



The A R F NEWS

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All the news that's fit to print

Newsletter of the A.R.F. R/C Club of Livingston, Texas

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February 2008

2008 Officers

President	Joe Hebert
Vice President	Frank O'Neill
Treasurer	Leo Hebert
Secretary	Don Ellsworth
Safety Officer	Mike Muehr

Instructors

Frank O'Neill	Larry Hultman
Mike Muehr	

Upcoming Club Events

February	
9 th	Club Meeting
March	
8 th	Club Meeting
April	
12 th	Club Meeting

Next Meeting

Saturday
February 9th
11:00 am
At the
Flying Field

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Presidents Column

Pre-Flight Inspections

Ahhh—We've just installed all the flyin' stuff in our brand new SuperArf 50 and are ready for its maiden flight. The weather is clear and the wind is calm and it's time to see our new beast attack the skies. A quick fueling, a brief needle valve adjustment, a kiss goodbye, and we're off into the wild blue yonder. Except for the minor exception that our controls for the ailerons are reversed, we have thoroughly prepared for all occurrences. The maiden voyage is indeed exciting---and very brief---with the end result our SuperArf 50 is now in about 50 pieces. Our new craft and everyone in the vicinity of the flight was in peril during that escapade!

We, of course, vow never to repeat this lapse. One of the most important events after the construction but before the flight is the pre-flight inspection. At most, a proper pre-flight takes 10 minutes to perform, but that 10 minutes may uncover a problem that, if occurring in the air, could make the airplane uncontrollable. This can result in loss of the aircraft or worse, damage to property, or even worse, injury.

Let's go over a few of the major items of the preflight:

- 1) Flight controls—Ensure that up is up left is left, etc. This applies to new aircraft or even existing aircraft especially as a lot of us use computer radios with multiple models stored in memory.
- 2) Control surfaces—Give the control surfaces a good yank (particularly on new models) to try to pull the hinges out of the plane. It is far better to experience a failure on the ground than in the air.
- 3) Check and double check the balance of the craft per the plans that came with the kit.
- 4) Range check the radio!—If your radio works smoothly with a collapsed antenna at 150 paces there is a good chance it will work at any practical range we will encounter.
- 5) Do you have the proper pin?
- 6) Is the tank filled?
- 7) Are all the bolts tight?

Let's all commit a good pre-flight inspection to practice all the time. Then we can concentrate on the fun part—a successful flight.

Minutes of Last Meeting

Regular meeting of ARF R/C Flying Club 01-12-08.
Meeting called to order at 11:00 by Joe Hebert.

Minutes read by Don Ellsworth, accepted by members.

Treasurer, Leo Hebert reports that we have \$2792.54 in bank, accepted by members.

Old Business

None

New Business

Motion was made to keep same format of two Fly In's for next year. One spring and one fall. Spring will be July 19th. Fall will be October 25th. Catfish was suggested for both. Motion made and passed. Landing fee will be \$10.00 at both plus canned goods at spring and a new toy at fall.

Larry Hultman has been approached by members of the Lufkin club to use our field for a memorial fly-in for Stinger Wallace. Since there will be out of towners coming should be two day event. August 16th and 17th was suggested. This was put in form of motion and passed by members. Specifics put off until next meeting.

Larry Hultman will have the responsibility of reserving all three fly-in dates with AMA.

Meeting adjourned by Joe Hebert at 12:00.

Upcoming Area Events

For details please go to www.ama-dist-8.org

Huffman, Tx Mar. 29th

New Waverly, Tx Apr. 26-27th

Monaville, Tx Jun. 7-8th

Dues

The Doctors Report

By Larry Hultman

Making rivets for ARF kits

Anyone can detail their plane with rivets. Go down to Wal-Mart or even better Hobby Lobby and buy some "3-Dimensional" fabric paint. Some people call it "Tulip Paint". It comes in a variety of colors. Take a sample of some of the MonoKote on your plane down to the tulip paint section and match up the colors. Don't worry about an exact color match because when you apply the rivet it is small and has a translucent effect letting the color of the MonoKote blend with the tulip color. Looks great. Now take a piece of pinstripe or electric tape and stretch a line of tape where you want to make a straight row of rivets. The bottle you bought has a small nose to it, it lets you drop a small drop onto the surface following the tapes edge. And make several dots along the tape and when you reach the end of what your doing, pull the tape off. Let it dry (5 min) or less. Lay the tape down again on another area (layout) and before you know it you will have put a rivet job on your ARF plane.

With a little practice and a layout of the panel lines on the plane, you will make your plane look more realistic.

Bits and Pieces

By Larry Hultman

Scale Aerobatics

TO BE or NOT TO BE

As I discussed in the last newsletter, there are several steps to being a good pilot. This month lets talk about the first step, **DISCIPLINE**. (Definition of discipline: training that teaches one to obey rules and to control ones behavior.) Case in point, we have all been

guilty of this. I've seen a lot of guys (even myself) go out to the flying field and get setup with their plane and then without any care in the world, fill it up with gas, start up, check all controls, and then go fly. Not remembering to get their frequency pin, then by luck fly and land. Man what Luck, and on the other hand I've seen bad luck. You know what I mean **CRASH**.

Well, here's where the discipline comes in. It started on day one when you started flying your first R/C airplane, via the instructor you worked with (if you had an instructor). You were taught to get your pin number before you even started to the flight box. In flying any plane you need discipline,

Discipline on "getting carried away at the field."

Discipline on "checking all equipment"

Discipline on "start up at the flying box"

Discipline on "Power management"

Discipline on "Flying a routine"

Discipline on "Landing approaches"

In any case it takes discipline. In time this discipline turns into good behavior patterns. Case in Point, when you fly aerobatics all control is well thought out before you make the flying box, whether or not you can fly the maneuvers you have a routine that has been disciplined in your head. This makes a great foundation for flying aerobatics. And just think, discipline started at the very beginning of R/C flying, we just didn't see it then, we were all looking at the "big picture", and not the steps. Try this; Make a "check list" and a "flight list", and using discipline, follow the steps all the time. You will find that with practice (which will talk about next time) you will have success.

Thanks everyone

February

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				Mowing Teams will be added		2
3	4	5	6			9 Meeting
10	11	12	13			16
17	18	19	20			23
24	25	26	27			1

March

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5			8 Meeting
9	10	11	12			15
16	17	18	19			22
23	24	25	26			29
30	31					

Get together with your group and set up a time to mow either on Thursday or Friday.

Don't forget to check the oil level and tire pressure.

Don't forget to clean the mower deck when finished.

Please remember to clean the restroom before you leave.

Please report any mower problems to Frank O'Neill or Mike Muehr.