

### THE MASTHEAD PLANE

The Kawasaki Ki-64 Rob was an effort late in the war to give Japan a high-powered, hard-hitting fighter. It first flew in December of 1943, but was never put into production. Although its outline looks much like the Tony, it was considerably bigger, with a 44 foot wingspan, and 36 foot length. Why the extra size? There were two engines, one behind the pilot, driving the contra-rotating props in the nose. This gave the Rob a top speed of 430 m.p.h, and a service ceiling of 39,000 feet. The single seat fighter carried four 20 mm cannon. The original was finished in natural aluminum, with a red meatball, spinner and rudder, and a red lightning slash along the side.

Where's the radiator? The Rob used evaporative cooling, in which steam from the engine was piped out to the wings, cooled by contact with the wing skin, and sent back to the engines. This same technique was used by the Heinkel He-100, another low-production plane. As far as I know, no Allied plane used this system.

For the modeler, this would be only a step harder than a P-39. They both have retractors and a slippery body. The Rob, however, has that pesky contra-rotating prop set. Maybe a hot electric with a pass-through second drive shaft? Just out of curiosity, how did a plane that never made it to the production lines get a reporting code name?



## PROPWASH

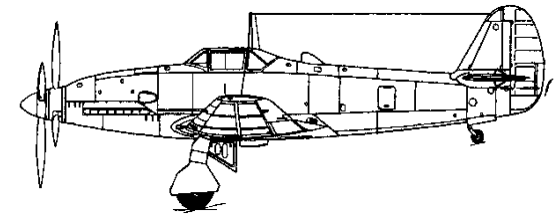
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### DOOR PRIZE AND RAFFLE

**Yvonne Rom** won the November door prize, and **Ron Wasielewski** won the raffle, both being gift certificates from **Nankin Hardware & Hobby**. Congratulations, 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

**Tim Kirsten** has volunteered to organize the annual banquet again this year. We decided, on Tim's recommendation, to hold the dinner at Fire Mountain, located on Warren just east of Wayne Road. Cost will be about \$12-\$13, and we will have a private room. 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.

### CLUB RECOGNITION

Voting will be held at the December meeting for Most Valuable Member and Most Improved Pilot. Nominations will be accepted from the floor at that meeting. Members nominated at the November meeting for Most Improved Pilot are **Charles Henry, Bob Huard,** and **Bill Gillespie**. Nominated at that meeting for Most Valuable Member were **Arden McConnell, Darrell Bell, Mike Archangeli, Vince Blasky, Tim Kirsten,** and **Mike Cuba**. It's a good sign when that many members have contributed significantly to the good of the club!

## INDOOR FLYING

The club is in the process of getting the insurance rider from AMA required for indoor flying. Information will be posted as soon as it is available.

## ELECTRIC FUN FLY

**Arden McConnell** has investigated the possibilities for an electric fun-fly this summer. It looks like the best dates for this would be the third weekend of July. If this is to be a sanctioned event (recommended by Arden), we need to register it with the AMA, and to do that we need a Contest Director. Apparently, the club has only two members qualified as of this date, so they will be contacted shortly. Arden also recommended that we charge a landing fee for the event, as it appears to be the norm these days.

By the way, if anyone else is interested in becoming a CD, the process is rather simple. You get the rules book from the AMA, and then take an untimed open-book test on the content of the book. I guess that's just their way of making sure you read the thing!

## 501(c)3 STATUS

**Dennis Gazdecki** is looking into the recurring costs of maintaining a 501(c)3 status for the club. Advantages include making it considerably easier to get donations for raffles, etc. Disadvantages include extra paperwork and potential costs for an accountant to review our books.

## PROP STORAGE AND REFURBISHING

**Bob Mayhew** will once again, demount the wooden prop at the field and store it safely for the winter. Thanks, Bob!

## SHOW AND TELL

There was only one item for show and tell at the November meeting. **Mike Cuba** brought in a small balsa glider model of the Chance Vought F7-U Cutlass. It was made from free plans available on-line at <http://www.parmodels.com/Plans/index.htm>. These, in turn are reproductions of the Top Flite Jigtime models. The original kits were printed on 1/16<sup>th</sup> inch balsa, and employed slot and tab construction. They were "guaranteed to fly!"

For this model, Mike made a plunge-formed canopy. He made a male mold of the canopy out of balsa, sealed it with two coats of dope, and mounted it on a stick. Then he cut a hole a little larger than the canopy in a piece of basswood, tacked on a sheet of clear acrylic, and heated it until it was soft with a heat gun. Plunging the male mold down through the hole and holding it there until the plastic cooled gave a reasonable-looking canopy in fairly short order.

## MEMBERSHIP

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

## DAM SWAP

Swapmeister **Charlie Thomas** has set the date for our swap as January 17<sup>th</sup>, nine a.m., at the K of C hall on Farmington just south of Eight Mile. Dealers come in at eight a.m. Cost this year for a table is \$17 (\$20 at the door) with general admission \$5. Call Charlie if you can help with setup, ticket-taking, and/or tear-down.

## NEW HATS

**Mike Cuba** reported on finding another source for embroidered hats for the club. The program for generating the logo is specific to the machines used, and is not in general circulation. This means that even if we can give the vendor a computer file of the logo in color, there will still be a setup fee. Typically, this runs about \$100. Mike is looking into the actual cost of the hats, once the setup is done.

Business meeting	12/8	7 p.m.
Business meeting	1/14	7 p.m.
DAM Swap	1/17	9 a.m.
DAM banquet	1/26	6 p.m.

## PROPWASH

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