

### THE MASTHEAD PLANE

Recently there has been a set of photoshopped images of the Kalinin K-7 superbomber floating around on the Web. They show the plane equipped with what look like battleship cannons! I went back to two of my most reliable sources, The Complete Encyclopedia of World Aircraft, and the Rand McNally World Aircraft 1918-1935.

The K-7 was truly a giant aircraft. It spanned 174 feet and weighed 83,700 pounds. It carried a crew of 11, and was armed with six thirty caliber machine guns, up to 19,800 pounds of bombs, and optionally, three 20 mm cannons. The re were gunner stations in the nose, in each of the twin booms at the tail, and in each of the landing gear sponsons, which also house the bomb bays. Power was provided by six 750 h.p. V-12 liquid-cooled engines. The plane had a projected top speed of 140 m.p.h., with a range of 620 miles, and a ceiling of 12,000 feet,

The plane first flew on August 11 1933, and after a series of test flights, crashed in November of that year. It was determined that flutter in one of the rudders tore off one o the tail booms. There had been plans to build two more, and another to be converted to a passenger liner carrying 128, but they were never built. Not too long after that, Kalinin fell out of favor with Stalin, with predictably miserable results for him!

For the modeler, the biggest challenge would be to somehow give the impression of just how massive this plane was. Six engines



## PROPWASH

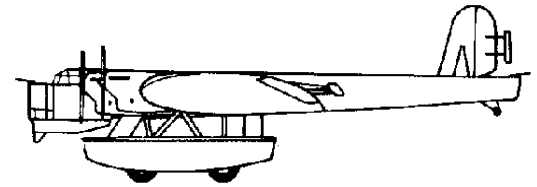
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Mark Blair	president	313-534-9634
Ray Piper	vice-president	313-532-7286
Tim Kirsten	secretary	313-565-6093
Robert Huard	treasurer	313-565-5895
Dennis Gazdecki	safety	734-442-3402
Bill Gillespie III	field	313-333-0700
Al Zerber	membership	734-427-4872
Ken Goodlesky	at-large	313-584-9182
Ron Wasielewski	at-large	248-991-9336
Charles Henry	at-large	313-926-0961
Mike Cuba	editor	734-522-7638
Charlie Thomas	swap shop	313-565-2973
Bob Mayhew	archivist	313-291-6855
Nick Kyriacou	video archivist	313-277-0908
Vince Blasky	webmaster	248-228-4945
Mike Archangeli	webmaster	313-386-7401

website <http://detroitaeromodelers.com>

in an electric are no problem, and twin bomb bays in the sponsons are equally straightforward. The tail surfaces are vey small for the wing area, and that might give the model a scale-like performance envelope!

DAM banquet	1/26	6 p.m.
Business meeting	2/9	7 p.m.



### DOOR PRIZE AND RAFFLE

Leon Ryktarsyk won the January door prize, and Tom McNulty won the raffle, both being gift cards from Nankin Hardware & Hobby. Congratulations, gentlemen, and thank you, Nankin!

### AUDIT COMMITTEE

The committee for the annual audit was selected (read volunteers were pulled from the ranks!) at the November meeting. Tom McNulty, Tim Kirsten and Mike Cuba will look over the books and report back to the club.

### ANNUAL BANQUET

The annual DAM banquet dinner will be held at Fire Mountain, located on Warren just east of Wayne Road. Cost will be about \$14.25, and we will have a private room. Please pay Tim Kirsten at the door, with correct change! The festivities start at 6 p.m. on January 26<sup>th</sup>, and will include awarding the titles for Most Improved Pilot and Most Valuable Member.

### ARCHIVIST

Archivist Bob Mayhew is retiring as our club archivist. We need someone to take over. The job is relatively simple. Keep a file of the DAM newsletters, and keep up-to-date the photo albums we have documenting the club's history. Anyone interested?

## 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.

## CONTEST DIRECTOR FOUND

**Arden McConnell** has been certified as an AMA contest director. According to him, the process, while detailed, is not difficult.

## MEMBERSHIP

Membership chairman **Al Zerber** reported that we have thirty-five members signed up for the 2010 season so far. Avoid the rush! Join now!

## DINNER THEATER

**Mike Cuba** is at it again. He directed and produced a dinner theater murder mystery for the Village Theater in Canton. The show is set in the Twenties, and is the funeral wake/dinner for Vito "The Gut" Marzetti, gunned down while eating his third helping of Moo Goo Gai Pan. His three adult children and his second "trophy" wife have gathered at Ruby's Place, a speakeasy, to figure out who fingered him and where he hid his money. It has had one performance, to very good reviews. There will be two more performances, February 13<sup>th</sup> and March 13<sup>th</sup>. Ticket information is available at [www.spotlightplayersmi.org](http://www.spotlightplayersmi.org), or call Mike.

## JANUARY SHOW AND TELL

**Nick Kyriacou** brought in a Hangar Nine Diamonte electric pattern ship. The low-wing plane is motivated by an E-25 out runner, and uses a 3s battery pack.

**Mike Cuba** brought in two planes. The first was a scratch-built plane using the foam wing and electronics of a crashed ParkZone Phantom. The plane has a vee tail, and is a three-channel model. Mike put the original prop on it, but has since replaced it with a larger prop for a little more pull! The second plane, which Mike calls the Two Much, started life as a Spectra electric glider kit, with a two-meter span. Mike took out the polyhedral on the wing, and added ailerons. Then he built two pods to mount on the wing, each carrying its own fuel supply, control servo and an OS LA-15 engine. He finally added landing gear to the wings. The tail was modified to a twin-rudder setup, so the rudders are in the prop wash. The plane is finished in translucent red with a dove grey body. It was only after finishing the plane that Mike realized that he had finished it in Ohio State University colors!

**Andy Low** brought in a sixteen pound Shock Jet trainer. This high-wing plane has NACA inlets on the sides to feed a turbine generating fourteen pounds of thrust. The tail is mounted high, and protected with metal foil sheathing where the jet exhaust blows wild and free. The wings are set up with flaps and ailerons, and Andy can use a "crow" setting for landing, where the flaps go one way and the ailerons go the other. Andy estimates that the plane cost about three thousand dollars, complete.

Andy also brought in a Cermark Spitfire. This 71 inch wingspan plane is powered by a 26 cc gas engine, and comes

with retracts. Andy has mounted an ElectroDynamics gear saver in the cockpit. This bit of electronics will automatically drop the gear if there is a signal loss. Andy also has a second remote kill switch, so that he can kill the engine in the air, if needed. The Spitfire is equipped with spoilers. They move in concert as spoilers, and opposite each other as ailerons. For those of you interested in using the new A123 batteries, ElectroDynamics is now carrying them in several configurations, as well as chargers. It's worth while going to his website [www.electrodynam.com](http://www.electrodynam.com) to see the latest!

## DAM SWAP

We don't have the final numbers for the DAM swap this year, but the first impressions look good. Most of the tables were sold. I thought the crowd was a little smaller than last year, but still sizeable. Personally, I got some nice bargains! Thanks, Charlie and company!

# PROPWASH

31425 Myrna, Livonia, Mi. 48154

