

### THE MASTHEAD PLANE

I first ran into this airframe as a plastic model kit, and was intrigued with its possibilities. The Dornier Do-28A-1 is the twin-engined follow-on to the Do-27, a '50's STOL design that borrowed a lot from the Fieseler Storch. 120 of these planes were built between 1959 and 1966. The engines are 250 h.p. Lycomings, and the plane could six or seven passengers for 715 miles at a speed of 145 m.p.h. The wingspan is 45 feet and change.

This plane presents a mix of challenges and easy stuff for the modeler. For instance, the undercarriage is fixed, but spatted. The wing is mounted high, but the fuselage shows significant rounding. The real challenge in this model is the two engines mounted on the stub unbraced lower wing. Especially with glow engines, that could be a problem.

### MEETING HALL

Don't forget that starting with the October meeting, we will be back at the Redford Community Center. See you there!

### INTERNET WARNING

Member **Ken Goode** reported that his sister ended up paying \$900 in sales taxes and penalties for items she bought on the internet. Fair warning! The internet only looks like it is exempt from sales tax. If they catch you, you pay!



## PROPWASH

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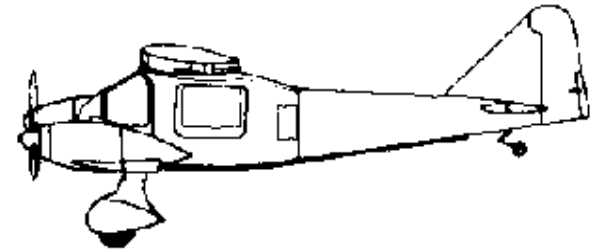
September, 2009

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website <http://detroitaeromodelers.com>

### DOOR PRIZE AND RAFFLE

**Ken Goodlesky** won the raffle and **Ron Wasielewski** won the door prize at the September meeting, both prizes being gift cards from **Nankin Hardware & Hobby**. Congratulations, gentlemen, and thank you, Nankin!



### PROPWASH PUBLISHING

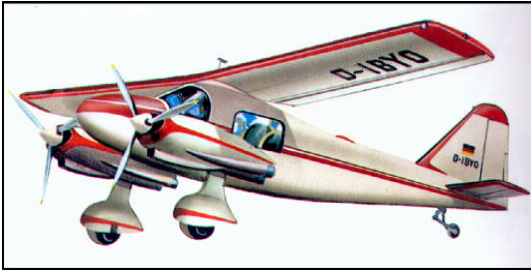
The PropWash newsletter has been a part of the DAM ever since its inception in the mid-70's. One of the questions the AMA asks when chartering a club is whether they have a newsletter, and if not, why not. However, just as newspapers all over the US have discovered, the cost of putting out a print edition just keeps going up. At present, the costs associated with the PropWash are second only to those of field maintenance in the DAM annual budget.

It was suggested at the August meeting that the PropWash be published exclusively on-line. It would be posted on the DAM website, and sent by email to members who supply the editor with their address. This would be in the form of a PDF document, which could be viewed at whatever level of magnification made it easy for the member to read.

Since this would be a major change in DAM policy, the motion was tabled until the September meeting, at which time it will be voted on.

### FIELD MARSHALL

Since interim field marshall **Bill Gillespie** was not at the September meeting, the vote to make him the Field Marshall was tabled until the October meeting.



## GIANT AIR SHOW IN AUGUST

President **Mark Blair** thanked the members of DAM, Flying Pilgrims and Ribcrackers for participating in a successful Fun Fly. We had 27 pilots, and a good crowd of spectators. The event made \$29, always a good sign! Many thanks to **Daryl Bell** for his tireless efforts.

**Daryl Bell** made a motion that the club hold an IMAA event at the field on July 31<sup>st</sup>-August 1<sup>st</sup>. In the discussion that followed, **Arden McConnell** pointed out that we don't have that many IMAA-legal planes and/or pilots. **Andy Pesonen** opined that we would need a pilot raffle to succeed. **Stan Spiewak** pointed out that IMAA 219, with a membership roll of 29, is associated with the DAM. The vote passed.

**Editorial comment:** Since I was not at the meeting, I'd like to know if you have to be an IMAA member to fly at this event, or do you just have to have a plane that passes the IMAA checklist? In the past, when we've held an IMAA event, there has been a lot of empty airspace, since IMAA rules don't allow for smaller planes to fly at their events. I guess they're afraid of catching cooties from the small planes.

## MEMBERSHIP

We have closed out our 2009 membership list at 103 members. Anyone signing up for the remainder of the year will be listed in the 2010 membership list. Thanks, All!

## SAFETY

Don't be shy when you see a safety problem at the field. By the same token, don't be defensive when someone points out an unsafe condition you are causing! The fingers (and field) you save may be your own.

Safety chairman **Dennis Gazdecki** led the continuing discussion about the advisability of having a TPI check out any new or extensively repaired plane before allowing it to roam our skies at will. **Arden McConnell** warned us to be careful of what we sign into the rules. If it's written in the rules, and someone breaks it and causes damage, the AMA is no longer liable for damages resulting. No decision was reached, but it makes for lively discussion!

<b>Business meeting</b>	<b>10/13</b>	<b>7 p.m.</b>
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# PROPWASH

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