



March 2017

# BULLSHEET

**NEXT MEETING**  
**April 5th**

## 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 rdowzall@gmail.com</b>	
<b><u>WEBSITE WEBMASTER</u></b> <b>BILL LAIRSEY</b>		<b><u>CLUB FIELD MARSHALL</u></b> <b>BRUCE RENY</b>	

For me, the best part of the monthly Propsnapper meeting is the Show and Tell. This month, Peter F. brought in the fuselage of the 1/3 scale Cub he is building. The craftsmanship was superb, and the size – well, let’s just say it was impressive.

I am not sure this is healthy, but I immediately wondered what type of animal could go up in that plane. Do you remember Ham the Astrochip ([https://en.wikipedia.org/wiki/Ham\\_\(chimpanzee\)](https://en.wikipedia.org/wiki/Ham_(chimpanzee)))? Quite certain we were going to be working at NASA, my childhood buddies and I pooled our money and mail-ordered a very large hot air balloon kit from *Boys Life Magazine*. *It took what seemed like an eternity to arrive, probably about a week. Like Pete’s plane, that thing was really big. After the first successful flight, we immediately initiated plans to launch our neighbor’s terrier. In our minds, that small dog was pretty much scale size for our balloon. What, you’ve never seen a dog fly a balloon? We figured we could tell the owners about it afterward. And besides, a month earlier we successfully launched and retrieved some black ants in our hyro-powered rocket to an astonishing altitude of about 50 feet. We knew they were dizzy because they didn’t walk in a straight line after their release, but, other than that, they seemed very healthy. It made sense the dog would do just as well. It was fortunate for not only the dog, but for us boys, that the balloon was destroyed by an attacking maple tree on the second test launch and we moved on to some other project.* Anyway, seeing the different planes at Show and Tell is inspiring and educational. We have some very talented builders among our group and the meetings are a good place to ask questions and pick up building tips. I am (slowly) finishing up a FW 190 that I started a couple years ago, and I hope to show it soon ... before I take it to the field! The weather cooperated for NumbThumbs, the food and flying were excellent, and a good time was had by all. We have a lot going on this Spring including some weekend classes at Ray and Robbins, so stay tuned.

Happy flying,

**Dan DeSena**

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BOD MINUTES (page 1)

## BOD Meeting – Called to order 17:30

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

**Old Business** – Wings for Wishes and Open House, question should we have separate events or run both together? We discussed the need for advertising. Large crowds always come to the open house. One member mentioned why should the people putting on the show have to pay for the show? It was discussed instead of having a \$20 landing fee take donations. The consensus was to combine the events and we would have further discussion at a later date.

One of the next meeting topics will be how to bring in new members.

**Numb Thumbs snow plowing and snow blowing** – Peter Papas and Jim Knight where not paid last year. Motion was made to pay \$25 for each plow maximum 4 plows and \$25 for one snow blow. Motion passed retroactive to this year.

**Rule # 19 and #12 discussion** – Helicopters hover in the designated area, can fly patter on the field, AMA rule fly center line of the runway out. Larry Ventura's suggestion was adopted. Eliminate rule #12 & #19 and put in option 5, Safety & Curtesy Flying – When flying with others, always keep safety & curtesy in mind. When flying 3D, IMAC, aerobatic and sport flying take into consideration other flyers airspace. All flyers should consider the needs of others and allow for equal flying time. For those who wish to practice only hovering with multirotor aircraft, helicopters and such, please use the designated area provided.

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**BOD MINUTES (page 2)**

**Membership Committee Report** – No new members. Indemnity Agreement, discussion on why we must sign each year. It was revised in 2016 so all member had to sign the updated version.

**Hats** – 28 members signed up for hats. Mike Fasulo is going to get the final pricing. A few extra hats will be ordered. The selling price of the 28 hats will cover the cost of all the hats ordered. When the additional hats are sold, the money will go back into the club as a profit.

**Create a Retired Member status** – a discussion was held and it was agreed that it is already covered under Honorary Member Section.

**Training Days** – We will query the General Membership as to the interest.

**Meeting Adjourned** – 18:30



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**GENERAL MINUTES (page 1)**

## **General Meeting Called to Order – 18:35**

**18 members present, 1 guest, Norm Maze**

Tom Noonan read the Secretary Report and was accepted as read.

Spike Enck read the Treasurers Report. 44 senior members and 4 junior members paid to date for a total of 48 members paid. Report accepted as read.

**By-Law Change Vote** – a vote was held to change the by-laws to exempt the Head Instructor only from paying dues. 18 yea's, 0 nay's, change passed.

**Numb Thumb Recap** – Great snow, great day, good flying. Ellie Cyr's chili was great. Some Skystreakers came. Elliott Randle brought chocolate chip cookies which were great also. Thanks Jim Knight and Peter Pappas for clearing the snow to make a successful event.

**Swap Meet** – All set for April 30. Event will be held in MMC parking lot on Bucknam Rd in Falmouth. Event had to be sanctioned for insurance purposes. A 9' table will be set up by the club to sell items donated. If anyone has anything they would like to donate see Dave Cyr. Dave has items to put on the table that someone donated. All profits go to the charging station fund.

**Hats** – 28 hats where requested. Mike Fasulo is going to get final pricing.

**Charging Station** – Bill Lairsey has schematics and drawing that were given to him by Skystreakers. We discussed where to get batteries. It was suggested to check into golf cart batteries. Preliminary information is being put together. Bill has a parts list. Skystreakers has a 100-amp system. We are going to look into what we currently have. Solar panels need to be good quality and expandable. Skystreakers are very helpful and willing to share information. More to follow.

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GENERAL MINUTES (page 2)

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**Parking Stickers** – a reminder was given and a few more were handed out.

**New Business** – We need to bring in new members. Right now, it's by word of mouth, novice night, and Open House. Further discussion is needed.

Revised Club Rules will be updated and emailed to all members.

Someone observed that nonmembers were going to the field and flying at lunch time. If anyone sees anyone please let a club officer know.

**Scale Flying** – Mike Fasulo gave a talk on scale flying. Points are given for different parts of the event. Scale Flying is duplicating the actual aircraft in looks, markings and flying. Go to the AMA website under publications and you will find all the information needed. Mike did a great job explaining the aspects.

**Sunday Training Day** – A training schedule will be put together and will be held a Ray & Robins basement. It will cover different topics of the hobby. More info to follow.

**Bent Prop Award** – Spike reluctantly gave up the coveted trophy to Dan DeSena. Dan had a mishap at the Numb Thumbs and was happy to claim the award for this month.



Spike is overjoyed to be Giving the coveted "Bent-Prop Award" to Dan!

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NEW DATE  
due to weather!

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UPCOMING EVENT

Annual 2017

## RC Swap Meet

**April 30<sup>th</sup>**

**Donate to support the Clubs new  
Solar Charging Station**

Event will be held in MMC parking lot on Bucknam Road in Falmouth (same as last year). We will have a 9' table set up by the Propsnappers to sell items donated. All profits go to our charging station fund. Bring your unused gear that's been gathering dust and help out the club!

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

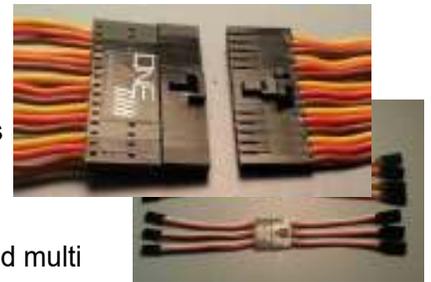
## SHOW & TELL

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Dan DeSena brought in a demo on a variable pitch prop which could go from forward to reverse thrust. He is not sure what it could be used for but it worked well. Dan mentioned maybe an Air Boat.

ARF – Elliot Randel brought in his E Flight Timber. The Timber has numerous wire harnesses between the wing and fuselage with all the servos and lights. He installed multi connect harnesses from Electro Dynamics that are used to clean up all the wiring. This greatly simplifies wing removal for transportation.



Frank Maguire brought in a 20-year-old Balsa USA Kit, German design with 1910 markings. Fabric covering was pre-printed.



Peter Flanagan brought in a Balsa USA 1/3 scale J-3 Cub. 4-cylinder engine. A real nice looking kit.



Kit Built – Jim Knight brought in a Great Planes J-3 Cub with pre-WWII markings. Weights 12lbs. Covered with dope and canvas fabric. Real nice looking plane.

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## This Day in AVIATION HISTORY:

### The First

9 March 1918: Captain James Ely Miller, commanding officer, 95th Aero Squadron, 1st Pursuit Group, American Expeditionary Force, accepted the invitation of Major Davenport Johnson to join him and Major Harmon for a short patrol over the lines in three SPAD S.VII C.1 fighters borrowed from a French squadron.

Major Harmon's SPAD had engine trouble and he turned back. Major Johnson and Captain Miller continued and encountered four German fighters near Juvincourt-et-Damary in northern France. Shortly after the air battle began, Major Johnson abandoned the fight, leaving Captain Miller on his own. Captain Miller was shot down near Corbény, France. The German pilot who downed Miller and a German intelligence officer who had rushed to the crash scene witnessed Captain Miller's dying words in which he cursed Major Davenport Johnson for leaving him during the air battle. Captain Miller was the first United States airman to be killed in combat. In 1919, Miller Field, Staten Island, New York, was named in his honor. His remains were buried at the Oise-Aisne American Cemetery, Fère-en-Terdenois, France.



### Rather Large Bomb

The Grand Slam was the largest and heaviest aerial bomb used during World War II. It was designed by aircraft engineer Barnes Neville Wallis, Wallis' idea was that a very heavy, supersonic bomb could penetrate deep into the earth and detonate, causing an "earthquake" which could destroy nearby heavily protected targets.



The Grand Slam bomb was 26 feet, 6 inches and had a maximum diameter of 3 feet, 6 inches. When fully loaded with the explosive material, Torpex, the bomb weighed 22,000 pounds. The bomb case was cast of steel at the Clyde Alloy and Steel Company, Glasgow, Scotland, then, after several days of cooling, machined to its precise shape. The casing made up approximately 60% of the bomb's total weight. The bomb case was filled with molten Torpex.



Torpex was an explosive designed for torpedo warheads and depth charges. The resulting combination was approximately 1.4 times more powerful than TNT alone. About one month was required for the explosive to cool after being poured into the bomb case. Because of its size and weight, the only Allied bomber capable of carrying the Grand Slam was a specially modified Avro Lancaster B.I Special, flown by No. 617 Squadron, Royal Air Force, "The Dambusters."

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