



Newsletter

No1 2020

Members Information

Merchandise

The club has for sale mugs and stickers, hoodies can also be ordered through the secretary Billy.

Coronavirus

The club days have been suspended until the 30th Mar and will be reviewed after that. As our sport is an outdoor one in open countryside, you may use the field for recreation at your own risk, but please be considerate towards other members. The clubhouse however is TOTALLY out of bounds.

Mower fund

The mower fund is creeping along slowly. We are hoping to put a chart thermometer at the hut to show members how far we have to go to achieve our goal. There are several ways we can contribute towards the fund. Any committee member would be happy to take your donation, you can make a donation through [gofundme.com](https://www.gofundme.com/f/KRMFC-raising-funds-for-a-new-grass-mower?sharetype=teams&member=2955562&utm_medium=social&utm_source=whatsapp&utm_campaign=pna) at https://www.gofundme.com/f/KRMFC-raising-funds-for-a-new-grass-mower?sharetype=teams&member=2955562&utm_medium=social&utm_source=whatsapp&utm_campaign=pna

Static Display Kingsgate Shopping Centre

We had a successful session at the top of the escalator with lots of interest from the public. Over £50 was raised towards the mower fund in donation buckets. A number of people took leaflets and were informed about our open fly in scheduled for June. We found a use for all those RCM&E type mags that you end up in piles and rarely look at again. We put stickers on the front advertising the club and gave them away to interested parties. So why not donate yours to the club so we can do the same next event. Thanks to all that participated and those that visited us. Photos are available on both the website and Facebook page.

Membership

Try to encourage previous members to re-join the club. Our current membership stands at 35 members with a couple of possible old members still to pay their fees. It sounds reasonable but 3 or 4 years back there was nearly 60. We cannot afford to rest on our laurels and with members retiring from the sport every year we need to do all we can to both keep members we have and encourage new ones into the hobby.

Articles wanted

Come on all you budding journalists send me your articles about flying. Otherwise this will turn into my personal blog on the club. This year is a trial period only. If I end up contributing more than 33% of the articles by the end of the year it stops. Best way is probably a word document or text document. But even an email one I will try and copy into the newsletter. Not too many photos please, they slow my computer down and I have to pedal really hard to wind it up. My email is alnveitch@gmail.com

How to make your engine run better

An idea by a novice that seems to work

I have had problems with engines since I started this hobby. But despite all of the disasters that I have had I am going through a spell of them running okay at the moment. A lot of you will know that I am pretty useless at tuning an engine, as I have difficulty in hearing the change of pitch when I twiddle the high end needle. I have recently been fitting RCD3007s to my 2stroke motors, this is a controlled remote glow unit which acts like a glow starter, and can be controlled from your transmitter. It can be used to start the engine then drops to half power after 30 secs or so or can be switched off completely, all from your transmitter. Only trouble is that the newer models have an annoying beep. (But I've always been an annoying person anyways). I have mine powered off the receiver battery and can get several flights out of the battery before it starts to drop any voltage, the only change I have made is to uprate to 6v receiver batteries. I am quite happy that after 30min of flying time I still have 5.8v in the battery under load. I have in my new plane put a 4stroke engine buried in the cowl. This time I am trying a new method of powering the plug, it is wired through a switch to a sub c battery, and switched on full throughout the flight, and has a link to an external glow starter for starting the engine, when the greatest draw on the battery occurs. In theory this should last about 50min of flight time before the battery reaches 40% power. It apparently means that the engine can run on a standard plug. Saving money as F plugs tend to be double the cost of a standard. I will let you know how it all turns out.

Happy flying to you all

KEEP WELL

The Committee

