

Noridgewock Everything That Flies

Fly in 2011

This is what I like to see, member participation. And there is never a shortage of that here in Central Maine. A host of members besides the usual. Uncle Ray Maheu, Rusty Blake, and Jim Bauder all lend a hand when setting up our canopy. They all have flying gyros and display them with pride. I can't say enough of what a great time this flying is for all who attend.



Jim Bauder, a fixed wing pilot admits that he has more fun flying his gyro. He travels far to attend this flyin, all the way from Cape Cod. Jim has a Bensen modified with an EA-81 Subaru engine that he hand props, a dominator nose pod, and Dragon Wings for rotors. He also has a very unique pre-rotator, half Wunderlich, half his own design. Here is Jim stringing his blades in that never ending effort to reduce stick shake. He soon had his rotor on and was off to fly the friendly skies of Central Maine.



Here is his first take off run, rotor blades fully loaded, the nose wheel becoming light and the ship rotates on it tail wheel before ascending into the sky.



And the sun is shining down on Jim as he makes his first trip around the pattern. I must say that Jim is one of our more consistent members. He almost always attends this and sometimes the Greenland fly in too. I know there are others out there who have projects to display. Well nothing need be said for those who were here as all enjoyed themselves. And this was just the first day, the fun continued throughout the weekend.



Noridgewock: The Flyin

Bob Day arrived early Saturday with an addition to his trailer. With the blades on, supports were fashioned to support the main rotor while transporting his gyro. You don't see too many arrangements like this. Helicopter sometimes use this method and one this is important, that nothing moves while transporting. As you might expect, Bob was soon flying the skies of Central Maine, enjoying him self as the rest of us always do. The camaraderie of the rotors draws us all.



And busy he was once he landed. This is why we need volunteers, to talk with people. The public has countless questions regarding the gyroplane. It's so simple, but also complicated. A thorough understanding of rotor aerodynamics certainly helps and that will only come with instruction from a certified instructor. Their questions range from cost of a ship, where can I get instruction, where's the gas tank, they never end. Our mission as a nonprofit organization is to educate the general public about home built rotary wing aircraft. We are the only source in New England for people to contact. I can't stress this enough and when we attend a flyin, that is why I like to see some member participation. To be able to share your experience, even a little experience, does a great service to General Aviation.



At left we see Jim doing the same thing. Gentlemen, I appreciate your efforts and thank you so much for coming and talking with people. Bob and Jim were the only two gyro pilots flying and that is what people want to see. Many confuse the pre-rotator with what powers the rotor, and our explanation is the only thing they have to set things straight.

All in all there were over 1,000 spectators. Some old faces, some new ones. It is a great family event as there are activities for the children and lots of aircraft, both sitting or flying, to look at. Many pilots are there to help answer questions. The "Young Eagles" were there giving free airplane rides to children under the age of 13. It was a beautiful day, what more could you ask for? And the fun didn't stop here. It's the end of the day, we're hungry. As usual, Becky (Rusty's wife) did not let us down. In fact she out did herself this time. Keep reading.....





Becky usually prepares a spaghetti dinner in Uncle Ray's hangar. There was not only spaghetti, but meatballs, garlic bread, potato salad, garden salad, lots of sweet corn on the cob, plenty to eat and drink. Becky, on behalf of the Chapter, I and everyone here thanks you for your efforts. This is something you do not have to do, but do it as you enjoy preparing food and entertaining guests of our organization. It is certainly something we all look forward to, and now that you have us spoiled we'd be lost without it. Likewise with your hangar, Ray. It is well appreciated that you welcome us.

As the sun began to dip, the temperatures cooled off to a comfortable level. The ladies present chatted about lady things, the grand kids and so forth. The gyro-nauts, however, chatted about the many different things about gyroplanes. What engine works the best, same thing with rotor blades, "how do you like those Dragon Wings?" I often here asked. How's progress on your ship coming along John? It's presently located at Laconia Airport completing the FAA mandatory flight testing. I will be doing this most of the summer. And that engine AI, how's it going? Now that was an opportunity to play a little without flying.



And here it is, a 120 hp, 4 stroke Yamaha snowmobile motor. The crankshaft is designed extra strong to endure the side load tension of snowmobile use, virtually nonexistent when a gearbox is used to slow the prop rpm. It burns only four gallons of fuel per hour. And with a 12 gallon tank, that's three hours of flight, plenty of time to get where you're going.



At right is this beast demonstrating its centrifugal clutch located in the gearbox. The engine starts under a no load condition, always helpful in extending engine life, and the horsepower it provides is enough for two people. This aircraft will be more like a fighter than just a flyer.

And this is all who didn't come missed. We all had a really great time and it was definitely another opportunity where good friends, good food, and great flying happened again.

