

Yankee Rotors

Sept. 2010

The Official Newsletter of Yankee Rotors

December 2009 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

Sunday. Sept 19th, 1:00 PM at John Christopher's house, tall shed at the bottom of the driveway. Discussion for trainer is at hand as design changes are made. Call for directions.

Also On The Agenda

The Barnett we have for sale needs to be advertised on the internet. We are practically giving it away. Help is needed to take it out of the mothballs so it can be photographed and those photos sent to other websites to further advertise its availability.

Parts for the Trainer

Now that the trainer's design is finalized and winter approaches, work can continue. One part that we cannot make is the coupler between the gearbox and the engine. Rusty Blake has located this part and it is not cheap, approximately \$350. The Chapter has the money, we just need to vote on this expenditure. The search for a cheaper one goes on.



John's pre-rotator bendix is removed and is ready for disassembly.

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

Fall Rotorcraft Picnic 2010

Like most flyins that we host the turnout was lame at best. The Chapter leaders accept this as par for the course as we do enjoy the time off to do nothing but talk to people about gyroplanes, provide information about these aircraft, and to help each other with their projects and questions. As all flyins we attend are family events everyone is welcome to stop in and chat. At left, Dale Pike arrives with his grand daughter Lexi. Boy she is getting big.



Questions and understanding continues. John's RAF is nearing completion. After installing the pre-rotator, it would not stay engaged. Solving this problem began asking the factory for advice who offered a suggestion, but really did not know why it would not stay engaged. Work on this problem began at the Bowman Field flyin where (Uncle) Ray Mahue and other members disassembled the clutch and found some problems that needed to be addressed. Simple shimming of the pressure plate solved one part of this malfunction. Next step was to dis-



assemble the bendix. This common part found in all car starters engages the flex shaft into the ring gear of the rotorhead. Above Al and Dale inspect parts for anything broken. Al also brought a Wunderlich bendix (pictured at left, right side of photo) for comparison. There is little



difference in these parts except for their connection to the flex drive. With no damage parts found, the unit was re-assembled and left for John to install for further trouble shooting. This was a productive day. The real hero is Ray Mahue. After re-installation and consequent failure, Ray figured out the problem. There was no drag on the bendix to keep it engaged. The rotors had to be on to do his. The following day John downed the rotor blades and spun them up to 100 RPM. Friends helping friends. Thanks Ray. Without



his help this problem may still not be solved. Ray's tenacity and patience provided the fix that the factory did not know how to handle. How can I thank you Ray, a PRA member. This is why I continue to carry the PRA flag.

We Are On A Mission

Is there anyone out there who knows what that mission is? Is there anyone out there that knows why we are able to say that we are a non profit organization, that people who make donations of anything we can sell are entitled to a tax deduction? If you don't know the answers to these questions I will answer them for you.

The IRS recognizes Yankee Rotors as an educational component of General Aviation. We supply information to the general public and that is our mission, that is what we do, and that is what we will continue to do if we want to be a non profit organization. If not we will be considered a private organization and will be taxed on any money we take in. Educating the public requires us to help and assist anyone who is interested in homebuilt rotorcraft. We accomplish this in many ways, namely by attending flyins, talking to people, demonstrating aircraft we build, holding regular meetings, discussing how to further this end. Others and myself have gone to great lengths to attain this status. If we hired an accountant to do the paperwork and file returns it would have cost thousands, yes thousands of dollars.

I was very please at the level of member participation earlier in the season. Many members went out of their way to attend events, come to meetings, display their aircraft, show others what they have done, and also help other members get their projects on track. My thanks go out to those that have participated. This participation does not stop with one event, it is ongoing. The last event of the season, our own Fall Rotorcraft Picnic might as well not have happened.

With only three members showing up it was almost fair to say it was a waste of time and it cost me personally. It would have been nice if some New Hampshire members besides the officers attended, brought their projects, and so forth. I will take some blame as this last event was not advertised as well as it could have been. There was one person, truly interested in gyroplanes that came to acquire information. The man, a Ducarti representative is one truly interested in gyoplanes, asked many questions, and stayed for lunch. My gyro was the only one there, and brought there at a cost. Somehow while trailering the machine, a bump was hit, a locked door slipped out of it's hinge, swung backwards breaking in half. I will never trailer my machine to another flyin. I am disappointed at member turnout. A new door is upwards of \$1,000.



This man traveled up from Rhode Island to see us and to learn more about gyroplanes



Thanks to Al, Dale, and myself his trip was not in vain. Thanks guys for your endless help, keeping Yankee Rotors alive, well, and fulfilling its mission.



I never will have to worry about trailer damage ever again because my gyro will never be trailered to a flyin again.