

Yankee Rotors

Feb 2011

The Official Newsletter of Yankee Rotors

December 2011 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 Feb. 19th at 1:00PM at John's house. Further work on the trainer is at hand. With hope the lower plates to make the trainer a drop keel design will be completed. In addition, planning on Spring Fling needs to begin. An article to the Atlantic Flyer needs to go out soon if we want it to be published. I hope we get a better turnout than in previous years. All are urged to attend our event as it furthers our mission to disseminate information to the public. There will be at least one gyro flying. All members who have projects underway are urged to bring them for display. It is very frustrating to have just a small few members who carry the flag for our Chapter. All people who have a gyro in progress are urged to bring it. I need not to repeat our mission, which keeps us being a non-profit organization. I personally have worked very hard to make this a reality and it is a shame that others do not take advantage of this. Please attend this Sunday's meeting to find out how you can help. Remember this is your organization and participation is needed and helpful.



John's RAF, trimmed out and flying with hands off. "That horizontal stabilizer makes all the difference, no PIO!"

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, Tail w/ HS, 1100 cc Kawasaki Engine, seats two, a great flyer, Many options. A steal at \$12,500 Call Ray Mahue at 207-465-3203 This is a beautiful machine.

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

Another Meeting During Winter

Another month goes by, another winter meeting to make something productive besides chatting. A potential member attended, Dean who asked about powered parachutes. He is interested in flying and like most, is undecided about what path to travel. He is familiar with a powered parachute accident and asked why they always fly so low to the tree line. We know it is fun, looks cool, but the bottom line is that it is no place to be, especially if you have an engine failure. As in all aircraft, altitude is your friend, offering better opportunities to select a spot to land safely.



The design of the trainer's airframe continues to haunt us. Changing from a straight keel to a drop keel is more difficult than it seems. We have machinist's drawings of the necessary plates to achieve this. The drawing is very small, not made to view easily but made to fit the page. Al begins to decipher the drawing atop of some eight inch stock that John had picked up. Like any change, this one is taking some time. It just shows that building as a group, explaining and agreeing with everything takes longer than doing this job alone.



Dale and Lisa have an extensive background in manufacturing. This includes tons of blueprint reading. The print isn't exactly straight forward and both scan the document trying to make some sense of it. It seems consideration was spent to make the drawing fit the page moreso than to make it easier to read.



At least as much time was spent reading the drawing as was chatting. When it was all figured out, it was decided to make a template first before the metal is cut. This design change set back production for more than a year, but this is what the Chapter wanted. With hope and perseverance, this design change will be complete this winter. Despite this setback all enjoyed each other's company. Spring is around the corner and there is much planning to do. See you this Sunday at the February meeting.

