



Newsletter

No6 2020 June

Coronavirus.

KRMFC Committee are pleased to announce that the club has been open from Friday 29th May. Some people have already been along to the field for maiden flights (some more successful than others!). See Facebook for details.

Please continue to abide by the following simple rules:

1. Do not attend if you have any symptoms of Covid-19.
2. Only attend if you are going to fly, don't just come along to see what's happening and have a natter.
3. Give a little extra room when parking your car, the grass has been cut all the way down to the gate to allow plenty of room.
4. Only one pilot per pilot box at any one time.
5. You must provide your own PPE, the club will not provide it. It is thought that this is a good measure to take and the intention is to make this normal practice for the foreseeable future
- 6. The club hut is to remain closed.**
7. Any rubbish you generate, please take it home.

Hopefully as time moves forward, we will find ourselves in a position to relax things further. Until then, stick with it and use our common sense when keeping our distance.

Many thanks to Billy and Tom for their hard work getting the site shipshape again after the 2 month lockdown and their continuing efforts keeping the lawn mower working well beyond when it should have gone to the mower graveyard.

Have fun but stay safe

The committee

Mower fund target £6000

The mower fund is still ongoing and stands at £497.51 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

Newsletter Information

The email address for articles remains the same - alnvkrmfc@gmail.com.

Please be patient if your article doesn't appear in the next Newsletter after you submit it. It will appear eventually but I am pleased to say this is because I now have a few articles building up.

Please let Alan know of anything you think should be included in the Newsletter, things you like or dislike. Any feedback would be much appreciated.

Sales

It is intended to introduce a Sales/Wants section into the Newsletter. Any member who has any items they want to get rid of or want please email the usual address.

Committee Profile by *Billy Dunn (Club Secretary)*

Hi All,

Alan has asked me to do a wee bio of myself, so grab a cup of tea and hold on, here goes.

I was born at Craigtoun hospital just outside St Andrews and brought up in the village of Strathkinness, 3 miles to the west of it. Youngest of 5, and clearly the best looking ha ha. My dad was a model builder and I think this must be what sparked my interest in the hobby, although this would not become much of an interest until I was much, much older. The first time I saw models fly was at an air show outside the Old Course Hotel in the 70's. I remember gliders flying and dropping small bags of flour that dropped down and hit cars and people, everyone found this hilarious. Obviously the PC brigade would be all over this like a rash nowadays.

I left home in 1987 and joined the Army. The Black Watch (Royal Highland Regiment). Unbeknown to me at the time I would have a fantastic career that would take me all over the world. My first posting was to Berlin, at 18 years of age and never having been out of Fife this was a real eye opener. The Berlin wall was still in place and Berlin itself was still divided up into sectors; American, French, British and of course the Soviets controlled the East.

Below: A young 18 year old Private Dunn:



We were allowed to visit the east but were constantly monitored by the Soviets, but it really was like jumping back in time. One job I had was to guard an elderly gentleman in Spandau Prison, he was called Rudolf Hess and he had the whole prison to himself. We didn't know much about him as we didn't have the internet back then to research him, and being so young we probably didn't fully understand. It was only when I returned home and told my parent that they told me who he was; it was only Hitler's right hand man.

After Berlin was the first of many visits to Northern Ireland. Without going into too much detail I spent a good 2 ½ years all together there and had various jobs.

Other places I have been lucky to have been posted to were: Hong Kong, Hawaii, Dubai, Colombo, Canada, Brunei, Germany twice, Iraq twice and also Fort George outside invernness. Not bad for a wee tearaway from Strathkinness.

Below: Iraq 2003. Stopping for a break:



My final role was as a recruiting sergeant at the Army office in Dundee. I moved to Cupar to do this job and I still live there with my wife Jannette. It was here my aeromodelling interest started to come alive. I saw a neighbour running a model engine in his garden and went over for a nose. This was my first meeting with Bill Dunnett who some of you know very well. After a long chat it was back home and onto the internet, 3 days later a ducted fan Hawk done in the Red Arrows colours arrived! It was charged up and taken straight to the field at the back of my house. 5 minutes later the Hawk was back in the garage in a bin bag. Bill pointed me in the direction of the Kinross Club and along I went and have been there to this day.

Below: Eeeeeer! Out recruiting for the army:



Below: Me and my truck:



After some advice and a shot of a plane on the buddy lead, I was 100% hooked. My first plane was a Boomerang Trainer which I polished and polished and polished (John Carson would have been proud of me).



I've advanced a little bit over the years and as most of you know I'll have a go at almost anything. I was fortunate enough to become the club secretary some years back, a job that I enjoy doing alongside Tom and the rest of the committee members. We have great members and a great site. I've done my silver and would really like to do my examiners but I'm afraid being an HGV driver and being away all week might not allow this.....yet!

Pilot Boxes

Everyone will have noticed that the pilot boxes are starting to get dilapidated. In fact the helicopter box on the east side has collapsed completely. If anyone knows where any cheap wood for posts or planks can be obtained then let a member of the committee know.

PC9 Windsock *by Alan Veitch*

Some of you may have noticed a new edition to the equipment at the flying site. The Red and white thing stuck on the fence. Following lockdown, it was thought it would be good not to drag the windsock out of the shed every time we wanted to fly.

I had this tailpiece of a PC9 in the shed from a previous crash plus a lot of bits of timber cladding offsets for the fire. I had forgotten all about it until Trevor on WhatsApp posted a picture of his new bigger version of the plane so I decided to make a model shaped windsock. Building the plane was easy but mounting it was a different question.



Then I realised I had an old patio cleaner that I had never used and a few other bits and pieces, so I hatched it together as you can see from the photographs. The propeller shaft is a battery powered drill whose battery had died; I had intended to put a voltmeter on the old motor to show wind speed but never got around to it. We don't expect it to last long, but if it gives you a smile before the gales, or the buzzards smash it to pieces then it will have served its purpose. It might even help you to practice formation landings. It's easier to read than a windsock. Just follow the plane in, and the faster the prop is spinning the worse the wind is.



Below: Flying proud at the field.



Why is balsa wood classified as a hardwood when it is soft?

What is the difference between a hardwood and softwood?

We all use balsa to build our planes with because it is strong and very light. Why is it classed as a hardwood? Call me naïve, but I thought that maybe there was a slight chance the main distinction between a softwood and a hardwood, was that a hardwood was harder than softwood. What a fool I am!

It turns out that the distinction between the two lies in how their seeds are formed on the tree. Softwoods such as pines, spruce and fir are examples of gymnosperms, plants that produce seeds without a covering. If you pull back one of the centre scales from the stem of a fresh pine cone you'll see a pair of seeds lying side by side. They have no covering except the wooden cone. Hardwoods are a type of angiosperm, a true flowering plant that bears seeds enclosed in capsules fruits or husks, for example olives and walnuts. Hardwoods also tend to lose their leaves in temperate climates, whereas softwoods are evergreens, but in tropical climates many hardwoods retain their leaves.

While it is true that there is a tendency for softwoods to be softer in consistency and easier to cut for commercial purposes and for hardwoods to be more compact, and thus tougher and denser in texture, these rules of thumb are not reliable.

According to Google, at 0.16 specific gravity, balsa is listed as the lightest wood. Whilst at a specific gravity of 1.05 lignum vitae is the heaviest wood known. Both are hardwoods!!

My advice to you all is not to build your planes of lignum vitae, stick to BALSA.

Articles wanted

Come on all you budding journalists. Send me your articles. The email address for articles is: alnvkrmfc@gmail.com.

Let us know about your early years, jobs, where you lived etc... How you got into Aeromodelling. Tell us about the contents of your hangar.

If you have a specialist interest in the hobby such as engines, electrics, radio gear then share your knowledge with everybody.

Is it planes or helicopters that float your boat? (does that make sense?).

Metric or Imperial *by Neil Grayson*

One thing that has often frustrated me is the insistence of people (especially Americans) to continue to use the Imperial system. Surely it is better to work with something that is 5 millimetres rather than trying to measure something which is 3/16 of an inch. Metric measurements make things so much more accurate (and easier!) .

Even NASA is converting to Metric (SI Units). An article published in New Scientist in 2009 estimated it would cost a total of \$370 million to change plans, diagrams and equipment. NASA has officially used the metric system since about 1990, but Imperial units are still employed on some missions, and a few projects use both. NASA uses both Imperial and metric aboard the International Space Station.

In September 1999, NASA lost its \$125 million Mars Climate Orbiter owing to a mix-up between metric and imperial units. The spacecraft was destroyed because its attitude-control system used imperial units but its navigation software used metric units. As a result, it was 100 kilometres too close to Mars when it tried to enter orbit around the planet.

Read more: <https://www.newscientist.com/article/dn17350-nasa-criticised-for-sticking-to-imperial-units/#ixzz6LaPC2O5O>

Depending on where you buy balsa wood it can be measured in inches or millimetres. I presume this is due to where the balsa is sourced.

Piano wire is worse; it can be measured in SWG (Standard Wire Gauge), inches or millimetres.

Engine sizes are just as confusing, either in cubic inches or cubic centimetres. This apparently depends on whether the engine is from Europe, Asia or America.

I am still in favour of going to the pub and drinking pints, but would urge everyone to embrace the metric system as the system of the future (I am thinking of Rees Mogg here....).

Conversions from one unit to another can be accomplished easily within Microsoft Excel using the formula =Convert (Cell, "Unit", "Unit"). An excellent website if Excel isn't your thing is: <https://www.digitaldutch.com/unitconverter/length.htm>

Due to this mix of Imperial and Metric sizes I have created some tables to assist in making things more simple. You may not crash into Mars in a fiery ball of flames if you get your miles and kilometres mixed up but you could possibly hit planet earth at a great rate of knots, metres per second, miles an hour etc....

Engine Size

Cubic Inches	Cubic Centimetres
0.020	0.3
0.049	0.8
0.15	2.5
0.20	3.3
0.25	4.1
0.30	4.9
0.35	5.7
0.40	6.6
0.46	7.5
0.55	9.0
0.65	10.7
0.75	12.3
0.95	15.6
1.20	19.7
1.60	26.2

Fuel Tank Capacity - Ounces to Millilitres

2 oz = 59 ml	20 oz = 591 ml
4 oz = 118 ml	24 oz = 710 ml
6 oz = 177 ml	32 oz = 946 ml
8 oz = 237 ml	40 oz = 1183 ml
10 oz = 296 ml	50 oz = 1479 ml
12 oz = 355 ml	60 oz = 1774 ml
14 oz = 414 ml	80 oz = 2366 ml
16 oz = 473 ml	100 oz = 2957 ml

Excel Formula:

=CONVERT(C1,"in3","cm3")

Piano Wire - Standard Wire Gauge to Millimetres

1 Swg = 7.620mm	15 Swg = 1.829mm
2 Swg = 7.010mm	16 Swg = 1.626mm
3 Swg = 6.401mm	17 Swg = 1.422mm
4 Swg = 5.893mm	18 Swg = 1.219mm
5 Swg = 5.385mm	19 Swg = 1.016mm
6 Swg = 4.877mm	20 Swg = 0.914mm
7 Swg = 4.470mm	21 Swg = 0.813mm
8 Swg = 4.064mm	22 Swg = 0.711mm
9 Swg = 3.658mm	23 Swg = 0.610mm
10 Swg = 3.251mm	24 Swg = 0.559mm
11 Swg = 2.946mm	25 Swg = 0.508mm
12 Swg = 2.642mm	26 Swg = 0.457mm
13 Swg = 2.337mm	27 Swg = 0.417mm
14 Swg = 2.032mm	28 Swg = 0.376mm

Balsa Thickness - Inches to Millimetres

1/32"	0.8 mm
1/16"	1.6 mm
3/32"	2.4 mm
1/8"	3.2 mm
3/16"	5 mm
1/4"	6.5 mm
5/16"	8 mm
1/2"	12.5 mm
3/4"	19 mm

A Blast From the Past



Saturday 2nd:

Not a great day at KRMFC, it rained and then rained some more, only stopping to allow.....more rain, I'm told that our chairman was there and had a few flights but soon scarpered for cover.

Sunday 3rd:

A vast improvement weather wise with rain not forecast until around mid-day, some early arrivals at the club and flying was soon under way, Bob arrived with his son's trainer and was enjoying a flight, shortly joined at his side by Davie Cameron, shortly after Davie's arrival Bob began to do some out of character manoeuvres. We can only presume that this was due to words of encouragement (you know what I mean) from Mr Cameron. Bob decided that the time was right to perform a low pass, inverted, down the runway and at speed. Sadly the trainer is now no more, we await the outcome of the explanation to his son, I'm sure Bob will do the right thing and tell the truth.....NOT!!



Next up Billy was captured hovering his Heli for the first time and not a buddy box to be seen, 2 min hover, land, off back in car, only because the jackals had gathered with cameras at the ready waiting for a miss hap?

Finally the time had arrived; one that a lot of people had been waiting for...The Grim Reaper was ready to go. After months of hard work, hurdles and hold ups Jim Kane's Mick Reeves Super Reaper was presented to the field ready for its maiden flight. With hours of work put in by Jim and Dougie Thornton, and a one of a kind paint job done by Ally Grant, the final checks were done, it was fuelled and then the transmitter handed to Billy Dunn (a very nervous man). The Jet took to the air with ease and after only some minor adjustments on

the trim was flying well. A few passes showed what a fine looking model it was, its shape coupled with the paint job was stunning. Then came the hard part, trying to land it, several attempts were made. The design has made this a very (very) quick model and the approach had to be spot on. The decision was then made that when the line-up was right the engine would be cut. On doing so the model was landed and just nosed the long grass at the end of the runway.

Below are some links to Youtube of the maiden flight. A flight later in the day resulted in a minor crack in one of the canards and a small break on the wing tip. Quite an experience and the Transmitter handed back.....it's all yours Jim.



https://www.youtube.com/watch?v=Z_B2qu7CFLc&list=UUJ7c6J_6QOw79fvi9YUNEkQ

https://www.youtube.com/watch?v=1VX2QGoOJQE&list=UUJ7c6J_6QOw79fvi9YUNEkQ

Uley (excuse the spelling) was also flying his jet boomerang very well. Suddenly it had a flame out but he did very well and managed to get it on the ground with no problems. He thinks he may have had an air bubble due to so much inverted flying.

In Summary a decent weekend at the club only slightly hampered by the weather. Only a few weeks away is the annual Heli fly-in. Let's hope the weather holds and a great day is had by everyone.

Good health to you all

KEEP WELL The Committee