

THE MASTHEAD PLANE

The Potez 25 is one of the more successful post-WWI biplanes to come out of France. First flown in 1924, and produced in volume in 1925, this sesquiplane took on many more roles than the original intent: fighter-bomber. It was used as a fighter, a light bomber, reconnaissance, training, as well as civilian racing and mail-carrying.

The engine mount accommodated many different engines, and over eighty variants of this basic airframe were eventually made! More than twenty countries made the Potez 25 a part of their air force, notably France, Poland and Yugoslavia. It was also used in South America and China!

The TOE version, the most popular, featured close-set twin cockpits for the pilot and the observer/gunner. Wingspan was 46 ½ feet, and the length was 30 feet, 10 inches. It had a range of 780 miles, and a top speed of 130 m.p.h. It carried 3 7.7 mm machine guns, and 440 pounds of bombs.

This is a classic for the scratch-builder! The single engine, fixed landing gear and one-bay wings are gifts. The sesquiplane design and the canted wing struts might make rigging a larger scale version a little dodgy, but at a .40 to .60 size, it should fit in one piece into your station wagon or SUV. With military versions from twenty countries, as well as civilian versions, you should be able to find almost any finishing colors you want!



PROPWASH

VOL XXXIII, No.8 August, 2010

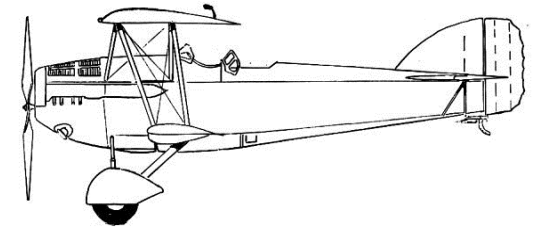
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website <http://detroitaeromodelers.com>

BUSINESS MEETINGS

Business meetings will be held at the field June through September. The rain date for each meeting is the next day with good weather. Note that in October, we are back at the Redford Community Center.

Business meeting	9/14	7 p.m.
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FUN FLY REPORTS

CD **Arden McConnell** reported that the Electric Fun Fly was not a financial success, although it was a lot of fun for the ten pilots who attended. High winds provided an interesting challenge!

After taking over from **Darrell Bell**, CD **Arden McConnell** ran our Giant Size Fun Fly. Her reported that it was also not a financial success, but that it fared better than the Electrics. The weather was great for both days, and we had a dozen registered pilots, most with multiple planes. From my vantage point as a participating pilot, the event was a success. There were very few times when we did not have at least one plane in the air, and they were all impressive! In addition to several quarter scale planes, we had two jets and at least one larger plane (third scale, or 40%). Just as important, there were no catastrophic unscheduled landings! I did miss the PA music and commentary, though.

PILGRIMS FLOAT FLY

The Flying Pilgrims will hold a float fly at Island Lake in Kensington park on the 11th and 12th of Sept. We're all invited! Anyone got a floatplane?

FIELD NEWS

Interim Safety Officer **Charles Henry** contacted the Parks and Rec office, and we now have permission to install a permanent porta-potty (now there's a contradiction in terms!) at the field. The field improvement committee is working out the details now and will report their conclusions at a future meeting.

SAFETY

We are starting to have a problem with kids popping up from the woods at the south end of the north-south runway. Presumably they are hiking the bike trail (Was that ever completed? Has anyone ever seen a mountain biker on it?). The suggestion has been made to block access to the field from that end of the runway.

When **Dennis Gazdecki** resigned as safety officer last month, **Charles Henry** was appointed to temporarily fill the spot. At the August meeting, president **Mark Blair** asked for a volunteer to fill out the position until the next elections. No one volunteered. This is a position that **MUST** be filled if we are to be chartered by the AMA, which we need to keep our agreement with the city of Detroit! We need someone, preferably someone who is frequently at the field, to step up and take this responsibility. How about it?

Thank you, Charles, for offering to hold the position until we can find a permanent replacement.

DOOR PRIZE AND RAFFLE

Jimmy Hill won the \$15.00 **Nankin Hardware** gift certificates, and **Dan Walsh** won the \$25.00 raffle prize from **Nankin Hardware & Hobby**. Thank you, Nankin!

REVISED FIELD RULES

Mike Cuba proposed an updated version of the field rules at the last meeting. They will be discussed at the next meeting for possible adoption. They are listed below.

CITY OF DETROIT DEPARTMENT OF PARKS & RECREATION RIVER ROUGE PARK *FLYING SITE RULES*

1. Aircraft may operate only on approved 2.4 Ghz (spread spectrum), 72 mHz, 53 mHz (six meter) or 27 mHz frequencies. Individuals must show a current FCC license to operate on a six meter frequency band.
2. All flying is to be done from the flight line, indicated by field markers located adjacent to the runways.
3. No more than five aircraft are to be airborne at the same time.
4. A spotter is required if there are four or more model aircraft in the sky at one time.
5. If full size aircraft are operating in the airspace normally reserved for model aircraft, such model aircraft shall land *immediately*.
6. All fuel-burning engines (gas, diesel or glow) over 0.10 cubic inch displacement must be equipped with an effective silencing device.
7. No aircraft shall be power checked, taxied, or flown out from, over, or into the pit area. Before attempting to start any form of aircraft, the aircraft shall be restrained from moving by some effective restraining

device. Airflow blast shall be diverted in such a manner as to be directed into a void space and **NOT** on or at personnel, standing objects, or parked aircraft. When radio range checking aircraft while the engine is running, a method of securing the aircraft must be in place to avoid sudden lurches.

8. Transmitters can only be operated if the pilot is in possession of an appropriate frequency pin and only that frequency is to be operated at that time. Frequency pins can only be obtained from the DAM frequency impound control box, and must be a designated DAM frequency pin. To obtain a designated DAM frequency pin from the control box, a current and legally in effect DAM membership card must be inserted into the slot from which the pin is stored. Only current and legally in effect membership cards are accepted as deposit for frequency pin possession. No other form of ID card may be used. 2.4 GHz radios are exempted from this rule.
9. Guests or visitors who wish to fly at this field must have a valid DAM sponsor and be in possession of an AMA or MAC card currently in effect. If the guest is a pilot at an official meet, the CD is responsible for that pilot's credentials and frequency pin, if used. In all other cases, the guest must have a DAM sponsor who is responsible for that pilot's credentials and frequency pin, if used. The sponsor should stay with the pilot for the duration of the flight.
10. The frequency pins are to be shared equally by all flyers. When two or more persons are on the same frequency, the possession of the pin is limited to 15 minutes duration.

11. Flying hours at this field are from 9:30 am to dusk on weekdays and from 10:00 am to dusk on weekends.
12. All flying at this field is suspended during maintenance procedures.
13. Parking is restricted to the curb area only.
14. All aircraft are to be flown by registered Pilots only. Novices and students are to be accompanied by a Pilot Instructor or Test Pilot Instructor. If you haven't been given a Pilot rating as yet, you **MUST** seek out the services of a Pilot Instructor or Test Pilot Instructor to act as your spotter/safety person while you are flying at this field.
15. The airspace allotted is bounded by Joy Road on the north and 50 foot altitude over Spinoza on the east.
16. Flying patterns are to be governed by the prevailing winds. The first pilot in the air sets the pattern. All aircraft are to observe the flying pattern at all times. Flying outside the pattern is only acceptable when special permission is granted. When attempting a take-off, inform all within earshot on the flight line of your intention and when landing shout for all to hear "Landing!" or "Coming in!".
17. No take-offs or landings are to be attempted while personnel are on the flying field.
18. All aircraft are to be identified by some form of identification and must include the name of the owner, address, telephone number and AMA number. All transmitters should be identified as to the owner's name and preferably a phone number.

19. Authority to enforce these rules and regulations has been delegated to the Detroit Aero Modelers (DAM) Radio Club by action of the City of Detroit, Detroit Recreation Department, Department of Lands & Forestation, Executive Branch, and Common Council.

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