

THE MASTHEAD PLANE

Shortly after WWII, as part of a program to take advantage of German design advances, the British Air Ministry commissioned a delta-winged plane from Boulton-Paul, designated the P-111, and later, the P-111A. It was the smallest airframe they could get that could accommodate a centrifugal Nene jet engine, and a Martin Baker ejection seat. The wing-tips were removable, and two different designs were tried, the one shown, and one that brought the delta to a sharp tip.

It was a touchy beast to fly, primarily because the controls were hydraulically boosted, with no feedback pressure to the stick and pedals. The P-111 had no air brakes, and a very thin wing cross-section, giving it an uncomfortably high landing speed. This was partially corrected with the P-111A, by adding four petal-style airbrakes on the fuselage. The plane flew from 1953 to 1958, when it was retired to a museum.

The plane measures 26 feet long, and spans 33 feet, 6 inches. Maximum speed at sea level was 650 m.p.h, and it had a service ceiling of 35,000 feet. The wing was a 10% thickness airfoil.

This one could be a challenge for the flyer as well as the builder. There is plenty of room for the EDF power system and the



PROPWASH

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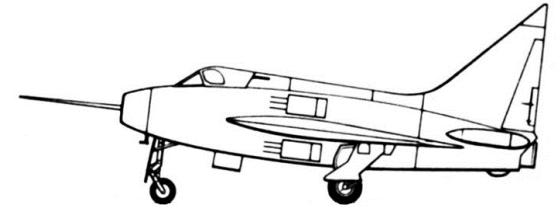
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website <http://detroitaeromodelers.com>

associated electronics. Getting retracts into that thin wing will be a challenge, though. If the model flies anything like the original, it will be a hot model!

RAFFLE WINNERS

Dick Carlson won the \$15 **Nankin Hardware** door prize, and **Tim Kirsten** won the \$25 **Nankin Hardware** raffle prize. Congratulations, gentlemen, and thank you, Nankin!



FIELD SAFETY

Just a reminder that you need to let the other pilots in the air know what you intend to do with your masterpiece. You should call "Taking off", "Landing", "On the runway", or that dreaded phrase "I ain't got it!" when the situation calls for it.

AWARD NOMINATIONS

Nominations were accepted at the November meeting for Most Valuable Member and Most Improved Pilot. Nominated for Most Valuable Member were **Tim Kirsten**, **Bob Huard**, and **Al Zerber**. Nominated for Most Improved Pilot were **Jim Hill** and **Tim Kirsten**. Nominations are still open and a vote will take place at the December meeting. Awards will be presented at the January, 2012 banquet. Congratulations to all nominees!

MEETINGS FOR THE WINTER SEASON

We have had our last meeting at the field for this flying season. We are meeting in Meeting Room B at the Redford Community Center until next Spring. Meetings will be at 7:00 p.m. on the second Tuesday of the month.

SWAP SHOP

Due to a personal situation, our Swap Master of past years, **Charlie Thomas**, was not able to head up the swap this year. Unfortunately, this came up at the last minute, and we were not able to pick up the task in a timely manner. There will be no DAM swap this year. However, the Monaghan K of C is interested in having us back in January, 2013. All we need is for someone to volunteer to head up this project. Thank you, Charlie, for the excellent work you've done for the club in the past.

WELCOME BACK

Long-time member **Stan Spiewak** came to the November meeting. It's good to see you, again!

POTENTIAL PARK IMPROVEMENTS

Friends of Rouge Park are applying for grants to improve the park. On their wish list is a picnic shelter and a comfort station. These structures could be located on the corner of Joy and Spinosa across from the flying field.

CHRISTMAS BANQUET

Our Christmas Party/Club Banquet will be held on Jan.19th,2012 at 7:00 p.m. at the Redford Community Center. **Mark Blair** will confirm the date and room with the center. We will be serving pizza, salad, and pop, the same as last year. Members and significant others are invited. Check with the December PropWash, since I seem to remember it started at 6 p.m. last year!

MEMBERSHIP

Membership chair **Al Zerber** reports that we have more than fourteen members already signed up for the 2012 season. Al would like to see us encourage frequent guests to join the club, to help cover the costs of field maintenance. Our practice has been to allow guests to fly three times, then ask them to join up.

SCHEDULE

Business meeting	12/13	7:00 p.m.
Business meeting	1/10	7:00 p.m.
Pizza party	1/19	7:00 p.m.

ADOPT A PARK

Tom McNulty is still working on getting DAM recognition in the city Adopt A Park program. It will not mean any more effort on our part... we already take care of the field, but it will give us official recognition for our efforts. This could be useful if we ever decide to go for some grant money.

PROPWASH

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