

# Yankee Rotors

Jan 2010

## The Official Newsletter of Yankee Rotors

### December 2008 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

Jan 18<sup>th</sup> at 1:00 PM at John Christopher's house. Location is the tall shed, can't miss it. Items for discussion will be what events we plan on attending this year, and other pertinent topics. Come and attend, get your questions answered, the rush is on! Call for directions.

### Happy New Year

To all who did not attend our Christmas party. We had a quiet evening, great dinner, and talked gyros most of the night. Elections have been postponed due to the lack of members.

### Elections

We voted on having elections submitted via email or phone call (603-744-6232 where a message may be left). You have many choices: keep the current officers as they are, nominate and vote for someone else, or do not vote. This is as democratic as we can make it and as easy as we can make it for all members to have their chance and vote.

### 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. As usual, all are invited to attend. New Members are always welcome.



Didn't I just do this? I could hardly agree with the factory fix of only one two inch strip of fiberglass to strengthen the windshield portion of the cabin. So, I added a second strip. I'll need to smooth this and add some paint to hide the fix.

You too can become a featured builder. Just send in some pictures put on file with captions and you're in. I have templates available for writing an article with pictures.

## Winter Blues

It gets to us all, the winter blues. No flying, no flyins to attend, not much to do. There is however our building to finish. Al Fraser came into some insulation he did not need and gave it to us. Though it was some work it is now a part of the tall shed. The walls and ceiling are well insulated. The only parts yet to be completed are the wiring, plugs, lights, and front door. We are obviously open to any suggestions or donations of a large roll up door to complete this project.



Perhaps I'm spending too much time on the cabin, but some minor cracks in the fiberglass compel me to fix the outside as well as the inside. The inside is already reinforced with three layers of fiberglass. These exterior cracks are a cosmetic issue. I have some auto body experience and just can't let it alone. Every time I think I might be finished I find another dip or small imperfection in the surface. The dark area is a gouge that needed some resin jelly, and in the cold it takes forever to set up. It is just about ready and hard enough to sand and get some paint on this shell.



I'm still dealing with a wire mess. I have all engine information wires identified except the tachometer. I'm down to counting pins on the electronic control unit. Even a wire labeled tach was wrong. If I can't find it I will hook up to the negative side of the coil. It's the last one.



As you can see I have the reduction drive in place. It has a new jack shaft and Warp Drive prop. What is not pictured is the cheek plates. They are cut, drilled and fitted. I'm modifying this component to have chrome moly spacers, insulated against the aluminum plates. The specs call for aluminum spacers but they have a tendency to crack. Only time will tell if this is an adequate solution to that problem. I hope to have the wiring done soon so I can get back to work on the main project—building my ship.

