

THE MASTHEAD PLANE

The Fleet Model 50K freighter was meant to be the freight workhorse of the Canadian outback in the '20s and '30s. It would have worked, too, if it had been given enough power. Two 330 h.p. radials were not enough, however for this 45 foot wingspan biplane. Only five were built. Two of them, however, flew until 1946! The plane had a nose door that opened to give access to the full length of the fuselage. One of these beauties is in storage at the Canadian Aviation and Space Museum in Ottawa.

There are quite a few challenges here for the modeler. Twin engines are no longer such a problem, given the success of electric power. A gull-winged biplane, on the other hand, could be a bit tricky! At least there are no cabane struts! Twin floats and external wire bracing mean this will not be a speed demon. You might be able to borrow the twin tail and cockpit greenhouse from a B-25 Mitchell. I won't tell!

DOOR PRIZE AND RAFFLE

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



PROPWASH

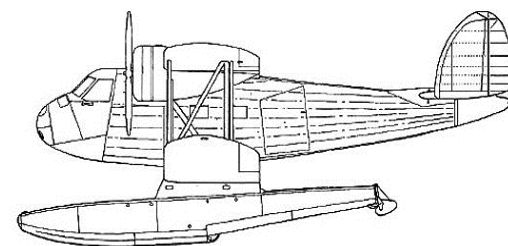
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BUSINESS MEETINGS

Business meeting	10/12	7 p.m.
Midwest Swap	11/7	9 a.m.
Business meeting	11/9	7 p.m.



STATIC DISPLAY

The question of whether or not to hold a static display, with or without a contest, was brought up at the September meeting. No one said boo! I find it difficult to conceive of 20 or more members of the DAM having no opinion on **ANYTHING**, much less something that is germane to the club. President Mark Blai has indicated that this issue will be voted on at the October meeting, and no, you can't vote "abstain".

SAFETY

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.

WHOOPS!

It was the Skymasters club that held the float fly on the 12th, not the Flying Pilgrims!

UPCOMING ELECTIONS

Officer elections are coming up in December. In order to remain an AMA chartered club, we must have five officers: president, vice-president, secretary, treasurer, and safety officer. If we don't have these officers, we don't have a chartered club. If we don't have a chartered club, we don't have AMA insurance. If we don't have AMA insurance, we don't have a flying field. It's that simple!

This is not rocket science, guys! The president runs the meetings, and signs a few documents for the AMA. The vice-president is there to cover times when the president can't make it. The treasurer keeps the books, and they are only slightly more complicated than a checkbook. The secretary takes notes at the meetings. The safety officer reports on safety issues at the field, and reminds us of the rules when we inadvertently bend or break them.

We have a rare situation with our flying field. It is one of the few that operates in a large city, out of a city park, with the active cooperation of the city. I don't know about you guys, but it would take me twice as long to drive out to Flying Pilgrims, and would cost me more than twice as much to join their club, for a field that is not as friendly for tail-dragging early airplanes.

I intend to place my name in nomination for president at the October meeting, if I know that there is a competent person running for vice-president. I will be unable to attend about a third of the meetings, but that's what the vice is for!

MEMBERSHIP

Al Zerber reported that we have 101 members this year. Membership renewals may be done as soon as the October meeting for the 2011 season.

FIELD NEWS

Due to other commitment, **Bill Gillespie** has had to resign as field marshal. **Bobby Harmon** has stepped up to fill the position. Thanks you, Bill and Bobby!

UPCOMING SWAP MEETS

Midwest R/C Society is holding their annual swap meet November 7th, from 9 to noon, at the Northville Senior Community Center. They are charging \$5 for entry, \$20 to \$25 per table, depending on location (?!). I did find one mistake on their flyer. They called it the best and largest swap meet in southeast Michigan. To my way of thinking, DAM gives them a good run for their money on both counts!

REVISED FIELD RULES

Mike Cuba proposed an updated version of the field rules at the August meeting. The major changes are to accommodate the 2.4 GHz radios. These proposed rules have not yet been voted on.

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.

PROPWASH

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