



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

Volume 4, Issue 3

March 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

March		
8 th		Club Meeting
April		
12th		Club Meeting
May		
10th		Club Meeting

Next Meeting

Saturday
March 8th
11:00 am
At the
Flying Field

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Presidents Column

Need More Power

Well, on a personal note, I thought I would write (complain) about the lack of power on my Katana 46 profile plane. Now that a slight modification was made to my fuel tank attachment method which solved a nagging problem of fuel foaming, my yellow beauty runs great!—except for the fact that it won't hover with enough reserve power to climb in the hover. The old tried and true Supertigre 46 may be a little "tired and true". Theoretically this engine should have plenty of steam to fly the plane and to be truthful, it does run great, but the plane is supposed to hover, right?

This leads to the personal dilemma of a replacement engine. (Yes, I have changed propellers and the ST is turning good RPM's on the ground.) I now have to justify (to my accounting department) a purchase that (she) might find hard to believe is important.

Here are the possibilities:

A Supertigre 51—hmm, it will bolt right in to the same holes as the 46 and it weighs the same. Cost through Tower Hobby is \$79.99.

An OS 55 AX—Hmmm, the bolt pattern is different, but I've seen these run and it sure generates plenty of power! The quality is also first rate. However, the price is steep. (\$149.99 through Tower Hobby)

John from OMP models (Builder of the Katana 46) reports that many flyers in his area are using Thunder Tiger Pro 46's with great results. It's available through Tower Hobby (again) and its cost is \$129.99.

Another unknown is the Evolution 52 NX. I've not met anyone who has used this engine, but the trainer engines (.40's) that I've seen have all run great. It is also the only one not imported by Tower Hobby and costs \$129.99. (I have to admit that I have the same problem with Tower Hobby as some have with Wal Mart in that Tower seems to have gobbled up all the good hobby products and companies and have become the giant conglomerate in our sport.) But that's just a vent on my part.

Well, guys, help me out! I have an important decision to make and am soliciting your collective advice. You can also help me justify the purchase to my wife. I'll give you her number.

Minutes of Last Meeting

Regular meeting of ARF R/C Flying Club 02/09/08.

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 \$3035.29 in bank, accepted by members.

Old Business

Dates are now firm for our FunFlys. They are: FunFlys July 19th and October 25th. Stinger Wallace fly in Aug16 and 17th.

New Business

Field fertilizer 19th of March. Work party Jim Taylor in charge.

Motion to change meeting dates not passed dates will stay the same second Saturday of month.

Motion to change club charter for \$65.00. Passed.

Field maintenance

Motion to get price on gravel for parking lot and pavilion

Seconded and passed

Meeting adjourned by Joe Herbert at 12:00.

Upcoming Area Events

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

Brazos Valley/ College Station RC Mar. 29th
Luigi Wolf-CD
Anything goes

New Waverly, Tx Apr. 26-27th

The Doctors Report

By Larry Hultman

To obtain the best servo leverage to your control surface, you should setup so the servo travels are set to their maximum, for the appropriate control surface travel. Avoid linkage setups where the servo moves in very small increments and obtains very large control surface travel. This is bad! This will produce a flutter or strip your servo. Remember; keep the linkage at the outmost point (equal to both ends). This makes for a start point for most optimum control surface travel.

We adjust our needle valves by performing the "pinch test". With the engine running at full power we pinch the fuel line closed and watch or hear the engine RPM. If the engine RPM rises before quitting the needle valve is rich. If the RPM falls and quits its too lean. After adjusting the high speed setting, repeat this procedure until you have the engine tuned where the RPM rises up just a little and the engine doesn't die.

At the Field

Last week, in case you missed it, was kite day. With the wind speed at 15 to 20 it seemed like a good idea. Larry came up with a \$9.00 kite. It flew well with the string it came with. Then, so it was thought, that more string was needed. Over in the corner is Eddies sailplane launcher with a lot more string. With this extra string the kite was happily flying about 2000 feet. Then it was thought the sailplane launcher would also roll up all that string faster. Well, it did, for a second or so. Then the string snapped and Larry's \$9.00 kite was last seen heading in the direction of Lufkin.



March						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	Lloyd Parrisher Don Ellsworth Eddie De Sha		8 Meeting
9	10	11	12	Randall Currie Louis Sims Charles Keaton		15
16	17	18	19	Don Hirt Larry Hultman		22
23	24	25	26	Frank O'Neill Jim Tayler Mike Muehr		29
30	31					

April						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	Lloyd Parrisher Don Ellsworth Eddie De Sha		5
6	7	8	9	Randall Currie Louis Sims Charles Keaton		12 Meeting
13	14	15	16	Don Hirt Larry Hultman		19
20	21	22	23	Frank O'Neill Jim Tayler Mike Muehr		26
27	28	29	30			

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.