

Yankee Rotors

March, April, May 2011

The Official Newsletter of Yankee Rotors

December 2009 Association Officers

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



Next Meeting

Sunday May 15th at Al's hangar,
John will be unloading his RAF.
Here" the directions.

1. Take exit 20 off Interstate
93 for US-3/NH-11/NH-132/Laconia
toward NH-140/Tilton, 0.3 mi

2. Turn left onto NH-11
E/NH-132 N/US-3 N/Laconia Rd
Continue to follow NH-11 E/US-3 N
6.3 mi

3. Turn right onto NH-11
E/US-3 N/Laconia-Gilford Bypass
5.6 mi

4. Take the NH-11 E exit
0.4 mi, 5. Keep left at the fork,
follow signs for New Hampshire 11
E, 233 ft, 6. Turn left onto NH-11
E/Lake Shore Rd, 0.4 mi

7. Turn left onto Airport Rd., Al's
hangar will be on your left. It is right
across the street from Kitchen
Cravings.

If you get lost you can call my cell
603-455-6344

Busy Time Ahea

We need a pilot and him flying
his gyro if we are to host our first
activity of the year. This **MUST BE
MET OR WE WILL NOT HOST IT**
Bob Dav bailed out out last year. if you

Could do that again Bob, again you'd be the star
attraction. I am not sure if my ship will be ready as
initial flight testing will take time. **Everyone** is
encouraged to bring in their projects and parts they
have made, Training progress, all is useful to other
member faced with the same challenges and
questions that is where we make the difference. It's
a passing of knowledge about a simple thing, that has
complex questions. Therefore is anyone would like
to participate in the setting up of the canopy the
Friday before Memorial Day, please contact me at
603-744-6242. I hope I get my ship there. Still need
a flight review but the ship is moving this Sunday
and that is why we can hold a meeting there. Show
up early and help assemble and check the rotor
system, WE need that pilot and gyro too, Last year

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

Was a great time. We picked up
two new members, had a nice
relaxing time. Please, we need a
commitment for that pilot and
gyro, please let me know asap,
Thank you one and all for helping.

You Must Love Bureaucracy

You must also have a great deal of patience and not be a whiner to get through all this stuff. Before I digress, Al brought is some parts necessary for his pre rotator for his modified Air Command. Originally designed for two it is converted to a 120 hp single seat with 12 gallons of fuel. This large friction disc should provide plenty of torque to spin up his Dragon Wings rotor blades.



Back to the necessary forms. When you are about $\frac{3}{4}$ of the way done building your aircraft, get it registered. The all of the FAA in done online now, it is easier to reserve a N number first and then apply for it. That number is necessary for everything else, all the other forms, and there are many. They must all be obtained from the FAA website faa.gov and print them out on your own printer. You must obtain an 8050-1, obtainable from any FBO to get the registration number, along with a notarized Eligibility Statement for Amateur Built Aircraft, and a notorozed Affidavit of ownership. These documents must be sent in when you apply for your registration, Takes 3-4 weeks.



Once yu have your N number you can acquire an application for a special airworthiness certificate, a repairman's certificate allowing you to do your own annuals. Also you will need at least three pictures of the ship with N numbers attached since it is now registered. You must submit a letter of intent called a program letter, some operating limitations and the weight and balance data acquired from the hang test. It will take some time but the FAA will inspect it for free, They are very busy so it behooves one to get busy with these forms so they can fit it in to their regular work. And don't forget your builder's log, every nut and bolt put in, They may not read much of it but they want to see it so keep it up. Mine is all done.

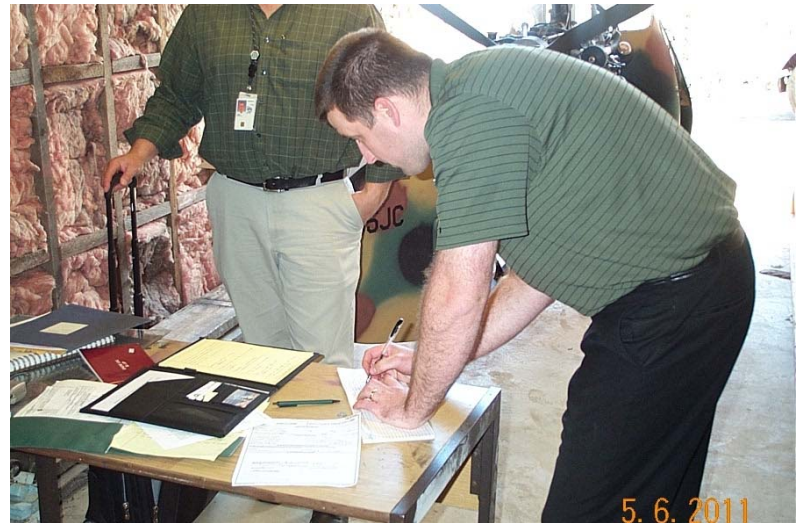


Building is complete

I had the MIDO not the FSDO inspect my aircraft for airworthiness. They went through my work with a very fine toothed comb, Even admitting not knowing much about gyroplanes, it was educational for them as well as myself. Scott and Mike of the FAA went with what they know, Mike being a former Marine helicopter mechanic and Scott being the administrator of the inspection did find minor improvements they wanted to see and gave me a list of things to do.



After completing the improvements, mostly chafing issues N455JC went through another fine toothed comb and found still a couple of things that could be done in the future, but they wanted done. I had to placard the fuel shut-off valve. Scott liked it so much he wanted me to do it to the other one as well. At right Mike states that he has inspected the ship and it appears to be in airworthy condition complying with all rules outlined in the FARs.



John also had to make a log entry stating that he is the manufacturer, that the ship has been inspected by him and also complies with the regulations. He is limited to a 25 mile radius of Laconia Airport for the first forty hours of flight testing. He can leave the airport area, but must return to that airport at the end of the flight. There are many regulations that must be complied with. Nothing too difficult and all easy to comply with.



The sweet smell of success, getting my airworthiness certificate. Scott congratulated John as he holds up the small piece of pink paper making this ship a legal, registered, and safe aircraft. These guys exhibited an extremely helpful and professional demeanor, even helped with a couple of minor things, and the best part of this inspection is that it was FREE! Yes it too a little time but it was better than paying a DAR a lot of money to do the same thing. I can't thank them enough for their help. Look out Laconia!

