



January 2018

BULLSHEET



PORTLAND PROPSNAPPERS Charter #871

<u>PRESIDENT</u> BILL LAIRSEY	<u>VICE PRESIDENT</u> DAVID CYR	<u>SECRETARY</u> TOM NOONAN	<u>TREASURER</u> SPIKE ENCK
<u>BOARD OF DIRECTORS</u> BOB DEXTER JIM KNIGHT 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> BILL REEVE	

PROPSNAPPERS

Well a new year has arrived! As we welcome 2018 your officers and Board of Directors (BOD) will be working at the January meeting on the events schedule for 2018. If you have an event idea let me know and I will bring it up at the next meeting. I would like to see events similar to last year and maybe the addition of a "War Birds" event... that went over well in 2016. An important reason for looking at events so early in the new year is to deconflict our events with the Skystreakers Club and other area events we are aware of prior to setting our event schedule in stone.

On a personal note I look forward to serving as your president this year and will do the best job I can of keeping the ship on a successful course. I have big shoes to fill with Dan completing two years as president of our club... Great work Dan and thanks for all the help on Thursdays last year with training night. Hope for reasonable weather for our "Numb Thumbs" fly-in early this year and

look forward to seeing many of you there... I'll bring the coffee



Bill Lairsey

Pres., Propsnappers RC Club

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BOD MINUTES (page 1)

January 3, 2018
Propsnappers Meeting

BOD Meeting

Called to order 17:30

Members Present – Bill Lairsey, Dave Cyr, Spike Enck, Tom Noonan, Dan DeSena, Bob Dexter, Jim Knight, Larry Ventura, Mike Fasulo, Guest Ray Labonte

Business:

Field Status Report (Ray Labonte) – Our attorney called Ray and explained. We had a 15-year term lease on the property renewable in 5 – year blocks. This is the last 5 – year block. We had previously notified Kimberly Clark we wanted to renew. They have been dragging their feet in getting back to us. Our attorney found out that Kimberly Clark is interested in developing the land for a solar farm. Proposals have gone out from a few companies bidding on the project. We can choose to fight the renewal with an attorney, but it would be very expensive. Spike made a motion to have Bill Lairsey head a group to talk to Kimberly Clark through our attorney and start a field search working group. Motion passed. We may have a year of two left on the field. More information to follow.

2018 Budget – Spike presented 2018 budget proposal. It was discussed, and a motion was made to accept, and motion passed. A motion was also made to move \$2,000 into our reserve fund. Motion passed.

Culvert Safety – Someone fell into culvert last year. Markers were put up to define area. All agreed leave as is with the markers and keep the grass down.

Membership Committee – Bill Lairsey is off and Larry Ventura took his place.

2018 Field Events – We had a discussion on the 2018 field events. Tentative dates are as follow and will be coordinated with Skystreakers.

Numb Thumbs Sunday 2/11/18, Snow date Sunday 2/18/18

Swap Meet Sunday 4/22/18

Spring Float Fly Saturday 5/5/18 and Sunday 5/6/18

Open House Saturday 6/23/18, Rain Sunday 6/24/18

War Bird Sunday 7/22/18, Rain Sunday 7/29/18

Scale Fun Fly (Skystreakers) Saturday 9/8/18 (Joint Club Event)

Fall Float Fly Saturday 9/15/18 and Sunday 9/16/18

Fall Fun Fly Saturday 10/6/18, Rain Sunday 10/7/18
Banquet Wednesday 10/10/18

Christmas Party Wednesday 12/5/18

Secondary Membership Program between Propsnappers and Skystreakers – Tabled

Mower update from Jim Knight, mower is good to go for the 2018 season.

Meeting Adjourned 18:36



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GENERAL MEETING MINUTES

General Meeting

Called to order 18:37

14 Members Present and one guest from Skystreakers

Secretary's Report – Read by Tom Noonan and accepted as read.

Treasure's Report – Read by Spike Enck and accepted as read.

Membership Committee Report – Larry Ventura will be taking Bill Lairsey position on the committee.

Ongoing Business – Culvert safety refer to BOD meeting notes

New Business -

Field Status Report – Bill Lairsey gave the general membership an update on the status of the field with Kimberly Clark. Refer to BOD meeting notes.

2018 Field Events Schedule – Refer to BOD meeting notes. Dates are tentative pending coordinating with Kiwanis, Wings 4 Wishes and Skystreakers.

FAA Registration – FAA is reinstating not sure when. More info to follow.

Bent Prop Award – Bill Lairsey has it for latest broken prop.

Show and Tell –

Frank Maguire brought in a SPAD, covered with plastic board, plans on internet, had a problem with the wings being to flexible, glow engine, PCB drain pipe fuselage. Interesting build.

No other entries.

Meeting Adjourned 19:19

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This Day in AVIATION HISTORY:

Fork Tailed Devil

27 January 1939: First Lieutenant Benjamin Scovill Kelsey, United States Army Air Corps, made the first flight of the prototype Lockheed XP-38 Lightning, serial number 37-457, at March Field, Riverside County, California. This was a short flight. Immediately after takeoff, Kelsey felt severe vibrations in the airframe. Three of four flap support rods had failed, leaving the flaps unusable. Returning to March Field, Kelsey landed at a very high speed with a 18° nose up angle.



The tail dragged on the runway. Damage was minor and the problem was quickly solved. Designed by an engineering team led by Hall L. Hibbard, which included the legendary Clarence L. "Kelly" Johnson, the XP-38 was a single-place, twin-engine fighter designed for very high speed and long range. It was an unusual configuration with the cockpit and armament in a center nacelle, with two longitudinal booms containing the engines and propellers, turbochargers, radiators and coolers.

The XP-38 was 37 feet, 10 inches long with a wingspan of 52 feet (and overall height of 12 feet, 10 inches. Its empty weight was 11,507 pounds. The gross weight was 13,904 pounds and maximum takeoff weight was 15,416 pounds. The Lightning was the first production airplane to use the Harold Caminez-designed, liquid-cooled, supercharged, 1,710.60-cubic-inch-displacement Allison Engineering Company V-1710 single overhead cam 60° V-12 engines. When installed on the P-38, these engines rotated in opposite directions. The XP-38 used a pair of experimental C-series Allisons, with the port engine being a normal right-hand tractor configuration, while the starboard engine was a left-hand tractor. Through a 2:1 gear reduction, these engines drove the 11-foot diameter, three-bladed Curtiss Electric



variable-pitch propellers inward to counteract the torque effect of the engines and propellers. The XP-38 had a maximum speed of 413 miles per hour at 20,000 feet and a service ceiling of 38,000 feet. The XP-38 was unarmed, but almost all production Lightnings carried a 20 mm auto cannon and four Browning .50-caliber machine guns grouped together in the nose. They could also carry bombs or rockets and jettisonable external fuel tanks.

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