



April 2017

BULLSHEET



PORTLAND PROPSNAPPERS Charter #871

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

Greetings Pilots,

Flying season is finally here. The snow has melted and, with temps in the 60s, there is activity at the clubhouse.

As most of you know, we have experienced a slow decline in revenues coupled with a slow increase in expenses. Our expenses are about as lean as possible, so either the number of members and/or the dues need to increase if we are to avoid dipping into our reserves. Members X dues = revenue.

To that end, I would like to ask you all to recruit new members. You have all received a Novice Night flier in your email. Please make copies and post them in appropriate locations (libraries, coffee houses, churches, stores, etc.) to promote the club. You can also email the flier to friends who may be interested in the hobby. You know the vulnerable ones. They have that look in the eye when you talk to them about your planes!

If you know someone who already flies and who might be interested, put them on the fast track to membership by referring them to our membership committee (Mike Fasulo, Tom Noonan, Bill Lairsey). They will meet them at the field, review the rules, check out their AMA, FAA, and get them flying quickly.

Vini Bancalari, Mark Pierson, and Dave Cyr are working on a video for broadcast on the community TV stations. If you can think of other creative ways to promote the club, please bring your ideas to a BOD member.

In addition to recruiting, I am asking you members with strong backs to come to the "Spring Work Party" to address the growing depressions on our field. The date is dependent upon the weather and is TBA, but, as soon as the ground becomes semi-firm we will be spreading 12 yards of loam. We have arranged for two lawn tractors with carts as well as a small tractor with a bucket (thank you Jim Knight and Dave Cyr). All we need is muscles to spread and level the loam. Please stay tuned for date and time and get your steel tine rake and favorite shovel ready. A good turnout will make this job fast and easy.

In the meantime, I hope you can enjoy the spring weather and get a few early season flights in.

Dan

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BOD MINUTES (page 1)

Propsnappers Meeting April 5,2017

Called to Order 17:31

Members present Cal Haines, Dave Cyr, Tom Noonan, Dan DeSena, Bill Reeve, Larry Ventura, and Mike Fasulo

Business

BOD voted via email to decline Club's invitation to help run the Old Orchard Beach RC Festival at the Ballpark this summer.

BOD voted via email to proceed with Mike Fasulo's recommendation to order the hats.

Membership Committee Report – 50 club applications were put in the display rack at Ray & Robins entrance.

Budget – Discussion on Wing for Wishes and Open House being separate events or held together. They have always been held together and it worked. Vote taken and passed to hold events together as done in the past.

Indemnity Agreement – Should we sign every year. A motion was made and passed to sign every year with the membership renewal.

Spring Work Party – Dan contacted a local contractor and can get loam for \$18 per yard. A 12-yard truck will cost \$216. The loam will be used to fill low spots, rolled and seeded. A vote was taken to proceed with the loam and passed. Dan will order. Date to be set for the work party. (Set for Sat. Apr. 29th 9:00AM at the field)

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BOD MINUTES (page 2)

Maine Mall Exhibit – Tom Noonan discussed the possibility of an exhibit at the Maine Mall at the Sears inside entrance where Portland Jetport has a play area for kids and some planes from Ray & Robins are hanging from the ceiling. Tom called the Mall Manager and is waiting for a call back. We would display some of our planes and promote Wings for Wishes.

Float Fly for May is good to go. September dates were changed to Sept. 16th & 17th not the 9th & 10th as originally scheduled.

Charging Station – Bill Lairsey introduced Mark Pierson who has agreed to head up the design and building of the charging station. Mark has an off the grid building that he designed and built the electrical system. Ours will have a variation of the Skystreakers system. We will have both DC and AC charging ability. Mark explained his concept. A email will go out requesting donations for the project. We have \$1,500 raised and need about \$2,500 for complete the project. Mark will donate some of the components needed. A vote was held to move forward with the project if we can raise the money. Vote passed.

Training Night – Discussion should we charge for lessons. Vote was taken to leave as is.
Meeting Adjourned 18:27



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GENERAL MINUTES (page 1)

General Meeting Called to Order 18:35

18 Member present

Secretary's report was read and accepted as read.

Treasurer's report was read by Dan DeSena and accepted as read.

Gold Leader Status – Propsnappers has qualified 15 years in a row. Only 1.2% of all clubs qualify. We must meet all AMA criteria participate in charity events, public promotion, noise rules, flight instruction just to name a few. Must be reviewed annually.

Swap Meet – Good to go on Apr. 30th at 5 Bucknam Rd in Falmouth. Rain or shine. We'll have a 9' table to sell from. We are looking for donations for the table. All proceeds will go to the charging station fund.

Logo Hats – Are in. Red & blue. \$15 each Dan sold to some at the meeting to those who ordered. If you ordered a hat please contact Dan to make arrangements to pick it up. Hats will be at the May meeting.

Charging Station – Mark Pierson has volunteered to head up the charging station project. Mark is an Engineer and has built an off the grid electrical system for his building. It will be similar to the Skystreakers with the addition of an inverter so we have the ability to run AC. It will have the ability to add a gas generator when we run events and have heavy use. Cost around \$2,500. Bill Lairsey will put a letter together that will be sent out via email to solicit contributions for the project. Once we have the money it will take about a week to get the material and 2 days to build with a few people.

New Business

Membership – Membership is down a little. We discussed advertising on the radio, putting club flyers up where we can, talk the club up to friends. Vini Bancalari suggested a public TV video. A committee was appointed to produce video with Vini as chair, Mark Pierson and Dave Cyr members.

Other – Fall Float Fly dates have been changed to Sept 16th & 17th.

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GENERAL MINUTES (page 2)

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Work Party – Will be set up once the snow is out. We will fill the holes with loam, roll and plant grass. Date to be determined.

Bent Prop Award – Dan DeSena gets to keep the coveted award another month since there were no reported mishaps.

Pre-Flight Checklist:

- ✓ Are you carrying your Propsnapper RC Club membership card?
- ✓ Do you have a current AMA card?
- ✓ Do you have a current FAA card?
- ✓ If flying FPV, do you have a qualified spotter at your side?
- ✓ Is your aircraft always below 400 feet?

**IF NOT AFFIRMATIVE ON EVERY ITEM,
DO NOT FLY!**

It is up to you to know and follow Propsnapper, AMA, and FAA rules!
For further reference and complete rules list please see:

Propsnapper Rules: <http://www.propsnappers.org/html/rules.html>

AMA Rules:

General <https://www.modelaircraft.org/files/105.PDF>

FPV specific <https://www.modelaircraft.org/files/550.pdf>

FAA Rules: https://www.faa.gov/uas/media/Part_107_Summary.pdf

*Note: the most restrictive rule always prevails

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NEW DATE
due to weather!

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UPCOMING EVENT

Club Work Party

April 29th

Please help with field improvements on Saturday @ 9am

We are getting 12 yards of loam and we need as many people as possible to fill in the low spots on the field. We will have tractors hauling the loam from the parking lot to the field, but we need people to spread the loam and reseed the patches! If a good number show up, this will be a quick and easy task. Bring a plane and a sandwich and, when the work is done, we can fly! Please attend with muscles, shovel, and metal rake – this is YOUR field!

RC Swap Meet

April 30th

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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ARF – Dave Cyr brought in a Hanger 9 Carbon Cub. A Carbon Cub spinner was used, EFT60 electric, used a Morgan Tray for battery, had a dressed pilot and his head turns, sound installed, camera, lights on separate battery. Dave made wing bags using items from Lowes. Real nice job Dave.



Kit - Bill Reeve rubber band cub. Very small scale.



Kit – Mike Fasulo, Sig Cougar 1/2 balsa, foam core with shaped blocks of wood, very quick plane, extended wing tips, turtle back built out of balsa, made a cockpit, CX 50 nitro engine. Mike won best plane.



Kit – Frank brought in a Sig Astro Hog, mono coat, flies well, won an acrobatic award in 1956.

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This Day in AVIATION HISTORY: Not Just Available in Black it seems!

26 April 1962: At a non-existent location in the desert of Nevada, Lockheed Chief Test Pilot Louis Wellington ("Lou") Schalk, Jr., was scheduled to take the first Oxcart for a high-speed taxi test on the specially constructed 8,000-foot (2.44 kilometer) runway. However, he had received secret, specific instructions from designer Kelly Johnson to take the craft, known as "Article 121," airborne.

Lou Schalk roared down the runway and lifted off. He flew at about 20 feet for two miles. The super-secret aircraft was oscillating badly so he set it down straight ahead on the dry lake bed and disappeared into a cloud of dust and flying sand. Johnson said that it "was horrible to watch." A few minutes later, the needle nose of



Article 121 appeared out of the dust as Schalk taxied back to the runway. It turned out that some equipment had been hooked up backwards. Subsequent flights were made without difficulty. Designed as the successor to the Agency's subsonic U-2 spy plane, the twin-engine jet was capable of flying more than Mach 3 (over 2,000 miles per hour/3,218.7 kilometers per hour) and higher than 80,000 feet (24,384 meters). Designed by Lockheed's "Skunk Works," the new airplane wasn't "state of the art," it was well beyond the state of the art. The A-12, developed under the code name "Oxcart," was unlike anything anyone had ever seen. The first A-12 was referred to as Article 121. "A" = "Article." "12-" is for A-12. "-1" is for the first production aircraft. So you get "Article 121." What could be simpler? The A-12 was so fast and could fly so high that it was invulnerable to any defense. No missile or aircraft or gun could reach it.

Thirteen A-12s were built for the CIA. Two M-21 variants, built to carry the Mach 4 D-21 drone, were also produced. An interceptor version was developed for the Air Force as the YF-12A. Ninety-three Lockheed F-12B interceptors were ordered though Secretary of Defense Robert S. McNamara refused to release the funding for production. After three years, the order was cancelled. The Air Force liked the A-12, however, and ordered 32 of the more widely known two-place SR-71A "Blackbird" reconnaissance ships.



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