

Impington Model Aeroplane Club
Founded in 1946 by Ray Malmström

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www.impmac.co.uk

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Come on chaps – get your Tiddlers out!!



Normally you would get arrested for asking grown men to pose with their Tiddlers, but not on this occasion when the Tiddler concerned is the 1980s design by our own Mick Flack.

Pictured above are the competitors in the Tiddler competition held on 16th March less Andy Halmshaw who absconded at the wrong moment plus Gary Flack who was test flying but didn't enter the competition!!

Bruce reports - "When Mick Flack flew his Tiddler, so many people wanted to make a copy that it became obvious it had to be the design for a one model contest. Come the night there were 8 being flown. All night there seemed to be one or two in the air and times were being logged all the while.

Unfortunately Mick crashed out literally with a broken wing before he was able to set the expected good times! Hugh Stevenson was putting in some great times all through the night and his model looked like it was just floating in the air. He was the deserving winner on the night

I would like to thank the RC chaps who let us fly continuously and the timekeepers who made it such a good night"

The results (after a recount!!) were –

1st	Hugh Stevenson	123 sec
2 nd	Bruce Lindsay	111 sec
3 rd	Phil Bailey	102 sec
4 th	Chris Strachan	85 sec
5 th	Andy Halmshaw	72 sec
6 th	Michael Marshall	60 sec
7 th	Mick Flack	55 sec



Hugh "The Saint" attempts to catch his Tiddler posing like the 1960's Simon Templar (Roger Moore)



Club Auction 6th April

The postponed auction will be held on Thursday 6th April at 8pm. Please bring any model related items that you want to pass on to new homes..... A few points –

- Please bring items early on the night and give to Michael Marshall and Alan Paul who will be doing the admin
- The club won't be taking a percentage – you will get the full sale amount
- Let us have a reserve price if you want one
- Chris will be auctioning the items and it starts promptly at 8pm

Indoors in the gym



Mick Flack – Tiddler designer with his model prior to the competition



Marks first outing with his very nicely built Cessna 140 which had its test flights in March with some expert help with trimming.



Alan Hunter adopts a rather laid back approach to flying his Mini Stealth own design.

Art Tech "Waltz"



A nice little 46" span retro styled 3 channel model with a brushless motor and powered by a 2 cell 1000MAh Lipo. This one is Mick Flacks which had its maiden flights at Cottenham on 7th March – the first time we had been out flying there for a few weeks. You can also see Steves Twinstar lurking in the background.

I couldn't resist this model either as it will be ideal for the Impington sports field when the spring comes – especially as it's now reduced to £59 and all that's needed to complete is a receiver and battery. Mine has also been test flown at Cottenham and it's a great performer which is relaxing and easy to fly. I had to

apply a little araldite to keep the undercarriage in place as it was a bit weak (that's my excuse anyway for less than perfect landings – although the same happened to Mick on his 3rd flight as opposed to breaking on my first flight!!).

The only other things to note if you want one are that a small receiver is essential – preferably with end plugs, and you need a 1000MAh battery and not the 1300MAh specified as there is very little space under the hatch (as often seems to be the case). I think Ray has one as well, so there may be a few fluttering about on the field on Friday evenings this summer. It should be quite a sturdy model as the carbon fibre boom extends from the tail feathers right through to the motor which is mounted directly on the same carbon fibre tube.

How to carry your models



Peter Jude demonstrates the correct way to carry his Cub and Glider from the car park to the flying field at Cottenham.....!! This was on 7th March when we had quite a good gathering of members enjoying some light winds and intermittent sunshine. Richard Staines brought along his Dreamweaver for a test flight, but his Tx battery was a bit low so discretion became the better part of Valour, but it has now seen the flying field so must be eager for lift off. Some members have designed and crafted some nifty trolleys as well, but it's not a long walk and carrying a couple of models is quite easy. It's something that's definitely a lot better now we have electric power!

Lost model location finding



Using the very latest direction finding equipment imported from China, Chris Strachan and Michael Marshall were spotted just a bit off the beaten track trying to locate a lost model..... They promise not to dress up next time.

Dates for your Diary

Sat 1st April - 2pm Indoor Flying in Sports Hall

Thur 6th April – Annual Club Auction (starts 8pm) and **last indoor session for this season** (starts at usual time 7.10pm)

Friday 14th April (Good Friday) - First outdoor session on the sports field 7pm

Sat 13th and Sun 14th May - Old Warden Mayfly

Sat 17th June – Fun day on the sports field with BBQ

Get your glasses on!!



Do you pay over the odds for your prescription specs? I have been getting mine from www.selectspecs.com and can thoroughly recommend them. They are based in the UK and with glasses from £6 for a pair and prescription sunglasses from £19 it's worth a look. You just enter your prescription, select the glasses you want and 2 weeks later they turn up – perfect. At those prices I usually order a few for spares.

Public Day – 19th March

We had another very successful Public Day last Sunday with even more people attending than last time. Tony signed up a few new members as well and Club numbers are now up on last year which is excellent news.

There were 3 competitions plus the mass launch and the results along with Gordons expert analysis are below –

Bostonian (total of best 3 flights)

1. Nick Peppiatt	204 secs
2. Hugh Stevenson	202 secs
3. Jim Crossley	176 secs
4. Peter Adams	175 secs
5. Bruce Lindsay	152 secs
6. Chris Blanch	113 secs

Peanut (total of best 2 flights plus bonus points)

1. Nick Peppiatt	Nesmith Cougar	128
2. Simon Rogers	Santos Dumont	118
3. Garry Flack	Westland Wyvern	99
4. Clive Anderson	Druine Turbulent	92
5. Michael Marshall	Ryan M1	70

The bonus points were awarded on a combination of choice of subject, quality of workmanship and trueness to scale. A very much simpler and subjective approach than according to the BMFA rule book and intended to give an advantage to the unusual with a maximum of 30 points being available. In practise it made little difference to the outcome. Perhaps more ruthless marking would affect the results - but could upset the participants!

Car Race

1. Andre Bird
2. Dave Banks
3. Chris Strachan
4. John Court

Andre Bird won for the third time (at least) with his monster using vast quantities of rubber. However this time he was closely pushed by Dave Banks, whose second car was proxy run by John Court.

Mass launch

This time the winners were those who landed nearest to the two bars of Toblerone placed after the launch had taken place. Winners were Andre Bird and Dave Banks.

Richard Crossley gave an excellent seminar on all things scale including live demos. His 2 page handout is reproduced at the end of this Newsletter.

I took some photos of things that caught my eye on the day and these are below



Bruce with his Bostonian Beaver which he made a couple of years ago



This collection belongs to a prolific modeller. If you enlarge the page you will see his name on his toolbox



John Valiant gave a first outing to his new Focke-Wulf 190-13. It's due to compete at the Nats next month. Good luck!!



Richard appears amused by his flapping ornithopters inability to gain height.....



Raymond Fellas impressive FROG collection dates from the 1980s..... and still flies



Mick Flacks Manhattan class cabin duration model built many moons ago and still floats around nicely



Seahorse models from the Ipswich club that flew far better than they had any right to

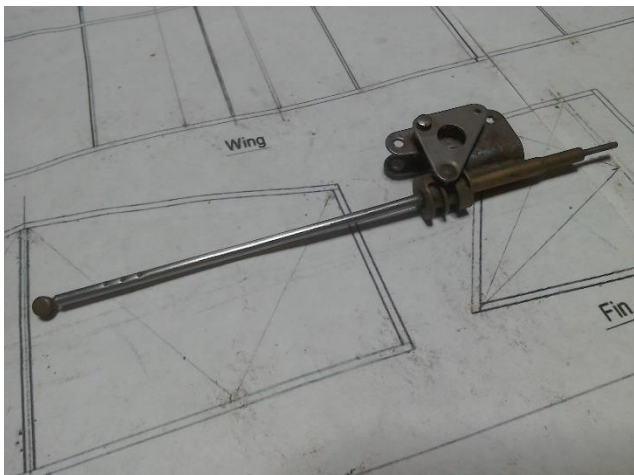


Peter from the Peterborough club with a nice profile SE5A



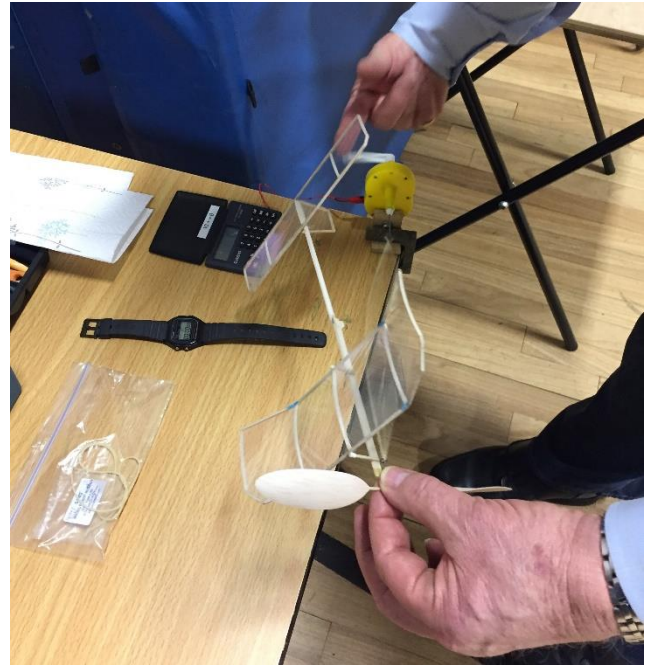
Mercury Spitfire built by Tony Welch. This model was 46 years in the build process having been started in 1971 by teenager Keith Saunders. The mouldy box and remains were given to Tony who left it to dry out for 2 months and then rebuilt using as many original parts as possible. It has now been given back to Keith to fly with his grandson!! Good story eh?

What's this then?



Ignore the plan – what's the mechanical "thingy" found in Alan Hunters workshop? Answer at the end of the Newsletter

Who's winding?



This person has a hi tech counting system for his winder and entered the Heavy Stick competition, but who is he?

It's a Fokker – honest guv!



The Ares Fokker D VII looks a nice little indoor flyer but due to extremely warped wings "out of the box" mine never really flew too well despite shooting down Tonys Sopwith Pup on more than one occasion....!!



Having crashed into the walls once too often, the wing warping made it totally unflyable so I converted it to an "Eindecker". It actually flies

rather better with a single non warped wing although with a slight tendency to over control which is a bit better after I significantly reduced the dihedral at Gotthelfs suggestion. I will keep it going for a while before I cannibalise the radio and motor for another project.

Caption Competition



Probably not the best advert for a flying school, but can you come up with a caption?



This was last months caption and the joint winners were Norman Atkin again with a caption that we will all recognise **"I think the C of G must be a bit out"** and Tony Welch with **"Team Airlander win the spot landing competition"**.

Flying on the field at IVC

We start outdoor flying on Friday 14th April, so lets hope for some good weather!! There seem to be more RC flyers including new members this year so we need to make sure that RC and Free Flight co-exist safely and in good harmony in line with our motto of "Friendship, Flying and Fun".

Bruce and I have agreed to try to get there early each Friday and have a chat about the weather conditions and where the FF and RC flyers should congregate on the night – of course this may be different from week to week as the British weather is so fickle.

Once we decide, please can all flyers try to stick to the agreed "Pits" areas. I'm sure it will all work out OK, but let Bruce or I know if you have any brainwaves.....

Outdoor Competitions

For RC we plan 3 competitions – Spot Landing, 10 sec climb and glide plus for the daring, Limbo. Dates TBA once the weather improves.

For free flight Michael Marshall will organise four competitions on Friday evenings to include the Tiddler, Bostonian, catapult launched glider and under 25 inch span.

The Malmstrom trophy will be decided at Impington for Malmstrom designed models on Saturday 17th June.

The Ren Cup will take place at Newmarket on Wednesday 21st June for P30 and models with under 25 inch span.

Answer to What's this then?

It's a control line speed model monoline bellcrank assembly from yesteryear.

Also, this months winder is Richard Staines.


From the Archives.....

Were you flying at Oakington in the 1980s and early 1990s? Here's Tony Husbands Oakington pass and membership card dated 1990. I had trouble remembering what a Ford Sapphire looked like – it was the saloon version of the Sierra with a boot.

SAFETY CODE FOR FLYING AT OAKINGTON AERODROME

- 1 The B.M.F.A. (S.M.A.E) code for general flying will apply at all times.
- 2 All models must comply with the existing rules for entering and leaving the aerodrome and comply with any request by the military authorities.
- 3 An agreed form of transmitter control will be used at all times (if only a small number of people are present one person should take responsibility for ensuring that no frequency clashes occur).
- 4 On arriving at the field, all Modellers MUST check what form of transmitter control is being used and which frequencies are in use. THIS MUST BE DONE BEFORE SWITCHING ON ANY TRANSMITTERS.
- 5 Pilots using transmitters should remain together and close to the cars and spectators unless incompatible models are being flown pilots may fly these types of models from any convenient location as long as all pilots are aware and safety is not compromised.
- 6 Low flying over people, vehicles or the perimeter track MUST be avoided.
- 7 Cars, spectators and equipment should be positioned at the edge of the runway, to the left of the wind, ie. a normal, right to left, into wind takeoff can be performed with the pilots backs to the cars.
- 8 The takeoff and landing area together with the approach and climb out area MUST be kept clear at all times. Any person entering this area MUST warn all pilots and vacate the area as soon as possible.
- 9 No rubbish is to be left on the aerodrome. The last person to leave should check the whole area and remove any rubbish found.
- 10 If any other activity is taking place on the aerodrome eg. parachuting, one person should be responsible for the liaison.
- 11 Glider bungees or winch lines must not be laid out across the main runway or the perimeter track.
- 12 Anybody becoming aware of the approach of a helicopter or other aircraft should warn all pilots. Any model airborne must be IMMEDIATELY landed unless this would cause danger to the aircraft. In this case the model must be maneuvered away from the aircraft and landed as soon as it is appropriate to do so.
- 13 Young people (under 16) MUST be under the supervision of an adult who is aware of the safety requirements, at all times.
- 14 Incidents affecting safety must be reported to the safety officer.

**IMPINGTON VILLAGE COLLEGE
MODEL AEROPLANE CLUB**
(founded 1946)



**SAFE FLYING
IS NO ACCIDENT**

INDEMNITY CLAUSE

The authorities are in no way responsible for any injuries or accidents however caused.

Name A. HUSBANDS

S.M.A.E./B.M.F.A. No. 553820/0

Address 1, MILL RD
OVER
CAMBS.

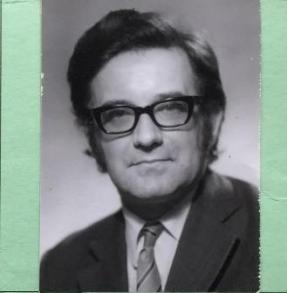
Postcode _____

Telephone _____

SUBSCRIPTIONS		
date	amount paid	signature
13-3-90	£25-00	<i>S.A. Husbands</i>

Subscriptions are due on 1st January each year. Members not renewing their subscriptions by the last day of February will be deemed to have left the Club.
A renewal fee of £5.00 is payable after this date.

**PERMIT TO FLY
AT OAKINGTON AIRFIELD**



car regn. no.	make	colour
F201 SUV	FORD SAPPHIRE	WHITE

Signature of issuing officer
S.A. Husbands

You probably remember the photo below from the Archives last month. John Wynn has provided some interesting info about it which is shown below the photo



John writes - I can tell you all about the photo. And name all the people in it! The location was a field just a short distance across the road opposite the Coton tea house and garden that was owned by an aunt or uncle of Terry Kings. Terry invited us over there as he used to fly at the Field often. He had a kind of summer house in the garden that he had as his workshop for Aeromodelling. It was around 1953/4

Terry took the photo of us, and the people are from left to right my brother Raymond holding his Frog Tarquin frog 50 aboard, Brian (Dodgy) Dines, Ray Malmstrom of course, David Imrey, and myself kneeling in the front.

Ray's plane was his Mimi. The models on the foreground were Terry's free flight model and you might be able to see my own design ED bee powered Fairy Firefly control liner. This was the plane that some may remember I flew indoors at a Parents evening at the College by a system of a lever outside the circuit connected to the pole with the handle on the top. I think it was Chris Hinson who was the unlucky chap who had to hold the pole down and duck under the fishing lines that were doing the rounds above!

The unsuspecting Parents were sitting around in chairs just about a couple of feet away as the plane was whizzing past their faces. Ray had announced the proposed demonstration as we had practised it earlier. I'm told Ray was seen on the stage with his head in his hands until the plane ran out of fuel. Suffice to say that I had put an old style 15cc tank aboard (the type that let a good quantity siphon out the top pipes). After it was all over the Parents dispersed to their other activities for the evening. I'm sure the ladies didn't realise till later that their dresses and men's suits were covered in diesel fuel, as when we attended assembly the next day there was a ring of fuel splattered in a circle on the floor of the hall. Ray often talked about it in later years with a great big grin on his face.

Beginners airbrushing tips - Richard Crossley

Use acrylic paints and acrylic thinners for best results. Acrylic paint is much easier to clean from your airbrush than enamel or cellulose and dry paint residue in an airbrush is the main reason for poor results. Tamiya paints are recommended, thinned with Tamiya's X-20A acrylic thinner.

Spray at a low pressure, particularly on smaller models or when using masks. This will result in less over-spray and less chance of flooding the paint. 12psi should work OK.

When spraying with masks, 'mist' the paint on. If the paint looks wet, too much paint has been applied and it could creep under the mask.

Websites such as **dafont.com** are handy for finding different computer fonts. 'AMARILLO USAF' is a good match to the font used on US military types since the 1920s.

When spraying a larger component, like a wing for instance, it is a good idea to spray the edges first as its easy to forget these later on.

Avoid very cheap airbrushes, they can give inconsistent results

Yellow Low-Tack Frog Tape is a cost effective masking tape, and is available in large 36mm wide rolls from DIY outlets. Tamiya produce their own masking tape, which is superior, but more costly.

Visit the **airbrushes.com** website to see a full range of airbrush related products. I use a trigger-grip style airbrush called a Neo/Iwata TRN-2. It's quite costly at £150, but a lovely airbrush. The Sparmax Max-4 is also a good quality product and at around £50 is good value. Medea airbrush cleaner is recommended, comes in various size bottles, and is available from the above website.

Compressors range in price from £50 to £400. Having a tank means that the compressor motor will not be running all the time, but the compressor will be larger. It is possible to find a compressor with tank, and an airbrush on ebay for around £65, although I can't vouch for the quality.



Frog Tape

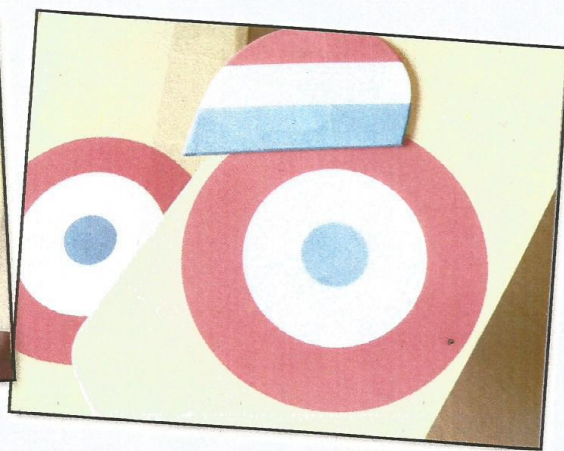
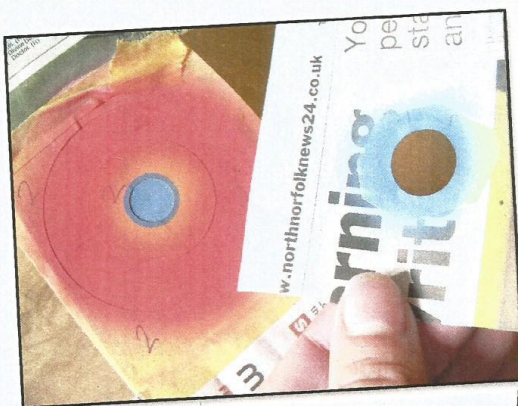


Tamiya acrylic paints and thinners are easy to use



Medea airbrush cleaner works well with acrylic paints

USAF
(see dafont.com)



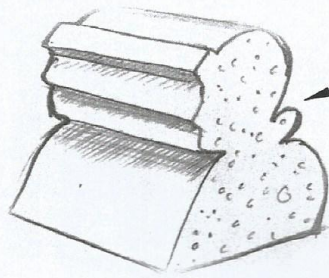


Fig.1

Front view showing basic initial carving with next stage shown dotted. Note that the shoulders should slope.

Early stages of carving pilots showing simplified 2 dimensional carving technique
Goggles may be stuck on at a later stage to simplify initial carving
Note life jacket in Fig.2

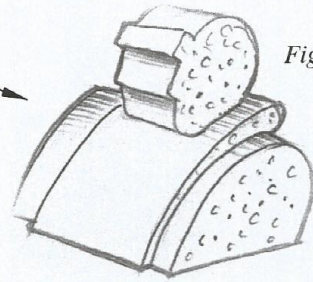


Fig.2

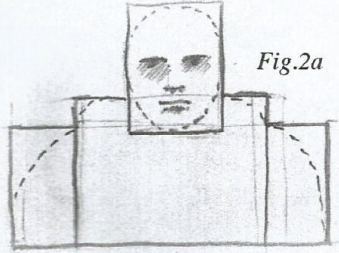


Fig.2a

Top view shows position of head relative to torso. Straps and wrinkles in the flying overalls can be sanded in during the final stages

I've found the best paint to use is artists oil paints as you can mix and blend them together on the figure before they dry to obtain great skin tones, thinned enamel paints are also good.



Fig.4

Sketch showing proportions of human head: note that the nose actually appears quite small, many carved pilots gain huge Honkers! The eyes and ears are on about the same level. Shadows can be painted in under the mouth and nose and in the eye sockets. Avoid using white paint for eyeballs, instead just indicate the eyeball and top edge of eye with darker paint.

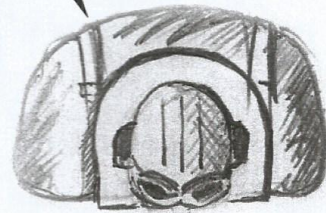


Fig.3

Goggles and earphones can be stuck on after pilot has been fine sanded. Paper flying helmet side and strap is an easy way to add realism



Side view of pilot, can be traced or photocopied to desired size and used full length or just head and shoulders. He's about 1/12th scale on this page (1 inch to the foot) The angle of the head or arms can be changed once you are happy with the shape.

