

Yankee Rotors

Oct 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 Sept 16th at 1:00 PM at John's house. Come early if you wish to talk, show off the parts your made, bring your gyro for a hang test, whatever you would like.

The main item on the meeting's agenda is our trainer. This is a complete, side by side, two place rolling frame. There are, however, a number of members who feel that a tandem seating, drop keel, tall tail type gyroplane is the way to go for a trainer. Our original design, therefore has changed, by popular vote. Winter is the only time we have to work and plan on this project. We are close now, however, this design change is a setback that will take additional time. It is my hope that we can make a little progress during this meeting toward this end. It will not get built by itself, we have to do it. Uncle Ray is working on the rotorhead, Al is getting info on converting this to a drop keel design. There is a ton of modifications that must be made. All are urged to attend and add their opinions, and skills. We can use all the help we can get. Don't be an arm chair aviator. Please attend

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

Dominator style drop keel gyro huge horizontal stab with 1100 cc Yamaha thrust, an 1100 cc Yamaha seats two people and is a great gyro. 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

Told you it would be time to leave soon. I ended up at 3,300 MSL. Had to descend to about 1,800' to get this picture, yes, Ragged Mountain. I'm having fun, are you?

September Meeting and

Other Things



The meetings we hold every month have purpose. It is not only a time to get together with like minded people, they provide a vital link for information to flow. Some members drop out, decide gyros is not for them, some just disappear to who knows where, projects in hand that we all would love to hear about. That cannot be said about Mike Paquin. Although he is busy, he makes the

time necessary to get things done. He made the choice of designing his own ship. Most of it is complete. He employs innovative new designs. He has gone to considerable expense to get some flight training. And with all that he still consults us for our opinion as he explains a detail with AI, shown above. Mike has come a long way in the last year. At right are members who attended the meeting. Lisa, John, Dale, and AI, and Lexi Dale's granddaughter. Dale is also taking this picture.



So what have I been doing? Test flights on the RAF continue. Just to mention some of the strange things one might encounter while flying in the pattern, at left is a banner plane with banner in town. It was quite the exchange listening to him communicating with pattern



traffic and his ground crew, seeing the banner drop and quickly removed. At right a close up of me climbing out. Kind of nice for the rotor to position itself as it did.

So, we are still having fun. How about you? Next meeting is at John's house so we can continue our never ending efforts on the trainer. Someday, someday, it will fly. Meeting is this Sunday, how to see you there.



Flight To Ragged Mountain



I'm bored, just flying the pattern. Take off, and land, take off and land, and land, and land. Time to venture out, see the world. I planned a three leg cross country, short, within the 25 mile limit set by the FAA, From Laconia to Newfound Valley airport, then a couple of laps around Ragged Mountain, a little ski area, then back to Laconia. Short, sweet, and different. At left is what you would see on a sectional. AT 3,000' msl it all begins to look familiar.

This small mountain is only about 2,100' so it was pretty invisible at 3,000. At right you can see the main mountain on the left, and Spear Mountain on the right. Ski trails are visible. Also a little turbulent as the crest is approached. It was necessary to fly over the backside to get the best pictures of the slopes, lodge, and adjoining golf course.



At left is the tourist view, actually a little better since I'm above the lift. It's a nice little ski area, very family oriented, began as a ma and pa place. Unfortunately they were not able to keep up with the enormous expenses associated with coping with a New England winter. There's a heavy reliance on snowmaking.



And here's where I'd land if I had to. This is one of several parking areas. The golf course is said to be the second most difficult in the state, so if you think you're all that then this is the place to find out. All in all, this is a flight I've wanted to do for many years. I made a friend there, a ski patroller and Huey pilot in Viet Nam. Told him I'd fly by when it's all done. And with a heated cabin I do look forward to this flight. Back to take offs and landings I guess.....for now.

