

# Yankee Rotors

March 2012

## 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

March 18<sup>th</sup> at 1:00 PM at John's house. Come early to chat. Templates for the trainer's keel are made. They need only to be transferred to metal and begin cutting and drilling them. We have guests arriving from Maine and no doubt answering their questions will take some time. It would be nice to finish these plates.

Spring Fling is around the corner, the dates are Memorial Day weekend, rain date is the following weekend. The featured article in this newsletter has been submitted to the Atlantic Flyer and with hope our attendance will increase. Al was notified about another flyin that we could possibly attend. This needs discuaaion as to the feasibility of this. He has the details.

If you are bringing an aircraft for a hang test, please notify John so the appropriate equipment can be set up. This will take between a half hour to an hour. Other projects may be brought for inspection and feedback. All are welcome for this event.



John's RAF preflight is complete and ready to fly.

### 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

## A Death Trap?



I can only be honest, tell my story as the truth is just that, the truth. I received my first ride in a helicopter in the military. I began taking flying lessons in a Cessna, accumulated approximately ten hours, was able to land in a crosswind safely. The flying bug bit me bad and my love for flying began in 1973.

Time goes on, things change like our priorities. We live life, go to school, get married, kids, buy a house. That bug was still there. I thought maybe one day after college I'll make enough money to buy a kit helicopter, land it on my roof in Beacon Hill in Boston. Such dreams. Remember to be careful what you dream about as sometimes they come true. I never did go to law school.

Instead I started a business, did very well, and soon had enough money to attend flight school. My choice was rotary wing. I received my private in a Robinson R-22 and after learning the cost of all this knew I had to start another business to defray the cost of a helicopter so on to my commercial certificate I went.

I bought a neglected Bell 47, dumped a ton of money into it and began accumulating flight time. I completed all requirements got my commercial ticket and began a scenic flight service and worked towards becoming a 135 operator. I've always had the fear of engine failures. We certainly train enough for them. Doesn't matter what you fly, they happen. I developed an awareness for always looking for a way out, especially over water.

As luck would have it that is where my first engine failure happened. Finishing a day of scenic flights in the Lakes Region of New Hampshire, my daughter of seven at my side, climbing out and over a lake, the engine threw a rod at 300' AGL. My solution was to always head for the shores and as close to the trees on the shore line as I could get, my autorotation put me on about three feet of water. No damage to persons or property, just my wallet. After repairing the ship I lost my landing zone and in short time I was out of business. I still had my ticket, thought maybe a gyroplane would cure the bug.

I discovered information about training and this aircraft was hard to find. I joined Yankee Rotors, a non-profit organization dedicated to dispersing information. I found a CFI, had to travel, and became a builder. Test flights soon began. A very experienced fellow aviator, owner of a FBO told me it was a deathtrap. Test flights were successful, my gyro served me for more than a decade. Unfortunately another engine failure resulted in a forced landing in an uneven landfill, tilted landing to a selected spot, rotor strike, boom boom, aircraft destroyed and I walked away unharmed. My friend, the man telling me it was a death trap was giving instruction. Reports are that pieces of aircraft fell out of the sky. He met his end in his own death trap, a great loss to the GA community and one I looked up to like a father.

I began working on my next one, a two place, fully instrumented and with this aircraft I can pursue becoming a CFI as there are none in all of New England. If I can save one life, someone trying to train themselves, it will be worth it.

Completed in a couple of years, flight testing underway, this ship is a Cadillac. Flies hands off, very predictable, outstanding performance. The 40 hour mark will be done by spring. I was explaining the principles of autorotation to an electrical engineer who seemed to have trouble understanding autorotation. He exclaimed, "It looks like a death trap more than anything. I thought you were flying one of those parachute things."

What I know is this. In the event of an engine failure a rotary wing aircraft can be landed on a spot, no roll, they don't just fall out of the sky as many people think. Yankee Rotors provided me with the guidance I needed to build a safe aircraft and find the training needed to fly it safely.

As one of the officers in Yankee Rotors I'm proud to announce our annual Spring Fling flyin, this Memorial Day weekend, Saturday, rain date is the following weekend. Good food, good friends, and great flying is the rule of the day. If you would like to see this aircraft fly, others in construction, and talk with the leaders of the pack, plan on coming to 1P1 Plymouth Airport. yankeerotors.net.

