

# Yankee Rotors

Aug/Sept 2012

## 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

This Sunday, Sept 16<sup>th</sup> at Laconia Municipal Airport at Al Fraser's hangar. Time 1:00 PM. Call Al Fraser for directions, his number located at the left. I suggest showing up early if you want to chat and talk about gyros and homebuilt aircraft. A potential member may come from Vermont so a good showing would be helpful, inspiring, and show an ultralight pilot his gyro, that is if you would be kind enough to bring yours to show.

### Failed Attendance to Flyins

The Mt. Washington Regional Flyin was not attended by Yankee Rotor members due to inclement weather conditions. The flyin at Bowman Field was attended by several members, a meeting was not held, John and Lisa were flying to the airport but experienced some engine trouble resulting in a total engine failure. John made a successful landing in a small field with no damage to persons or property, including his gyropland.



### For Sale

Parsons two-place gyro for sale. Contact Rusty Blake: 207-663-4404. B8-

### 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.

### Beautiful Bensen B8-M

Really nice Bensen, many upgrades, under 5 hours, dragon wings. Call or write to John.

Homebuilt rotorcraft. I must point Out that our attendance is depend-ent, upon the weather cooperating with us. If the weather is bad, for= get it, if not, plan on it. I will be leaving early Saturday morning, **tomorrow** to fly there.

Another Yankee Rotors success story. Mike Paquin finished building his gyro, airworthiness certificate and is pictured flying at left.

## SPECIAL AIRWORTHINESS CERTIFICATION

I've been working on my gyroplane for more than two years now and deciding which type to build for a year before that! I started down the path of building a Gyrobee in the early stages but decided soon after that I wanted a gyro that I could "grow into" and hopefully be happy with a machine that would provide better performance with a more powerful engine and advanced design. The picture shows what I ended up with. I named the project Anisoptera-Latin for Dragonfly, the name of the gyro that inspired mine.

I applied for the N number a year and a half ago to reserve the number but also to make the project more "real". I've been wanting to fly a gyro for quite a while and there were times when the building slowed down to a crawl and the realization of flight seemed pretty far off so having a "N" number assigned helped me believe that I could accomplish this. After all, the FAA issued a number so it had to be possible!

Well, time went by and progress was made on the gyro (I tried to do something every day I had off on the gyro, no matter how little, to keep the project going forward) until eventually I was ready to get it inspected for the special airworthiness certificate. Now, there are two ways to get this done, #1- have

A designated Aircraft Inspector do it for a Fee (approx.. \$500 plus travel expenses) or #2 Ask the FAA to do it for free. I tried the second. I purchased an EAA packet that helped me tremendously with filling out the appropriate forms and paperwork. I mailed the packet to the local FSDO (Portland, ME). Three weeks later I get a call from the FSDO telling me that he will forward the paperwork to the MIDO in Burlington, Ma, which is only 45 minutes from my house. One week later, I get a call from the MIDO office and Mike from the FAA scheduled the inspection for May 30, 2012. I had to finish a few things on the gyro before they arrived! I still needed to apply the N number, Builder's plaque, compass, and a few other items. I got it all done before they showed up. Mike and Scott where friendly, down to earth guy who really enjoyed doing this kind of work. Much better than sitting at meetings all day long. They went through everything and when they discovered a few deficiencies, they allowed me to correct them on the spot! It took about 2 hours between the inspection and filling out the paperwork but they said the forms I had filled out were among the best they had seen. Only 1 missing block to be



checked. It's very gratifying to build something as special as a gyroplane and get the FAA's approval on it! I would also like to thank my fellow PRA chapter members, Al Fraser, John Christopher, and Dale Pike for their encouragement and advice with this project. See you in the Air!

Mike Paquin



UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE	
<b>A</b> CATEGORY/DESIGNATION	Experimental
<b>B</b> PURPOSE	Amateur Built
<b>C</b> MANUFACTURER NAME	N/A
<b>D</b> FACTURER ADDRESS	N/A
<b>E</b> FLIGHT FROM	N/A
<b>F</b> TO	N/A
<b>G</b> N-485MP	SERIAL NO. 1-2011
<b>H</b> BUILDER Michael A. Paquin	MODEL A
<b>I</b> DATE OF ISSUANCE May 30, 2012	EXPIRY Unlimited
<b>J</b> OPERATING LIMITATIONS DATED 5/30/2012	ARE PART OF THIS CERTIFICATE
<b>K</b> SIGNATURE OF FAA REPRESENTATIVE Michael J. Chagnon	DESIGNATION OR OFFICE NO.
<b>L</b> Michael J. Chagnon	ANE-MIDO-42
Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14 CODE OF FEDERAL REGULATIONS (CFR).	
FAA Form 8130-7 (04/07) (Previous Edition 07/04 May be Used and Displayed)	05/30/2012

## Miracle On Potter Road

This is the last thing I saw before I began having engine trouble. A loss of power, no increase in engine rpm, continual decent with power. Engine stalled, at 3,600' attempted a restart of the engine, no luck, try again, no luck, one more time, nothing. Establish a glide and look for anything over this heavily wooded area, nothing within sight. Continue glide, a small spot is visible a mile away, I hear my flight instructor telling me to increase airspeed or I'll never get there, in my head that is. The increase airspeed lost hundreds of feet in altitude. Now I'm looking at power lines, a tree line and had to just get over it. The slight rise was enough, close but still enough. I entered a 300 x 300' field and landed the aircraft. No damage to person or property, including the aircraft. Flying at 200' may be fun, but unless you have a way out it is no place to be. This could happen to anyone, of any skill level, without warning. Being at 3,600' is what saved the day. And I was at that flight level to clear this obstacle. I was only five miles from my destination airport for fuel.

