EAA CHAPTER

Number 569

• A LOCAL CHAPTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION — BOX 229 HALES CORNERS WISCONSIN 53130 •

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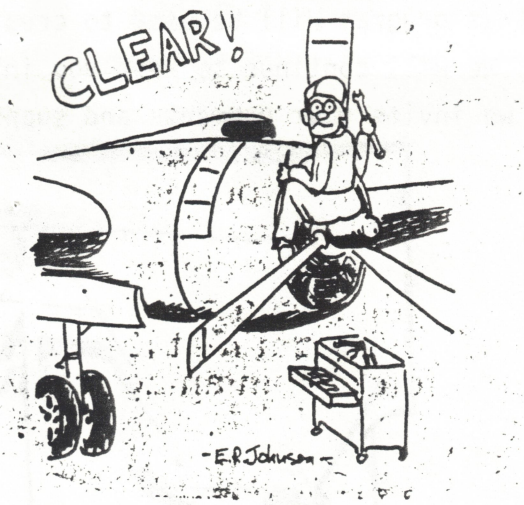
MARCH 1987 NEWSLETTER

MARCH MEETING: The next meeting of EAA Chapter 569 will be held on Tuesday, March 3rd at 7:30 P.M. We will meet in the meeting room at the Cobbler Inn (Shoemaker's Truck Stop, NW 48th and West "O", Lincoln). We have a demonstration scheduled on welding conducted by Dale Greene.

For the next meeting (March) the refreshment committee members will be Eldon Kreimer (in charge), Kenneth Kiene, Ed Krula, Ken Lang, and William Leonhardt. The refreshment committee for the April meeting will be Jim Mackie (in charge), Wayne Martin, Terry Majewski, Harlo McKinty, and Dick Miller.

PLANE & PILOT/MAGAZINE BARGAINS: As many as 500 magazine titles are available for lowest prices available through Darryl Hadcock. Plane & Pilot is usually $16.95 for regular subscription but can be gotten for $9.95 through Darryl. For Plane & Pilot or any other magazine you may be interested in, call Darryl at 464-9508 or write to Darryl Hadcock, 1200 Beechcraft, Lincoln, NE 68527.

TRAG GYROCOPTER: The following pages describe a gyro copter utility type aircraft. If you want more information about this craft, contact the project director at the given address or Chapter member Ken Dahle may be able to furnish more information.



The rotor and rotor head are precision parts as is the engine and prop. These parts are readily available from reputable suppliers. The rest of the machine we can build with the same tools and procedures we use to build TRAG trucks.

Gyro copters will safely fly in windy conditions, land and take off on short runways, carry a heavy load for their size and power and are easy and inexpensive to operate and maintain. The beautiful part is that the contruction cost is about $7,500, enabling 10 to 15 gyros to be built for the price of one Cessna 206.

The goal is a 300 pound payload, 60 - 75 mph cruise, 200 mile range with a 25 percent safety margin. These may be modest figures but we are talking about a 450 pound, 55 HP simple technology aircraft.

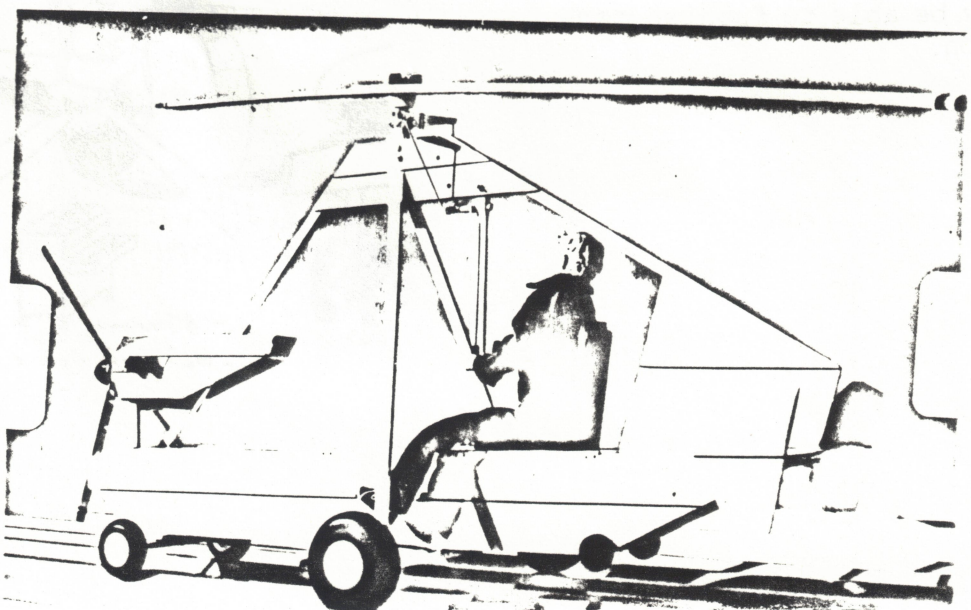
It will carry the pilot, full tank of fuel, three 100 pound sacks of rice, 30 gallons of goat milk, a stretcher patient or any 300 pound load we can pile on it.

It could carry a load of fresh vegetables or strawberries or milk from a remote agricultural mountain community to a big city market 75 air miles away in about an hour. The flying TRAG can get these products to market before spoilage occurs.

The flying TRAG could land, transfer its load to a TRAG truck which could take the product directly to the consumer. Meanwhile the flying TRAG would be on the way back with essential supplies which it helped earn the money to buy.

A newly designed two place gyro prototype is being built by Ed Alderfer in Cincinnati, Ohio. Ed is an award winning helicopter and gyrocopter builder and has built a two seater gyro. The prototype which Ed is building will be the test flight model. Flight testing will begin this spring and the results of that program will be used to create the basic design for the flying TRAG.

We will continue to keep you informed about the progress of this program and we invite your comments and support.



TRAG

TRANSPORTATION - AGRICULTURE

A Research & Development Project of
Office of Creative Ministries
United Methodist Church

Dear Friends-

It flies!

The first mile long runway flight was August 24 1976 - a complete success. It now has over 20 hours flight test time with no serious problems. Ed says "it is a joy to fly. Engine on nose is so stable, lift off is level, point nose up and climb, climb, climb. Landing is easy. We can teach people to build and fly these things. There is, at last, a simple technology flying machine."

We will build number 2 here this winter. It will be a truck. The load platform will be 18 inches wide and 10 feet long. Five feet both ways from the center of gravity. This will let us carry 10 foot length sheets of corrugated roofing metal, 10 foot long lumber, plastic pipe, etc. We can carry a stretcher patient, sacks of grain, 5-gallon cans, or thirty gallon tanks, etc., without danger of overloading or exceeding center of gravity limits.

The design objectives of low cost, simplicity of construction, and safe, stable flying characteristics are already met in number 1. Number 2, the truck, will meet the added requirements of load area and capacity. It will also serve as a trainer, with removable seat and controls.
These design objectives are met using the latest developements in engines, reduction gears, propellors, rotor blades, and controls, but, this technology is also readily available, thoroughly tested and reasonably priced.

So - now to build number 2. This will be done in "spare time" this winter with "spare money". The Flying Truck has not and will not interfere with the TRAG program of Creative Ministries.

If any of you can believe in something like this and would like to get involved, let me know. We could have a lot of fun together and maybe really do something to help people.

P.S. "My" Gyro is flying, too. I sold it, but it is still based here. It looks good up there. I wish I was the one flying it.

Earl Miner, TRAG Project Director
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