



THE MASTHEAD PLANE

The November 2009 issue of Air & Space Smithsonian has an article about an early jet that fascinated me, so it will be our masthead plane this month. The Ball-Bartoe Jetwing first flew in 1977 at the Mojave test site. The design was based on the idea that if the high speed jet exhaust could be directed over the wing, you could generate large amounts of lift with a smaller wing. A smaller wing meant faster top speeds, while the blown wing permitted low-speed landings and takeoffs.

The jet engine was mounted in the nose, ahead of the wing. The hot exhaust was deflected to blow over the inner portions of each wing. In addition, cool air from the fan was blown over the outboard portions of the wing.

In addition to the blown wing, a small augmenting wing was mounted above the main wing, so the exhaust was directed between the two wing surfaces. Large flaps on the trailing edge of the wing could deflect more than 50 degrees. The net effect of all this machinery was a jet that could fly at 40 m.p.h.! They used a Super Cub as the chase plane for the initial flight tests! The plane had a top speed of 350 m.p.h., and could land in 300 feet.

I would classify this at about the same level of complexity as building a working model of the F-14. You've got flaps, blown slots, retracts, an augmenting wing, and sliding



PROPWASH

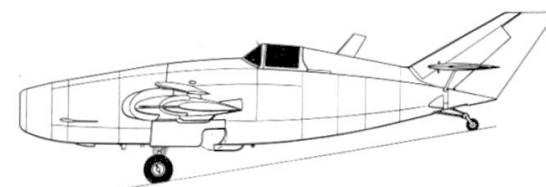
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website <http://detroitaeromodellers.com>

DOOR PRIZE AND RAFFLE

Dennis Gazdecki won the door prize, and **Bob Huard** won the raffle at the October meeting. Thanks to **Nankin Hardwares & Hobby** for supplying the door prize, and congratulations, gentlemen!



canopy to contend with. On the other hand, who else is going to show up with a tail-dragging biplane (inverted sesquiplane?) that's jet-powered?

CLASSIFIED ADS

Jim Thomas is selling off two of his planes. An AT-6 Texan, with a .40 GP Magnum engine and a 4-channel radio, and a Balsa USA Taube with an OS .48 4-stroke engine and a 4-channel radio, each for \$150. Call Jim at 313-381-5731.

Damon Gaskin has a Futaba 10C transmitter only, 2.4 Ghz for \$350. Call him at 248-410-0211.

Mike Cuba is selling his Blade CX, complete with two batteries, charger, upgraded rotor hub, and some spare parts for \$100. Call him at 734-812-0102.

ANNUAL BANQUET

Tim Kirsten has volunteered to organize the annual banquet again this year. He is open to suggestions as to where it should be held. We're looking for a place with good food, at a reasonable price, and a quiet room to hold it in. Wait a minute! That sounds like my kitchen! We will vote on a location at the November meeting.

PROPWASH PUBLISHING

At the October meeting, after two months of discussion, it was voted to discontinue sending out print editions of the PropWash newsletter, with one exception. If you still want to get a paper copy of the newsletter, you must contact the editor, **Mike Cuba**, at 734-812-0102.

The newsletter will be available at the DAM website, www.detroitaeromodelers.com, and if Mike has your email address, he will send you a copy that way as well.

This was not an easy decision, but the cost of sending out the newsletter by mail had risen to almost \$900 per year, making it the second only to field maintenance as a drain on the club's treasury.

FIELD MARSHALL

Bill Gillespie was at the October meeting, and so he is now officially our new Field Marshall. Thanks, Bill!

ELECTRIC FUN FLY

Arden McConnell asked the club if there was interest in holding an electric fun fly in the summer of 2010. There was enough encouragement that he will look into setting one up. **Mike Cuba**, on the other hand, asked about a Dawn Patrol, but there was not enough interest to justify a WWI fly-in. Maybe a Warbirds fly-in?

ARCHIVES

Bob Mayhew now has compiled three volumes of photos of the club. He is looking for good photos to continue the collection.

MEMBERSHIP

Al Zerber has closed out our 2009 membership list at 103. Members signing up now will be listed on the 2010 roster. For the rest of us, it's time to re-up!

INTRODUCTORY PILOT PROGRAM

Ken Goodlesky has volunteered to be an AMA Introductory Pilot Trainer for the coming season. Anyone else who wants to bring a non-AMA buddy to the field and let him or her try the sticks is encouraged to sign up for this program as an instructor. It's from the AMA, and only costs \$5.

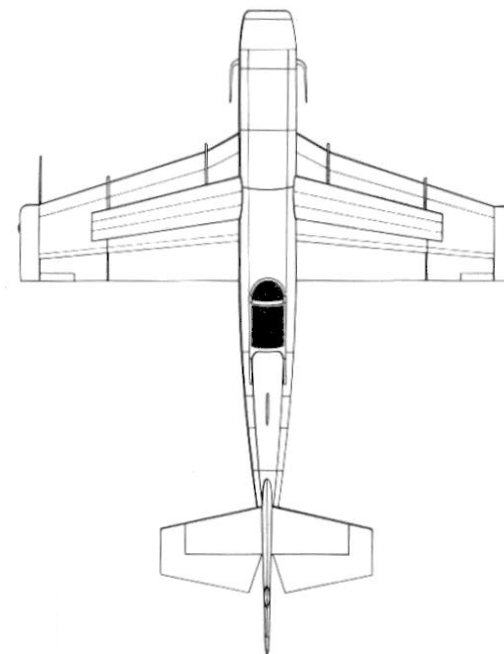
SAFETY

After two months of informal discussions, **Dennis Gazdecki** withdrew his suggestion that we make it a club rule that a PI or TPI had to check out a new plane or one with major repair/modification work. Although it is a good idea, the implementation would have been difficult at best. This should not be read as any kind of encouragement to toss whatever you've got into the air without thoroughly checking it out!

Arden McConnell warned us about imitation Deans connectors. He brought in one that looked authentic, right down to the gold plating on the tabs. The red plastic had cracked and partially melted! Fortunately, this was discovered in a preflight inspection, not a post-crash investigation.

PROPWASH

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Business meeting	11/10	7 p.m.
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