

THE MASTHEAD PLANE

The Piper PA-38 Tomahawk came about as a result of an extensive survey of flight instructors by Piper. They wanted to know what would be desirable features for a new trainer. Excellent visibility, tricycle gear, side-by-side seating, heavier control forces and oddly enough, the ability to stay in a spin were the features requested. Apparently, the other Piper trainers were so stable that they would fly out of a spin on their own, and the instructors wanted the students to learn how to do it! The heavier control inputs allowed pilots to transition up to larger planes more quickly, as they would already be familiar with heavy controls.

The Tomahawk was produced from 1978 to 1982, with a total production of 2,484 airframes. The latter half of the run had enough improvements that the planes were designated Tomahawk II's. The Tomahawk spans 34 feet, has a top speed of 126 m.p.h. and a range of 540 miles.

Aside from the T-tail (which I find difficult to keep unbroken), this is a modeler's plane! The landing gear is fixed, the wing is constant chord, and the cowling, originally designed for a flat four engine, is suitable for either an electric motor, or a glow engine laid on its side. The wing trailing edge is equally split between inboard flaps and outboard ailerons. The big-windowed canopy just cries out for cockpit interior detailing!



A.M.A. 1204

PROPWASH

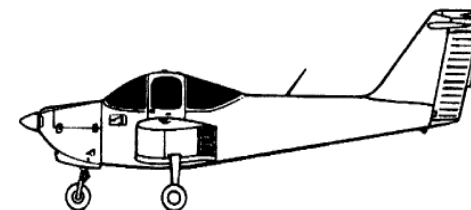
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website <http://detroitaeromodelers.com>

Business meeting	4/6	7 p.m.
Toledo show	4/10-12	



STATIC DISPLAY

The annual static display contest will be held outdoors this year as part of our air show for the Rouge Rescue event, Saturday, June 5th. ARF's are welcome, as well as kit-built, plans-built, and scratch-built planes.

THE ANNUAL BANQUET

The discussion from the February meeting about whether or not to hold our annual banquet was tabled, to give the issues more airing in the PropWash. Here is the situation in a nutshell.

In the past few years, ever since Sveden House closed, attendance has been dropping, until at the most recent banquet, we had less than twenty attendees. Problems in the past have included not having a private room, and not liking the menu choices.

This year, we held it at Fire Mountain, and used a private room. The menu was traditional Sveden House style food, and the members had a good time. The question before the members is whether or not we should continue this tradition. It does not cost the club anything, other than the time of the organizers. We will be taking up this question again at the April meeting.

THE JANUARY SWAP

We have the final figures from the January DAM Swap. We cleared \$525! Congratulations and thanks to **Charlie Thomas** and all the members who pitched in to help this year!

INSTRUCTORS

The club seems to be running a little short of active instructors. After discussing the problem, **Dennis Gazdecki**, **Mike Cuba**, **Bill Gillespie**, **Mark Blair**, and **Ray Piper** expressed interest in training to become instructors. The requirements, according to our bylaws, are that the new instructor be observed by three current instructors giving acceptable training to a new pilot. This does not mean the instructor should be able to fly anything that comes out to the field... that's the job of the TPI's. We have to be able to fly and instruct, using a buddy box, a typical trainer aircraft. The trick, according to Al, is knowing when to let go of the deadman switch and take control of the plane!

WEBSITE USAGE

Webmasters **Vince Blasky** and **Mike Archangeli** have asked again for pictures, articles, hints, tips, and anything else you would like to see on our website.

DOOR PRIZE AND RAFFLE

After having promised last month not to report that **Leon Ryktarsyk** had won the attendance prize when in fact he hadn't, guess what he went and did! You got it, he and **Mike Cuba** won the two door prizes! **Jim Lucas** won the raffle. All prizes were gift certificates from **Nankin Hardware & Hobby**. Congratulations, gentlemen, and thank you Nankin!

MEMBERSHIP

Membership chairman **Al Zerber** reported that we have 55 members as of the March meeting. If you haven't signed up yet, be sure to make the April meeting, or be prepared to pay the late fee! In a related story, we discussed some ideas for attracting new members to the club. One idea was to contact the local Scouting councils. They offer merit badges in aviation, and the scouts could earn them by coming to the field, going through a ground school, and flying a trainer on a buddy box. Another group that might be interested in our activities is the Civil Air Patrol.

EVENT COMMITTEE

We have an events committee! Many thanks to **Darryl Green**, **Damon Gaskin**, **Mark Blair**, **Tim Kirsten**, **Dennis Gazdecki**, and **Robert Huard** for volunteering. This committee will be the steering committee for all of our events.

NANKIN HARDWARE

Tragedy has struck our long-time sponsor, **Nankin Hardware & Hobby**. Their new store at Nine Mile and Farmington Roads burned last weekend. The good news is that they plan to rebuild and have the store open again by the end of summer. In the meantime, please use their store on Ford Road.

AUDIT COMMITTEE

Members of the audit committee finally got around to looking at treasurer **Robert Huard's** books at the March meeting. They are impeccable! Thanks, Bob!

ELECTRIC FUN FLY

Plans for the electric-only fun fly are coming right along. It will be held July 17 and 18th. There will be a \$10 landing fee to defray the expenses. We will have a porta-john, but food set-up. The grill will be open and available for those who want to cook their own food. We will have an electric generator going for recharging those batteries, and if we get a volunteer to run it, a 50/50 raffle. There will be a pilots-only raffle only if the local hobby shops donate the prizes.

Help is needed for frequency control, spotters, setup and cleanup, and producing and distributing flyers for the event.

INDOOR FLYING

Jefferson Elementary is no longer available to us for indoor flying. **Nick Kyriacou** announced that the foyer of his wife's dog-grooming business, **You Dirty Dog Pet Grooming**, has made their foyer available to us. We can fly there on the second and fourth Fridays of the month, from 6:30 to 10 p.m. They are located at 24401 Ann Arbor Trail, three blocks west of Telegraph. I'm told the space is good for helicopters, but any fixed wing model bigger than a Vapor will need more room.

PROPWASH

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