

Yankee Rotors

Feb 2011

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

February 20th at 1:00 at John's house. Bring anything you have built to show to other members. My ship is waiting for FAA inspection scheduled in March, after which the shop will be open for new construction. In particular I am referring to the Chapter trainer. The design has been changed and it will change no more, members that show up for meetings have voted on it and it will no longer change. It is a drop keel, tandem seating arrangement with a tall tail. Most of the airframe is there, but modifications must be made since the design has changed. Discussion on what our next move will be at hand.

Furthermore, flyins that we plan on having or attending will be discussed and decided upon if possible. We attend many and at this point people expect us to be there. Further topics may be addressed as necessary.

Help

Several people have offered to help the Chapter accomplish things needing attention, one is the exterior. I can't do it, so offer some help.

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.



The front door of Ron's hangar.

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

Training In Arkansas

By John Christopher

With my modified RAF nearly complete, flight testing will soon commence. Like many certifications, the FAA requires a bi-annual flight review. This can be accomplished by some training with a CFI or by participating in the FAA's WINGS program. I have been an active participant in the Wings program for many years. This led me to travel to Ron Menzi's training facility located in Searcy, Arkansas. The municipal airport is very gyroplane friendly.

Ron Menzie is a CFI for gyroplanes, Not only is he a fixed wing pilot, he is also a Designated Flight Examiner. That means that once you have completed FAA requirements for training, and have the proper endorsements, including one that states that you are ready for the flight test, Ron can give you your first, second, or add-on certification to fly a gyroplane. Ron is a little camera shy but I caught him here demonstrating the proper way to do a preflight on a Sparrow Hawk gyroplane. His experience spans many decades.



At left Ron begins another training flight with student at the controls. I was there for only three days but it is apparent that Ron has a very complete, comprehensive training facility and training program, complete with syllabus. There is a calendar of students to be trained.



Inside Ron's hangar is a small fleet of training gyros. Most seem adjusted to accommodate students of different weights thus saving time, or refusing to be able to train a student. I see a slick operation with all the bases covered. Ron is not a spring chicken, someday he will pass. It is imperative that others, especially those with a commercial rating, pursue the CFI rating for gyroplanes. Only a small handful of gyro CFI's exist, and that is why finding training is difficult. I encourage all to pick up this flag.

