



February 2017

# BULLSHEET

**NEXT MEETING**  
**March 1st**

## PORTLAND PROPSNAPPERS Charter #871

<b><u>PRESIDENT</u></b> <b>DAN DESENA</b>	<b><u>VICE PRESIDENT</u></b> <b>DAVID CYR</b>	<b><u>SECRETARY</u></b> <b>TOM NOONAN</b>	<b><u>TREASURER</u></b> <b>SPIKE ENCK</b>
<b><u>BOARD OF DIRECTORS</u></b>		<b><u>NEWSLETTER EDITOR</u></b>	
<b>BILL REEVE</b>	<b>BOB DEXTER</b>	<b>Richard Dowzall</b>	
<b>LARRY VENTURA</b>	<b>MIKE FASULO</b>	<b>e-mail me at <a href="mailto:rdowzall@gmail.com">rdowzall@gmail.com</a></b>	
<b><u>WEBSITE WEBMASTER</u></b> <b>BILL LAIRSEY</b>		<b><u>CLUB FIELD MARSHALL</u></b> <b>BRUCE RENY</b>	

At our February meeting, our BullSheet editor, Richard Dowzall, gave me a bag containing a mechanical curiosity. Some time ago, I had mentioned to Richard how cool it would be to have feathering props on an RC model. "Oh yeah, they have them. I'll give you one," he said. I was both surprised and intrigued. You see, for many of us, gadgets represent one of the glues that hold this hobby together. There is no end to the farkles available to adorn and "improve" our aircraft.

So, I got home and took the marvel out of the bag to inspect it. The prop is comprised of two halves, each half connected to a "feathering" swivel on the prop hub. Now, the clever part is a long, non-rotating, servo-actuated rod which runs concentrically through a hollow motor shaft, propeller, and finally, a "U" shaped device which sits in front of the prop. Each hinged leg of this "U" attaches to a swivel, on the aft side of the first swivel, on the fore side of the other, so that when the rod goes forward, it pushes the "U" forward and increases the pitch. When the rod goes backward, it pulls the "U" back and decreases the pitch equally on each side. Genius! My hat is off to the person who thought of this. Now, what could I use it for?

The season is already promising to be a great one with talk of a multi-club Scale Event in addition to our regular events. Our charging station project is quickly gaining momentum following a very informative presentation and Q&A at the February meeting given by John Parent of the Skystreaker's club. Some very large and generous financial pledges have already been made, and several of our members with electrical/engineering knowledge have stepped forward to help Bill Lairsey who is chairing the project.

I hope to see you all at the NumbThumbs. Now, I am going to go play with that feathering propeller!

See you soon,  
**Dan DeSena**

**PROPSNAPPERS**

**RAY & ROBIN'S**



**HOBBY CENTER**



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PORTLAND PROPSNAPPERS Charter #871

BOD MINUTES (page 1)

## Propsnappers February 2017 Meeting

BOD Meeting Called to order 17:34

### Members present:

Cal Haines, Past President  
Dave Cyr, Vice President  
Spike Enck, Treasurer  
Tom Noonan, Secretary  
Dan DeSena, President  
Bob Dexter, BOD  
Bill Reeve, BOD  
Larry Ventura, BOD  
Mike Fasulo, BOD

**Guest Attendee**, John Parent – Skystreakers RC Club

**Charging Station** – John Parent gave a talk about Skystreakers charging station and some of what we need to do to upgrade ours as more electric demand has been put on the system with more electric planes and larger batteries. John explained we need to have a small group in our club that will work to upgrade the system. We need to start with a person that has a good electrical knowledge preferably an electrician. Don't go down the cheap road, all components need to be marine quality to stand up to Maine's weather. He has volunteered to educate our club on how to implement a new system. It all comes down to money. We need to know what size batteries we are charging. Make the system expandable. John can point us in the right direction and save us a lot of time. System will be protected with breakers. About a \$3,000 cost which does not include the batteries. Batteries are \$400 to \$600 each. Other options on batteries will be considered. Hospitals use them and old batteries may be free.

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**BOD MINUTES (page 2)**

**Treasures Report** – Spike gave a detailed report on 2016 actual expenses, 2017 proposed budget, and recommendations for 2017. As of 1/31/17 we have 37 adult members, 3 junior members paid for a total of 40 paid members. Spike said this is about right for this time of the year.

Items discussed were combining the War Bird event with the Skystreakers and have at their field. Grub control maybe switch to every other year. We will consult with grub control people and see what they recommend. A motion was made to eliminate the discounts for the club offices and BOD. Discounts will not be eliminated for Head Instructor. The motion was approved.

**Make a Wish and Open house** – it is now focused on donations to Wings for Wishes. It was discussed to keep the event revenue natural and to advertise. More discussion is necessary and a motion was made to table the discussion for now and it was passed.

**Rule #19** – A discussion was had on changing rule 19, hovering, 3D flying, etc. It was agreed to form a committee to review the rule and make recommendations. It was agreed to table the discussion to a later date.

**Membership Report** – No new members.

**Numb Thumbs** – All set for Sat. 2/11/2017 at 9AM our field (**NOTE: New Date is February 19th**)

**Logo Wear** – Hats with our logo. Mike Fasulo brought in a sample hat which the group agreed was a good quality. Colors available red or blue. Need at least 25 hats to make it cost effective. There is a onetime set up fee of \$50 which will be considered in the cost of the hat. Members would order and pay for the hat. A price of \$18 to \$20 per hat was discussed with a profit of \$2 per hat going back into the club. A feeler will be emailed out to all to measure interest.

**Meeting adjourned at 18:35**

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GENERAL MINUTES (page 1)

## General Meeting called to order 18:40

20 members present with 1 guest

Secretary's Report was read and accepted.

Treasurer's Report was read and accepted.

**Charging Station** – John Parent from Skystreakers gave a talk to the general members ship on upgrading our charging station. Most of the same items where reviewed as in the BOD meeting. In addition, put safety first, less people that touch the system the better, need to meet all electrical codes. There is a lot of discussion that needs to take place to implement further. Money is #1. Ray of Ray & Robins will donate \$1,000 in matching contributions. The club will come up with ways to raise the balance needed.

**Numb Thumbs** – All set for Sat. 2/11/2017 at 9AM our field. (NOTE: New Date is February 19th)

**Parking Stickers** – A reminder that stickers need to be put on your rear window or front lower right. Land fill will be checking.

**Gate Lock** – We are down to one lock at the gate that we share with the land fill. It's clear that some members are gate lock challenged. A clear explanation was given on how to lock the gate. It was suggested to hire an engineering firm to review our gate lock procedures and perhaps write up an operating manual with a clear explanation with drawing and pictures.

**Wings for Wishes OOB** – We were approached to participate in an RC demonstration. This event will include full scale aircraft that will land on the beach. Not much more is known now. More info to follow.

**Gate Sign** – Bill Reeve put a new red sign at the gate. Looks good thanks Bill.

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GENERAL MINUTES (page 2)

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**Club By-Law Change** – Section 8 Rule C, it was voted on at the BOD meeting eliminate C 1 & 2 but keep 3. Only person exempt from paying dues would be Head Instructor. Per our By-Laws it was discussed at the general meeting and must be approved by 5 members in writing. Members who approved are:

Jim Knight  
Elliott Randall  
Bruce Morse  
Richard Culleton  
Geoffrey Wagner

Motion has passed and will go to vote at the March 1, 2017, regular meeting.

**Hats** – Mike Fasulo reviewed the hats for the general meeting. Sample hat was passed around and all agreed it was good quality. An email will go out to all members to see how much interest there is and what color they prefer blue or red.

**New Business** – Ray LaBonte of Ray & Robins is scheduling a Scale Shoot Out to be held at Skystreakers field Aug. 11-13. It's an AMA rule book event. It's being catered. Fly scale aircraft in scale like manner. There will be different classes. Flyers from all over New England will attend. Expecting 50 to 60 flyers. We agreed we would participate.

**Bent Prop Award** – Spike keeps the award another month. Not much flying going on. Bill Reeve built an actual trophy with a bent prop. It was presented to Spike and must be returned every month and passed on to the next person.

**Meeting adjourned 20:21**



Spike is overjoyed to be receiving the coveted "Bent-Prop Award" again!

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UPCOMING EVENT

Annual 2017

# Numb Thumbs

New Date: **Sunday, February 19<sup>th</sup>**



**Punxsutawney Phil says "Put on Them Skis" we got SNOW!!!**



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## COLD Weather Engine Starts.....in 10 Easy Steps

As the weather turns colder, it's a good time to revisit some cold-engine starting techniques. Have some tips for flying in colder conditions? Let us know at the next meeting!

1. Turn on your transmitter and receiver.
2. Fully open the throttle.
3. Watch for fuel in the line and cover the throttle opening with your finger. Firmly grip the propeller, and rotate it until the fuel is just up to the carb. Don't flip it! Now turn the prop over—twice, if it's warmer than 50 degrees F; three times, if it's colder—to prime the engine.
4. With the glow plug disconnected, flip the engine over six to eight times.
5. Close the throttle and move the trim to fully up. This should open the throttle barrel a little more. The throttle should be about 1/4 open.
6. Grab the prop firmly, and rotate the engine until it passes through the compression part of the stroke. You should feel the engine "kick." If it does, it will now start on the first or second flip. Always use a chicken stick or electric starter for starting. If the engine doesn't start, flip the prop a few times with the glow plug disconnected, and try again. If it doesn't kick now, choke it one more time with the throttle fully open, flip the prop a few more times, reposition the throttle, light the glow plug, and try again.
7. If, when your engine starts, it just revs up and quits, turn the high-speed needle valve 1/2 turn counter-clockwise to open it, and try again. Repeat this if necessary.
8. If the engine starts, slows down and quits, and if a lot of smoke comes out of the exhaust, turn the high-speed needle valve clockwise to make the mixture leaner, 1/4 turn at a time. Restart the engine.
9. When the engine has started, hold the throttle partially open, and let the engine warm up for at least one minute before making the final adjustments.
10. Most engines are harder to start when they're hot. To start a hot engine, draw the fuel up to the carb, but don't choke or prime it. Open the throttle to 1/4. Flip the prop hard. Use an electric starter, if you have one available.

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We are now having 3 categories,  
ARF, Kit Built, and Scratch Built.

## SHOW & TELL

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**Kit** – Bill Reeve had a free flyer kit with .049 nitro. No radio. BMTM Model from Fla.



**Kit** – Jay Wiley had a 30-year-old F8F Grumman Bear Cat, it was a Royal kit, weighs in at 10lbs. Has retracts, flaps. Jay had to reconstruct the wings which were out of alignment. He bought it prebuilt.



**ARF** – Richard Dowzall brought in a Quad Copter called the X-4. It's solid black and made from fiber glass. No electronics yet. He's not sure what he is going to do with it yet.

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## This Day in AVIATION HISTORY:

### Looks Fast Sitting Still

4 February 1969: The North American Aviation XB-70A-1-NA Valkyrie, 62-0001, made its very last flight from Edwards Air Force Base, California, to Wright-Patterson Air Force Base,

62-0001 was the first of three prototype Mach 3+ strategic bombers. The Valkyrie utilized the most advanced technology available. Materials and manufacturing techniques had to be developed specifically to build

this airplane. It is a large delta wing airplane with a forward canard and two vertical fins. The outer 20 feet (6.096 meters) of each wing could be lowered to a 25° or 65° angle for high speed flight. Although this did provide additional directional stability, it actually helped increase the compression lift, which supported up to 35% of the airplane's weight in flight.



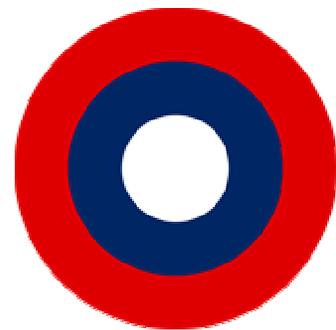
It is powered by six General Electric YJ93-GE-3 turbojet engines which were rated at 22,000 pounds of thrust. The maximum speed achieved was Mach 3.1. XB-70A Valkyrie 62-0001 is in the collection of the National Museum of the United States Air Force.



### USA Roundel's

8 February 1918: General Order 299 specified that all U.S. Army Air Service airplanes assigned to the AEF would be marked with a roundel of three concentric circles. The outer circle was to be painted red and have a diameter approximately equal to the chord of the wing. A blue circle had a diameter two-thirds the length of the chord, and an inner white circle was one-third the chord in diameter.

In addition the airplane's rudder was painted with three red, white and blue vertical stripes, with the red stripe adjacent to the rudder post and the blue stripe



on the rudder's trailing edge. This national insignia was similar to the roundels used by France and England, though the order of the colors varied.

The red, blue and white roundel replaced the previous national insignia, which was a white 5-pointed star surrounded by a blue circle, with a red circle in the center. The new roundel was short-lived. It was replaced in 1919.

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