

**Impington Model Aeroplane Club**  
Founded in 1946 by Ray Malmström

December 2017  
www.impmac.co.uk

edited by Alan Paul  
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A line up of Farmans for the competition on 26<sup>th</sup> Oct – or should that be Farmen?

## Farman competition

Bruce reports and Michael supplied the photos.

This was the first competition since the summer. There were 5 entries which all looked so good that the photo above was taken of the assembled Squadron.



Bruce, Hugh and Roger prepare to compete

I started the ball rolling with some recorded flights – the best 3 out of 5 were to count. It could be seen from the start that Michael Marshall had got his plane well trimmed and was getting some good times. Hugh Stevenson was also doing well making my flights look rather poor!!

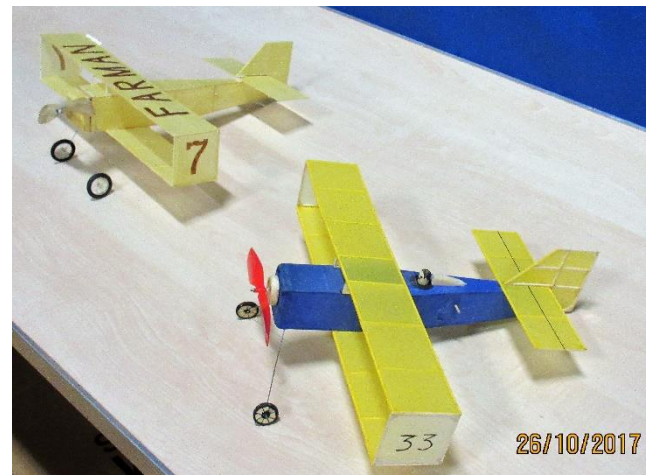
Alas, Phil Haines did not get his plane fully trimmed out before he had to leave so was unable to post a score.

The results were as follows –

1 <sup>st</sup>	Michael Marshall	103 sec
2 <sup>nd</sup>	Hugh Stevenson	85 sec
3 <sup>rd</sup>	Bruce Lindsay	77 sec
4 <sup>th</sup>	Roger Rooke	47 sec
5 <sup>th</sup>	Phil Haines	retired

It was good to see a decent entry for this competition as the Farman is a great little biplane for flying in small halls like ours. It was noticed by several that both Michael and Hugh had got their planes ready for the start of the winter season – practice makes perfect eh?

Despite having little or no dihedral, these models seem very stable – must be the biplane configuration.



Hugh and Bruce's Farmans ready to fly



What a nice line up of Farmen.....

## Open Day Sunday 29<sup>th</sup> Oct

Another very successful public day was held on 29<sup>th</sup> October. Thanks to all those involved with organising and helping. Paul Craske had his camera at the ready for these photos



Gordon Hannahs Bostonian hits the net for the first of 2 own goals



Richard Staines rescues Gordons Bostonian for the 2<sup>nd</sup> time.....



Andrew Hewitt talks about his experiences of getting complex scale models to fly properly – something that he is particularly good at.

There were four low key competitions held during the public open day and these are the results.

### Peanut - C.D. Gordon Hannah

Duration + points awarded for choice of model and scale fidelity and additional 10 seconds if model achieved Rise Off Ground.

1 <sup>st</sup>	Simon Rogers - Santos Dumont 14bis	218
2 <sup>nd</sup>	John Valiant - Me BF109K	182
3 <sup>rd</sup>	Gary Flack - Hawker Tempest II	148
4 <sup>th</sup>	Roy Selwood - Mustang	135

### Bostonian - C.D. Hugh Stevenson

Duration only, score in seconds

1 <sup>st</sup>	Bruce Lindsay	206
2 <sup>nd</sup>	Chris Strachan	180
3 <sup>rd</sup>	Hugh Stevenson	177
4 <sup>th</sup>	Gordon Hannah	170
5 <sup>th</sup>	Andrew Chilton	150
6 <sup>th</sup>	Clive Anderson	128
7 <sup>th</sup>	Hugh Ward	114

### Car Race

1 <sup>st</sup>	Chris Strachan
2 <sup>nd</sup>	Dave Banks
3 <sup>rd</sup>	John Court

### Mass Launch and Spot Landing

Nearest to a bottle of wine - Chris Strachan  
Nearest to Large Toblerone - Kit Atkins

## Spotted indoors



Bruce's Indigo floats serenely by in the gym - not a roll (Dutch or otherwise) in sight!!



Not the best picture in the world, but Chris Stewart got his immaculate Tiger moth flying beautifully under RC control

## The Black Bullet

Alan Hunter writes -

Here is a little rubber model called "The Black Bullet" from the US, circa 1942. Designer seems to be unknown, but the original was kitted by Modelcraft at 30" and Schlueter at 40". This one is scaled to 18" as I had a large bundle of sixteenth square balsa given to me by John Wynn years ago, but it's of limited length so in order to use it that's the size it had to be!!



I think it rather an attractive model with the looks of a racer or maybe a late Thirties Monoplane Fighter. There is a nice video of a 40" RC rudder only rubber powered Black Bullet on the net being flown in a US park with Skyscrapers all around. See link at <https://www.youtube.com/watch?v=W85aZb03mNs>

Some club members asked about how I do the printed tissue trims and lettering and AP asked if I would write a few notes. Well I am no expert (yes he is – Ed) but this is what I do.

I use Open Office Writer (its free, but other Word progs would do fine) on the PC to do the layout and fiddle with the font size etc, and then print onto paper and cut up to the final sizes and lay them on the plane to check it all looks ok.

Re the printing on the tissue, I affix it to a heavier weight paper than normal using a little PrittStik around the side edges and the top, then smooth a piece of oversize tissue in place and trim to the size of the A4. It is not necessary to fully cover the A4 to the bottom and I only use a piece of tissue large enough for the purpose as long as the top and side edges are glued.

It is very important that the tissue is 100% glued down to the backing paper top/side edges, as the print head in an inkjet printer is very close to the papers surface and if the moving head catches any raised tissue edges you will have a horrendous cag up on your hands - been there!! Pick your tissue colour to suit the main models colour, white for white, yellow for yellow, yes I know it's obvious but....

I happen to use a Canon printer and have found that buried deep in the Printers Advanced Settings menu is a choice to select an Anti Scuff option which raises the print head a little when printing on thicker papers etc, and this helps with the potential cag ups. The print quality suffers a little selecting this but it never looks that good printing on tissue anyway.

The tissue type used also affects the final result - open weave Modelspan types of tissue do not print a very sharp edge and you can get lettering with the look of an electrocuted cat!! Best to use Draft setting to lay down less ink but you need to experiment a bit. Other tissues can be better in this respect and when I have a successful print I just cut out the bits I want against a steel rule. Top Quality aero modellers like John Valliant would cut each letter out, but I am not in that league so I just dope them down as rectangles etc.

The model must be finish doped and do not dare to go near the tissue prints with water as most inks are not waterproof and you will have another fine mess. I just brush a light strip of thin dope where the graphic is to go, let it tack a bit, and affix in position using

tweezers and the lightly rub down. I do not recommend flood doping them in position as it can migrate the ink a little with that amount of thinners about and can cause bleeding. The genuine Canon Ink Cartridges do not seem to do this but Cheapo refills can - been there too!!

When fully dry I go over the graphics with a couple of light coats of thin dope to waterproof but let them fully dry between coats. I don't/can't do the perfect, so I use the six foot test - if it looks ok at that distance it is good enough for me. And don't do what I did, model all finished and sitting on the bench while I admired it over a coffee, decided to have a clear up and dropped a six inch steel rule straight through the port wing which led to a recover job with much swearing. Luckily I always print more tissue graphics than I need. I have also Scanned in the IVCMAC sticker, SAMS, SMAE etc and can then scale them to suit the model size and print them on tissue too.

## Dates for your Diary

**Sat 2<sup>nd</sup> Dec** – Indoor flying in the Sports Hall and Pussycat competition

**Thur 14<sup>th</sup> Dec** – Christmas Party. Get your tickets from John Copsey.

**Thur 4<sup>th</sup> Jan** – First indoor meeting of 2018

## Who's winding?



A very nice Skiptown Cadet of 18" span. But can you identify the modeller seen in the big hall early in November. The model was built in the summer but just too late for the outdoor season!!

## Bring out your photos!!

Please let me have some photos of your models so they can feature in the newsletter.

## Autumn at Cottenham

Monday 30<sup>th</sup> Oct promised light winds and sunshine, so despite a cold start to the day a hardy band of flyers congregated at Cottenham



9 flyers and 17 models were counted



A few of the happy band pose for the camera



Dave Stoper concentrates whilst flying his Wot 4 and had several great flights



Gotthelf flies his 1942 Spectre that flies better now on electric power than with the original PAW 1.5 from 32 years ago. Gotthelf says it's flown more in the last few months than in the previous 32 years!!



We had several good sessions out at Cottenham recently – this one in early November saw (from left) Andy, Mike, Norman and Dennis enjoying some warm sunshine and having a great time.

All other jobs were put on hold to take advantage of the sunshine and very light wind. Well, it's the only sensible thing to do really isn't it!!



A man wearing an Australian hat made the passengers sick in his well worn Twinstar – can you guess who it is?



It was Steve Mynott of course – the man with the knack of picking up models at bargain prices from various sources!!

After flying the Twinstar, Steve got his winch out and did some thermal hunting with one of his big gliders, but there seemed to be little lift about.

If you fly RC or want to have a go, get in touch and we can meet up at Cottenham. Thanks to Norman we have access to a really excellent flying site.



On the same day, Trevor relaxed in a chair and flew his FPV (First Person View) flying wing through the goggles.

Trev uses a modified Spektrum transmitter with the 2.4GHz transmitting module removed and replaced with a longer range UHF module. Trevor kindly let me have a go and it's certainly an exciting new dimension if you haven't tried it before.

## What's in a name?

Tony Harper sent in his thoughts.....

It never ceases to amuse me when I see the names given by people when they start a business. For instance there is a solicitors in Dorset who go by the name Lecher and Scorer. I don't know what it is but they sound decidedly dodgy to me.

There was a fish and chip shop in Bury St Edmund's called "Peyton Plaice". You have to be a certain age to appreciate that one, and a Hairdresser's called "Combination Locks" somewhere in Cambridgeshire.

But the one I like most, and it has an aeronautical basis, is a small company set up by some young ladies who do household cleaning, hoovering, polishing and so on. They call their business "Glam Dusters" - I do like that one.

## Control of the pole – or not!!

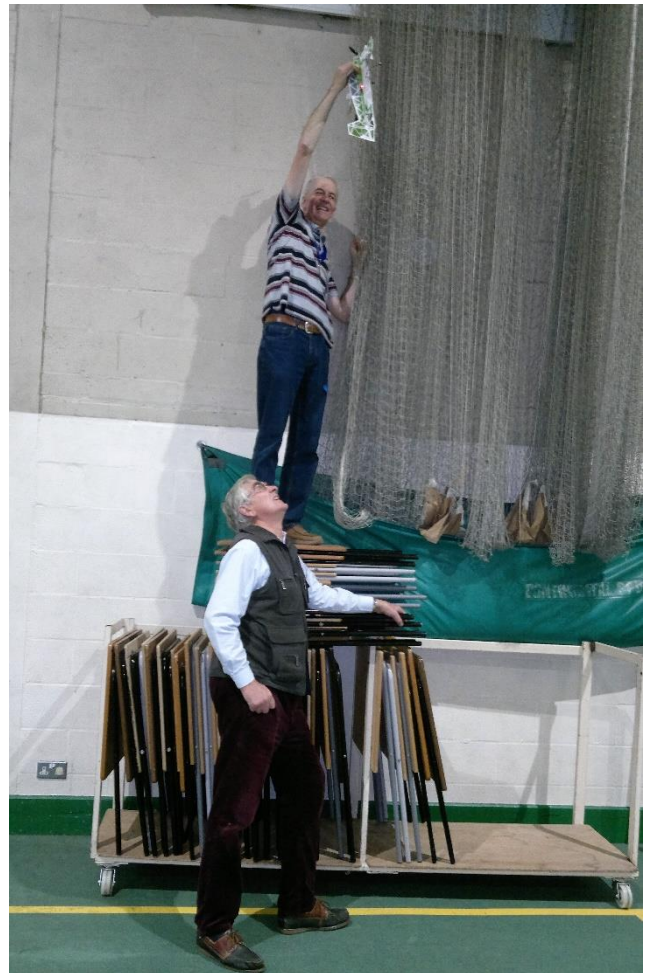
I knew it was a mistake when I started showing pictures of model rescues – it wouldn't be long before someone snapped me at it!!

In this instance, pilot error saw my mini Extra well and truly hooked up in the netting.



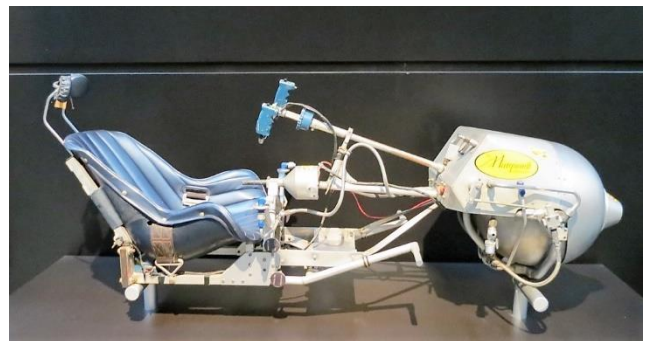
The net had trapped a wheel and without years of practice and Bruce's skill with the pole, I wasn't able to free the unfortunate model.

There must be something about nets and model planes – magnetism perhaps as this is the second model to get stuck in a net in the big hall in the last week!!



More traditional measures had to be taken involving stacking tables on the trolley to make an impromptu platform. All's well that ends well anyway.....

## What's this then?



This photo was taken by Steve Mynott on his recent visit with Tony to the USA for the Reno Air Races and was taken at the US Air Force museum. But what is it?

Answer at the end of the newsletter.....

## Club Videos

Just a reminder that some old videos and a number of new ones are on YouTube. The easiest way to find them is to search on YouTube for IVCMA.

## "Pat" the Pennyplane



Alan Hunters very nice "PAT" which is available as a kit from Flitehook made its first flights in November. Alan has written an article about this model for the next newsletter.

In the background, Richard admires Tonys model and says "I'll have one of those...."

## Answer to What's this then?

It's an Extra Vehicular Manoeuvring Unit designed as part of the Gemini Space missions in the early 1960s.

The winder was Hugh Stevenson

## Hedge crawl at Cottenham

Having seen Andys tree climbing exploits in the Spring, we have a new technique from one of our members.....



Rescuing his Cub from an adjacent muddy field, can you guess who this sprightly senior citizen is?



A relieved Peter Jude (and his model) emerged unscathed from their adventure!!

## Bring out your boxes



Tony Neal brought a collection of very small boxes to a recent Thursday meeting in the gym – but can you go smaller?



## From the Archives.....

This is from the 1953 Nationals programme. I think batteries have come on a bit since then!!!

# S U C C E S S E S !

Congratulations to  
**NEW ZEALANDERS**

**FRANK BETHWAITE**

and

**LES WRIGHT**

for breaking the World's record for a duration flight with a model Aircraft—kept airborne under-control for 1 hr. 9.4 secs.

and

**SID ALLEN**

Winner of the TAPLIN CUP, RIPMAX SHIELD and AERO-MODELLER TROPHY who says "I reckon that by using Venner Accumulators I really save both money and aircraft".



The Batteries used in these triumphs were Venner Ultra Lightweight silver-zinc accumulators.

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