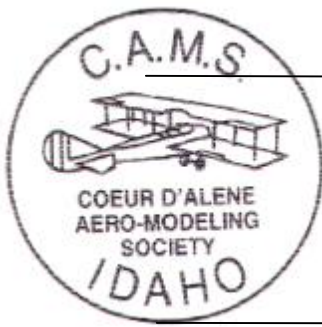


July 2009

Aero Modeling Since 1968



**T
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Prairie Flyer

The Official CAMS Newsletter

P.O. Box 2073, Hayden Lake, Idaho 83835

2009 Officers

| | | |
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| President..... | Jim Correll | 208-762-5557 |
| Vice President..... | Stan Allison | 208-676-8117 |
| Secretary..... | Dennis Edelbrock | 208-772-2295 |
| Treasurer..... | Roger Radermacher | 208-457-1495 |
| Trustee..... | Joe Vaughn | 208-661-8677 |
| Trustee..... | Tom Kelly | 208-773-2929 |
| Trustee..... | Bob Rosie | 208-762-5998 |

Appointed Positions

| | | |
|----------------------|---------------|--------------|
| Safety Officer..... | Bob Scott | 208-667-8295 |
| Membership..... | Loren Hall | 208-666-1079 |
| Highway Cleanup... | Daryl Baird | 208-255-6472 |
| Field Marshal..... | Phil Clements | 208-772-3267 |
| Webmaster..... | Loren Hall | 208-666-1079 |
| Newsletter Editor... | Stan Allison | 208-676-8117 |

Upcoming Events

Saturday, July 11, CAMS Fun Fly @ CAMS Field, Flying Games & Food . CD: Dennis Edelbrock

Saturday, July, 26th, 9AM Newman Lake Aeronautical Pilots Society, Summer Fly-in & Swap Meet, near Newman Lake, Wa. \$8.00 landing fee Contact: Patrick Winters for Info & Directions, (509) 981-0037

Saturday, August 8th, Fun Fly @ CAMS (more next month)

Saturday, August 8th, "WARBIRDS" (more next month)

Saturday & Sunday, Aug. 8th & 9th 9AM – 4PM Northwest Electric Fly-in, Inland Empire Quiet Flyers. Contact: Dave Moore (509) 979-8786

MEMBERSHIP MEETING

July 1st
CAMS Field 7:00 PM

See U there!

BOD MEETING

The next BOD meeting will be held on Thursday, July 16th

Dinner starts at 6:00 p.m. and the Meeting starts at 7:00 p.m.

Elmer's Restaurant 300 W. Neider Ave., CDA

All members are welcome to attend.

July Meeting Agenda

- ü Good Friends, Good Conversation and a Great Time by all
- ü Welcome Guests
- ü June Meeting Minutes
- ü Reports: Field Safety
- ü Old Business: Flight re-certifications
- ü Show and Tell: What have U Built?
- ü Break
- ü New Business: Christmas Banquet up-date
- ü Demo's:
- ü Raffle

Hello everyone,
First, I would like to welcome back our sea going member Joe V. from his Alaska trip/honeymoon? I hope everyone reads this newsletter because it has the info on the recertification for all members of which we will try to get started on July 1. A special thanks goes out to Joe Vaughan, Bill Burgad, Steve Astlund, Keith Bodeau and Tom Kelly for helping with the assigned teams on the mowing. It's all about teamwork. I hope to have Larry Perkins as a guest speaker at our July meeting, but we will have to see about his schedule? Hope everyone's summer is going well. See you July 1.
Jim Correll

CAMS Membership Application

Coeur d'Alene Aero Modeling Society (2009)

NAME: _____ AMA # _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CELL PHONE _____

Email: _____ I am able to receive the newsletter on-line. _____

I would like the newsletter mailed to me. _____

Frequencies Used _____

Have you ever been a member of CAMS in the past? YES _____, NO _____. If no, new members must pay a one time only Runway Assessment Fee of \$60.00. No Assessment for Junior Memberships

Membership dues: \$35.00 Adult. \$12.50 Junior membership (under 19 years of age).

Total due: _____ Payment by Check made out to CAMS, along with this form should be sent to:

CAMS PO Box 2073, Hayden Lake, Idaho, 83835.

Non-flying members are not required to have an AMA card.

I intend to be a non-flying member Yes___ No___

Thank you for your interest and support. If you have any questions, please call: Loren Hall, Membership Chairman @ (208) 666-1079

Classified Ads

FOR SALE



Raptor 90 SE Helicopter never flown, needs servos and receiver. \$2200.00 Invested. Will sell it for \$1500.00.

I also have: 1 Case (4 Gallons) Powermaster 15% fuel

1 Case (4 Gallons) Powermaster 10% fuel

Will sell by the gallon @ \$10.00 per gallon

Call: MARK HORTON @ 208-704-8075

Note: Some of the fuel has been sold. Call Mark for more information

To place an ad for any RC related items either needed or for sale contact:
Stan Allison at: (208) 676-8117 or E-mail at stanallison@verizon.net
(Deadline: 20th of the month)

RECERTIFICATION PROCEDURE

The following procedures are designed to show the evaluator that the member/Pilot understands the CAMS General Field Rules, the CAMS Flying Requirements, and the safe operation of their aircraft at all times.

PIT/STARTING AREA:

1. The Pilot, must have in their possession a valid CAMS membership card, current AMA membership card, and the proper frequency PIN for their aircraft.
2. The Pilot must show familiarity with their aircraft (i.e..) how to fuel it safely, check the battery level for sufficient charge, check the control surfaces for proper operation and safe starting procedures.
3. The Pilot must show safe handling of the running aircraft while transporting to the to the Pilot Station .

TAKE OFF PROCEDURE:

1. The Pilot must check all of their aircraft control surfaces for proper operation.
2. The Pilot must stand inside the fenced area of the Pilot Station at all times they are operating their aircraft.
3. The Pilot must check the flight line and runway area for any personnel or debris on the runway area.
4. When the runway is clear the Pilot must call out in a loud voice "Taking Off" to ensure all on the flight line are aware of their intentions to launch their aircraft.
5. The pilot will then taxi their aircraft out onto the runway orientating the aircraft into the wind and safely proceed to accelerate the aircraft until the aircraft is ready to fly and then lift the aircraft off of the runway.
6. After the aircraft has reached a safe altitude (Comfortable for Pilot and Evaluator) the pilot should perform a correct and safe procedural turn and enter the flying field pattern.

FIGURE 8 PATTERN:

1. As soon as the Pilot is comfortable flying they should put their aircraft into a figure 8 pattern completing at least 1 circuit all the while safely controlling their aircraft at all times.
2. When the Evaluator is satisfied the Pilot may exit the figure 8 circuit and continue into the flying pattern.

LANDING PROCEDURE:

1. The Pilot shall check the runway to ensure that it is clear of aircraft and/or personnel
2. The Pilot shall call out in a loud voice "Landing" to transmit their intentions to enter the landing pattern and to land their aircraft.
3. The Pilot shall then use correct procedural turns to align their aircraft with the runway flying into the wind and begin their approach.
4. The pilot shall proceed to land their aircraft safely. If at any time the aircraft shows signs of non-control the Pilot shall gain altitude and proceed to go around the pattern and try again.
5. Once the aircraft is on the ground the pilot shall shut down the engine and stop the aircraft movement
6. The Pilot shall then safely retrieve their aircraft. If the aircraft is on the runway or on the field across the runway the Pilot shall ensure no other aircraft is on a landing approach or on the runway and then call out in a loud voice "Crossing The Runway" and then retrieve their aircraft

When the nose has pitched up to the point that a stall is imminent, the application of power and the associated increased angle of attack induced by the propeller slipstream can stall the left wing.

It is extremely important to reduce the angle of attack during a bounce recovery and go-around by lowering the aircraft nose. A reduction in angle of attack to prevent the left wing from stalling and the application of right rudder proportional to the amount of power applied to prevent yaw is essential to provide an acceptable margin of safety.

A nose high deck angle during a go-around and failure to maintain heading with the rudder during a go-around are ingredients for disaster.

Managing angle of attack, i.e. deck angle and maintaining heading with the rudder during a go-around or bounced landing recovery is crucial. It is much more important than the amount of power applied. The amount of power that can safely be used during a go-around is somewhat proportional to how skillfully the pilot controls angle of attack with the elevator and heading with the rudder. Therefore, judicious use of engine power is recommended, but the pilot should be looking outside and preventing yaw, not looking at the manifold pressure gauge.

While we are discussing "torque", maybe we should talk about tire wear. Have you heard the tale that the P-51 has so much torque that it causes the left main landing gear tire to wear faster than the right tire? It makes a good story. However, the very small amount of extra weight on the left tire produced by torque at slow airspeed during takeoff contributes very little to tire wear. Actually, deflection of the rudder to the right during takeoff and asymmetric propeller thrust, not torque, produce a horizontal left force on the aircraft. This left force, sometimes called translating tendency, causes more slippage and more wear on the left tire.

Many Mustang pilots have lost directional control during takeoff, swerved to the left and ran off the side of the runway. Again, torque is most often blamed. In almost all cases, the cause of the left swerve was gyroscopic precession, not torque. Gyroscopic precession is proportional to the rate of pitch change during transition from a three-point attitude to a tail up attitude. Pilots sometimes raise the tail too rapidly in an effort to see the runway over the aircraft nose and gyroscopic precession yaws the nose to the left with great enthusiasm! At that point, the pilot may have a great view of the runway out the right side of the canopy. Pilots who accept the lack of visibility over the aircraft nose until the tail has been raised very gradually do not have problems with gyroscopic precession. In fact, with no crosswind, a knowledgeable and skillful Mustang pilot can maintain runway heading during takeoff by varying the rate of pitch change and with almost no rudder pedal input at all. If the tail is raised slowly enough, the normal right rudder trim set for takeoff may yaw the nose to the right. Raising the tail a little more rapidly will compensate and yaw the nose to the left. Reducing the rate that the tail is raised may allow the right rudder trim to do the work for the pilot and bring the nose back to the right. The amount of power applied during takeoff has no effect on gyroscopic precession. The engine will attain the nominal three thousand revolutions per minute at low or high takeoff power settings. The potential for gyroscopic precession is the same with a low or high power setting.

Understanding characteristic FACTS about this wonderful, honest airplane is essential to flying it safely, but much of what we hear about torque and "torque rolls" is FICTION.

Editor's note:

Larry Perkins has been a professional pilot for over 45 years. He has been flying and instructing in warbirds since the early sixties. Larry served as a high performance and large warbirds pilot examiner for many years. He first flew his friend George Perez's P-51 in 1978 and has had a standing invitation for thirty years to fly it anytime. That was literally a dream come true for Larry and could be the subject of another article. Larry currently flies and provides instruction in three Mustangs.

Larry's post airline retirement job is flying a collection of aircraft at Stellar Airpark, Chandler Arizona, owned by his friend, Ron Pratte. Ron owns the beautiful P-51, Red Dog. Larry and his wife, Peggy, live in their hangar home at Stellar Airpark .

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Phone: 208-773-4595

WELLS FARGO BANK
301 E. Sherman Ave.
Coeur d' Alene, ID 83814
Phone: 208-769-1012

KIDS DAY AT CAMS FIELD

Thanks to all the volunteers that helped Jerry, on Monday, the 22nd. Judging from the photo's, the kids had a great time, with a lot of hands on transmitter time. The photo's are on the cams website for your enjoyment.

What a special treat to share in the excitement of these "Special" kids.

Thanks, Jerry!!!

Membership Meeting Minutes

June 3, 2009

President Jim called our meeting called to order at 7:00 p.m.

30 members in attendance constituted a full quorum.

1. Review of minutes. Approved as read and seconded. No discussion.
2. Treasurer's Report: Roger gave us a concise summary of our financial status and informed us that we now have 87 paid-up members for 2009, several which are new members.
3. President Jim Correll talked about safety at the field. He mentioned an incident involving him and Keith and a flying piece of broken prop. His concern is for the safety of the pilots on the giant aircraft starting pad. Several approaches have been suggested including a canted pad and a fence. Joe Vaughn, Tom Kelly and Steve Astlund will meet and discuss the best approach.
4. Fun Fly on June 6, 2009. Jerry is unable to run the Fun Fly so Jim Correll and Ron Helton stepped up and will run it.
5. Jim Correll suggested that we should look into reserving the CDA Inn again for our Christmas party. Stan A will look into it.
6. Ron Helton brought up that it is time again to oil the entrance road. Jim Correll he got an estimate for \$1100.00 to do it. It was voted on and agreed to have it done.
7. Phil Clements requested some help in retrieving the clubs lawnmower from CDA Tractor. Dave Rogers said he would help. Thanks Dave.
8. Kids day June 22nd. Jerry Mudge said he needed volunteers to help put on the show. He needs pilots, aircraft and anybody that can make it to help out. If you can be at the field be there by 11:00 O'clock .
9. Dennis Edelbrock is going to put on the July 11th Fun Fly and would like to make it a combo Fun Fly/Fly-in. Jerry brought up there needs to be some paperwork done for AMA to do that. Dennis will look into it.
8. Bill Burgad brought up the idea of recertification of all pilots in the safe operations at the field. Bob Scott will head up the recertification team. It was voted on by the membership and passed. The CAMS Board of Directors in concert with Bob Scott (field safety officer) will set the requirements for the recertification and board members and their appointees will perform the recertification. Recerts are targeted to start on July 1st and will be completed within 6 months.
9. Show & Tell: Stan A. brought materials to show us how to make louvers for our aircraft using a fiber mallet, wood chisel, block of hardwood, lithography plate stock and an aluminum plate. With a little effort it makes really nice louvers. Kevin Coleman brought a 33% Pitts special aircraft out in a yellow, purple and red color scheme. The aircraft is by RC Guys and powered by a Zenoah 45cc engine. Very nice looking airplane.

Raffle:

| | |
|------------------|--------------|
| Tachometer | Tom Kelly |
| Pull-Pull-system | Gene Smith |
| Tail Wheel | Stan Allison |
| CA | Paul Smith |
| Battery Pack | Ron Helton |

NOTE: After the meeting and everyone had left Ron Helton picked up at least 12 water bottles and numerous other bits of trash. Remember, Pack it in –Pack it out, your mother does not belong to the club. Thanks Ron!

End Of Minutes