that bolts on. A sli, V belt is used to engage, and the top shaft is square and can extend and contract. Very cool. At right is a Wunderlich rotor brake. The plastic knob pushes up on the pad and pushing the rotor forward slows it down quickly and safely. For those who did not attend, once again you missed a great flyin. Good food, good friends, and GREAT FLYING!!! See you at Noridgewock.

