

September 2009

Aero Modeling Since 1968



**T
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E**

Prairie Flyer

The Official CAMS Newsletter

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

2009 Officers

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.....	Ron Helton	208-773-1282
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

September 12th

CAMS Family Picnic and Fun Fly, Come early, events will start between 9:30 and 10:00 AM. Bring the family. Lunch will be served.

September 26th & 27th

CAMS will host the Northwest Regional Championship IMAC Contest. Mark it on your calendar! We need members to help with this event.

Barons Model Club Fall Float Fly scheduled for September 12th, has been CANCELLED! This is do to a conflict with the resort, at Jump Off Joe Lake.

MEMBERSHIP MEETING

September 2nd
CAMS Field 7:00 PM

See U there!

BOD MEETING

The next BOD meeting will be held on Thursday, September 17th

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.

September Meeting Agenda

- ü Good Friends, Good Conversation and a Great Time by all
- ü Welcome Guests
- ü August Meeting Minutes
- ü Reports: Field Frequency Protocol
- ü Old Business: Flight re-certifications Progress
- ü Show and Tell: What new toy do U have?
- ü Break
- ü New Business: IMAC is a priority
- ü Demo's:
- ü Raffle

Hello everyone,
First I would like to thank everyone who participated with the mowing on 8/22/09, thank you again. Just a reminder, we have our club picnic on 9/12/09 which is also our last fun fly of the year. If it's anything like the last two fun flies we should have a great time. It will also be a great time for the wives to get a little laugh out of our flying. I hope everyone comes to the next meeting because we will be discussing IMAC which is set for 9/26 & 27. If you haven't been flight certified for this year please get it done--its not a big deal. Thanks for everyone's help with the clubs activities and chores. your prez, Jim Correl

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



AEROWORKS EXTRA 330L 33% MINUS RECEIVER

Has DA 100- rebuilt 2 years ago by DA. Broke-in by DA standard then about 15 gallons through her. Stock mufflers. Runs great. she flew on 8-1-09

All servos included 6 X JR 8411 in ailerons and elevator. 2 X JR 8611A for rudder. 1 X Throttle servo. Power- 3 X Fromeco 2600mAh LI-IONS
SMART FLY REGULATOR FOR FLIGHT CONTROLS
MPI REGULATOR FOR DA IGNITION BOX
CARBONFIBER TUBES (BOTH)

I have painted the other cowl a couple of times and didn't like how it turned out. That's why its black. I also have another cowl that can be painted. (its been sanded)

This plane is a little rough around the edges but flies wonderful. I have upgraded a few things and changed some others to improve performance. All you need is a receiver and off you go. I will help you with setup if you like. Need to make room.

I don't get to fly her like she should be. It breaks my heart to see her sit there and not go to the field.

I am the second owner. Any questions please e-mail me at joe.vaughan@live.com

(I will not part out, all or nothing. Don't ask!) \$2000.00 or ?

ENGINES AND KITS!!!

Dave Rogers still has some very good engines in various sizes and assorted kits, at great prices. Also, some miscellaneous items.

CALL HIM @ 208-691-8501 (Cell)

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)

A BIT OF AVIATION HISTORY

Rolls Royce, Merlin & Merlin XX aircraft engines

Rolls-Royce Merlin... Made world famous for powering many of the most legendary aircraft... Mustang, Spitfire, Hurricane, Mosquito, Lancaster etc... The early Merlins were used by the British Royal Air Force in the Hawker Hurricane and Supermarine Spitfire. Their success led to these supercharged versions that offered even higher performance, and at higher altitudes.

In 1940, the Packard Motor Car Company of Warren, Ohio (USA) negotiated a licensing agreement with Rolls Royce to produce their Merlin aircraft engines. The marriage of the North American P-51 Mustang airframe and the Packard **Merlin engine**, in 1942, created the most successful fighter aircraft of World War II. Long-range Merlin-powered P-51s escorted Allied bombers and helped the Allies achieve complete air superiority in Europe by mid-1944.

Most of the upgrades to the Merlin engine were the result of ever-increasing octane ratings in the aviation fuel available from the US, and ever more efficient supercharger designs. At the start of the war the engine ran on the then-standard 87 octane aviation spirit and could supply just over 1,000hp from its 27 litre displacement (compared to 1,100hp from the 34 litre DB 601).

The next major version was the Merlin-XX which ran on 100 octane fuel. This allowed it to be run at higher compressions, which was achieved by increasing the "boost" from the supercharger. The result was that the otherwise similar engine delivered 1,300hp. This process continued, with later versions running on ever-increasing octane ratings, delivering ever-increasing power ratings. By the end of the war the "little" engine was delivering over 1,600hp in common versions, and could deliver over 2,000hp for brief periods in some versions.

The Merlin engine was considered to be so important to the war effort that blueprints were sent to the US for safekeeping, to be handed over in case of the UK's capitulation. When this was no longer an issue in 1943, the Packard company started production in the US as the V-1650, originally for use in US-built Spitfires. The **V-1650** was so much better than its US counterpart (the Allison V-1710) that it would replace that engine in the P-51 Mustang, which then went to become one of the best fighters of the war.

In comparison the Luftwaffe had no similar ability to increase octane ratings, and had to continually introduce larger and larger engines to keep up. The result was that their planes had considerably worse power-to-weight ratios than the Merlin powered planes they faced, and the continual complete change in engines designs meant they never had enough to go around. The lack of engines was one of the major problems for the Luftwaffe, from the mid 1930's right until the end of the war.

For this reason the "*Merlin engine*" is often considered to be one of the main factors in winning the war for the Allies.

Rolls-Royce or Packard built Rolls-Royce Merlin is one of the finest piston engines ever conceived. Employing technology fifty years ahead of its time, the Merlin engine is a true fighter thoroughbred.

Single Stage, single speed supercharger: Merlin I

Single Stage, two speed supercharger: Merlin XX

(REPRINT FROM AVIATION SHOPPE)

CANDID SHOTS FROM "TRAINING NIGHT"
JULY 20TH 2009



SPONSORS

AVONDALE DENTAL

1683 Miles Ave.
Hayden Lake, ID 83835
Phone: 208-772-4066

BARWALT TOOL

5255 E. Seltice Way
Post Falls, ID 83854
Phone: 208-765-3187

BOB SCOTT REALTOR

1924 Northwest Blvd.
Coeur d' Alene, ID 83814
Phone: 208-665-1212

CUT & BUZZ BARBER

3655 N. Government Way
Suite 10
Coeur d' Alene, ID
208-699-7402

EDWARD JONES HAYDEN

8475 Government Way #101
Hayden, ID 83835
Phone: 208-762-5955

GREENSTONE HOMES

1421 N. Meadowwood Lane
Liberty Lake, WA 99019
Phone: 509-458-5860

HILL CONCRETE

2570 W. Highway 53
Rathdrum, ID 83858
Phone: 208-687-5950

INTERLAKE PHARMACY

700 Ironwood
Coeur d' Alene, ID 83815
Phone: 208-664-6664

KLEIN'S HOME IMPROVEMENT KOOTENAI ROOFING

P.O. Box 3002
Hayden, ID 83835
Phone: 208-772-7734

831 N. 6th Street
Coeur d' Alene, ID 83814
Phone: 208-667-0736

LIBERTY TIRE

3253 E. 1st Avenue
Spokane, WA 99202
Phone: 509-535-8008

MARSHALL MEND REALTY

W. 157 Hayden Ave.
Hayden, ID 83835
Phone: 208-765-7653

TAYLOR STRIPING AND COATING

Box 676
Hayden Lake, ID 83835
Phone: 208-699-2979

NORMS DETAILING

8655 Government Way
Hayden Lake, ID 83835
Phone: 208-772-0188

PERFORMANCE R/C HOBBIES

2928 N. Government Way
Coeur d' Alene, ID 83815
Phone: 208-676-9616

RELIABLE ELECTRIC

10118 N. Taryne
Hayden, ID 83835
Phone: 208-687-0467

ROBIDEAUX MOTORS

351 W. Dalton Ave.
Coeur d' Alene, ID 83815
Phone: 208-664-8292

RUSTLERS RESTAURANT

Hayden Ave. & Hwy 95
Hayden, ID 83835
Phone: 208-772-6613

S & S LANDSCAPE

802 Best Ave.
Coeur d' Alene, ID 83814
Phone: 208-704-0374

T & L MINI STORAGE

3855 E. Poleline Ave.
Post Falls, ID 83854
Phone: 208-773-4595

WELLS FARGO BANK

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

WEB SITES OF INTEREST

(Check out these web sites: from CAMS members)

www.airshowbuzz.com Great videos from around the world.

www.airborne-models.com Various ARF models from stunt to warbirds

www.extremeglaresunglasses.com Zurich now can make anti-glare glasses with your prescription.

www.rjrcooltools.com They have JIS (Japanese Industrial Std.) screwdrivers to fit Phillips type screws properly, that are made to this standard.

Membership Meeting
Minutes
August 5, 2009

President Jim Correll called our meeting to order at 7:00 p.m.
28 members in attendance constituted a full quorum.

1. Review of minutes. Approved as read and seconded. No discussion.
2. Treasurer's Report: Treasurer, Roger Radermacher gave us a concise summary of our financial status and informed us that we now have 93 paid-up members for 2009. Two are new members.
3. President, Jim Correll brought up the oversight by the club to get our AMA charter paperwork done. Roger will complete it and submit it.
4. Stan Allison discussed the Christmas party and told us that he had reserved the CDA Inn again for this year.
5. President, Jim Correll announced that Ron Helton is our new safety officer.
6. President, Jim Correll told everyone the member Jim Clawson had passed away. Tom Lawson and his wife Ruthie created and sent a special sympathy card from the club.
7. Tom Kelly briefed the club on the extended starting pads.
8. Ron Helton suggested that we make more 2.4 Freq. pins as many more people are transitioning to those radios.
9. Jim Correll and Jerry Mudge presented a solo certificate to Paul Martin. Congratulations, Paul.
10. The club welcomed two new members Walter Paiuk and Tony Kollaja.
11. The Hobby Shop in Post Falls has requested some CAMS training flyers be brought to his shop.
12. Chris Nicastro suggested a club intervention to help Matt at Performance Hobby stock his shelves with the parts we need. If there are any suggestions, get them to Dennis Edelbrock at cmptrguy@cmptrguy.com for a compiled list.
13. Stan Allison showed his SPAD XIII that is powered by belt driven gear reduction in - runner motor using a 4 cell li-po battery. Aircraft was built from a short kit.

Raffle:

Dennis Edelbrock	\$10.00 Gift Certificate
Tom Kelly	45 Minute Epoxy
Jerry Fullerton	X acto Knife Set
Jerry Fullerton	Sander & Sandpaper
Alex Heston	Slot Tool

End Of Minutes