

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

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 www.impmac.co.uk

## Cottenham flying site

Eagle eyed readers may have spotted that we have removed all reference to the flying site at Cottenham from the website....

Fear not, it is still there and available for flying, but as the parish council have stated that it is for Cottenham residents and their friends only, we didn't want to stir anything up by advertising it globally!!

Have a chat with Norman Atkin, Steve Mynott or Alan Paul if you want more info. Flying area in red, no flying behind the hedge in blue and car parking by arrow.....



## First outdoor meet 12<sup>th</sup> April

Our first outdoor get together on the hallowed turf at Impington is Friday 12<sup>th</sup> April.

A gentle reminder that RC models are 3<sup>rd</sup> in the pecking order after FF and CL.

In general terms, the site is only suitable for slow flying quiet RC models unless there is nothing else flying. A set of guidelines is on the website [here](#).

## Ready for blast off.....

Spotted at a recent Saturday afternoon event in the Sports Hall were what I thought were Space Shuttles. It turns out there is more to these than meets the eye!!



Can you spot the difference. The one on the left is Soviet and the one on the right is the US NASA version. Naturally there is quite a story behind these models that were beautifully made by Terri who is a font of knowledge and lectures on these amazing craft.



A close up of Terris Discovery which flew the most missions of all the NASA shuttles – 39. The only problem it had was a burst tyre on one landing.

She also flew both 'return to flight' missions with mods made after the Challenger and Columbia tragedies, launched the Hubble space telescope and flew so many missions constructing and supplying the ISS



This is Terris Buran "Snowstorm" – the Soviet equivalent built at a time when the space race had been re-ignited. The Buran only flew once on a 3 hour unmanned flight in 1989 where it completed 3 orbits.

The collapse of the Soviet Union led to the project being mothballed, although it flew as a normal aircraft under its own steam powered by Mig engines for a couple of years.

In 1992 the Hangar it was stored in collapsed and that was the end of it.



Now re-engineered with a vastly superior rubber power system it flies again!!

## Dates for your Diary

**Thur 4<sup>th</sup> April** – Last indoor flying session in the gym

**Sat 6<sup>th</sup> April** – Last indoor RC only event in the Sports Hall – come and have a blast!!

**Friday 12<sup>th</sup> April** – First outdoor session at 7pm on the Sports Field

**Sunday 28<sup>th</sup> April** – Indoor FF nationals

## On the Building Board

Work continues at quite a pace on John Clarkes amazing Inside F5J glider. 2.9m span



The inner half of the RH wing during assembly. John reports that the technique of dry assembly then wicking in thin Cyano works really well.



The completed airframe less control surfaces awaits covering. It looks like quite a labour of love and something to be admired and treated rather well.....

## Indoor flyers

A few nice models spotted recently -

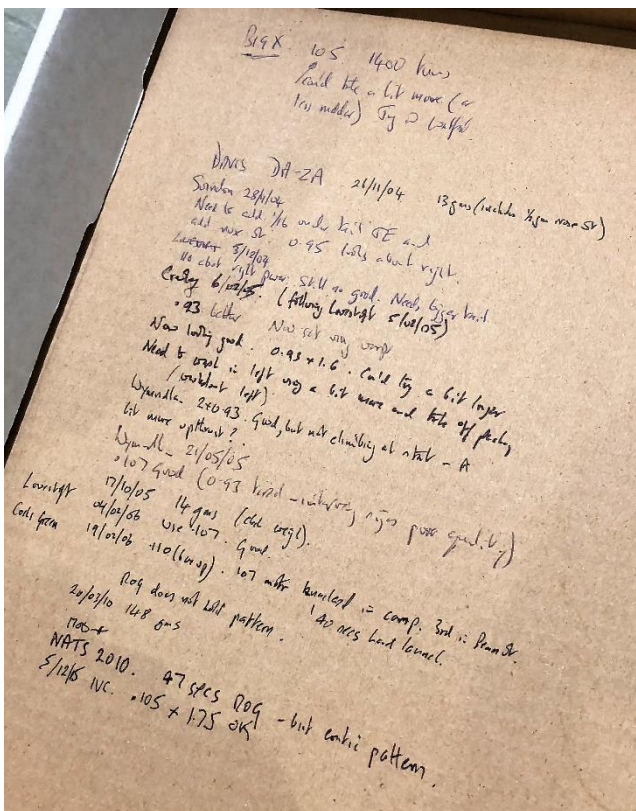


Clives Lacey M-10 pistachio model flew very well



Chris Strachans Davis DA-2A – lovely model as always. I thought Chris was winding me up when he said that it had just had a bath in luke warm water in the sink, but it really had – to remove the rubber lubricant and smooth out the wrinkles – Amazing!!

What interested me as well was the fact that Chris has a box for every model and just see below what was in the box lid –



Chris has kept detailed notes on rubber and flight characteristics for this model dating back to 2004.

Good effort and attention to detail which was evident in the way it flew so well!!



Gordon always choses ambitious projects and this Dayton Wright Racer was designed to compete in the 1920s Gordon Bennett Air Races. A tricky little bugger to trim!!

## RC Combat anyone?

Never willing to let the possibility of some larking about go to waste, Alan and Trevor indulged in some RC combat flying in Februarys good weather.



Trevors wing and Alans Artizan pose after landing successfully with 15ft of Trevs streamer still attached as a prize on Alans plane...

A video of the shenanigans is [here](#)

## What's this then?



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

## A study in concentration?

Seen at a recent indoor RC event in the Sports Hall –



Phil flies his Vapor



Andrew manages not to fall over



John hovers and Mark does the scoring



Andy and Jack fly their quads

## Tidy desk competition



I have an ongoing tongue in cheek competition for the tidiest desk. This month the winner was Steve Midson with his selection of models and "stuff".

# March Open Day

We held an excellent Open Day at the college on Sunday 17<sup>th</sup> March. There were a number of competitions and the results were as follows

## Peanut Class

Despite quite a number of eligible models around there were only 2 entries. We had simplified the rules to encourage a variety of prototypes, but to little avail.

- 1st Hugh Stevenson - Zlin
- 2nd Clive Anderson - Miles Sparrowhawk

## Bostonian

A better entry of 5 entries - possibly more in the room!

- 1st Bruce Lindsay 182 secs - with a nice lightly built model just over the minimum weight of 14 grams (his was 14.77g)
- 2nd Roy Sellwood 177 secs
- 3rd Gordon Hannah 155 secs
- 4th Clive Anderson 153 secs
- 5th Hugh Stevenson 112 secs

Within the confines of our hall a flight of 1 minute takes some achieving. The best 3 flight times are added up and Bruce made 9 flights, all of which exceeded 50 seconds - talk about consistency!

## Car Race

3 entries this year with Chris Strachan being pipped at the post by Andre Bird - who also took away one of the spot landing prizes in the mass fly off.

I managed to snap a few models on the day.



Gordon Hannahs amazing Etrich Taube made an appearance in the static display



Albatross DII by Peter Smart



Allenbaugh Grey Ghost Goodyear Racer by Chris Strachan - amazing plane!!



Chris Strachans Dixon Special Goodyear Racer



Douglas O38 pre war US fighter / observation aircraft by Gordon Hannah



Steve Midson of Midair models brought along quite a fleet including this foam Cherub



Gordon Hannahs Maurice Farman 1911 Monoplane



Peanut Waco built by David Parker



A fine selection of mainly scale RTP models by Will Beavor flew in the gym



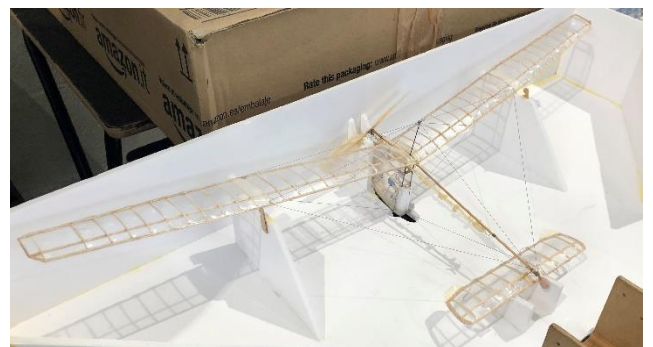
Nice Bulldog by Gordon Hannah who was asked by Andrew Boddington to build the model from the not very accurate plans first published in Flying Scale Models in 1998 and built then by Lindsey Smith.

This should appear later this year as an article in the Aeromodeller with the plan.

More details in future newsletters



Lovely Seblatnik SF4 by the late Mick Staples



Gossamer Albatross by Peter Smart

# Grantchester Meadows

Trevor and Bryan have fond memories of Control line flying on Grantchester Meadows "back in the day", so after a quick recce, Alan and Trev went there with some more modern equipment to do some FPV flying and photography.



Alan with the Easy Star on a sunny February on the meadows

It was a gorgeous day and a high level video showing the route from Grantchester to Cambridge is [here](#).

Interestingly, although there were very few people there as we had carefully chosen a weekday, the only comments we had were very positive.

## Club Auction

This was held on Thursday 14<sup>th</sup> March and an "interesting" selection of objects were put under the hammer....!!

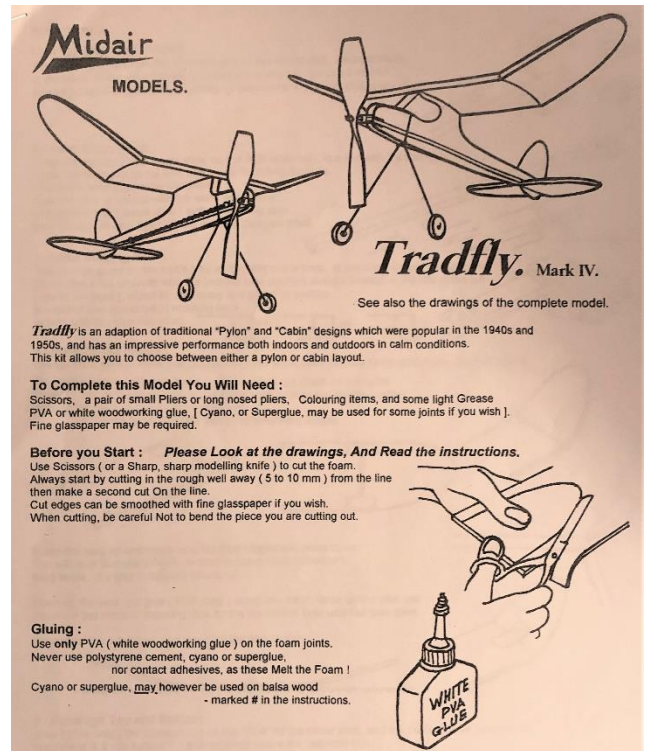


Michael, John, Steve and Chris keep the show on the road



The audience is spellbound.....

## Tradfllys



I snapped up 5 of Steve Midsons excellent kits at the Open Day and these are available for members at £8 each – see Alan if you want one

## Answer to What's this then?

It's a Skybolt ICBM missile. The whole affair was complete fiasco after the UK cancelled the Blue Steel missile and ordered the American Skybolt system instead.

Destined for the Vulcan bomber, Skybolt itself was cancelled and this led to the UK adopting Polaris as the nuclear deterrent. Quite a story!!

## From Sir Arthur Marshalls flying archives.....

As Marshalls historian I have recently been scanning Arthur Marshalls flying log books. He got his pilots licence (No 1518) in July 1928 and bought his first plane a DH60 Gipsy Moth in February 1929. With 40 flying hours under his belt he collected the aircraft which cost £740 from De Havillands factory at Stag Lane North London. He paid an extra £40 for Handley-Page automatic wing slots.

Just a few days later he had the first of many forced landings – these ones with air locks in the fuel system which he noted in his flying log book below.

RECORD OF FLIGHTS.							
Date.	Aircraft.		Pilot.	Journey.	Time in Air.		Remarks.
	Type.	Markings.			Hrs.	Mins.	
				Brought forward...	50	20.	
13/3/29.	DH.60 G.	AAEH.	Self.		1	10.	Above clouds.
15/3/29.	—	—	—			10.	set out to Givenspod
17/3/29.	—	—	—		1	40.	but clouds too low at Huntly.
18/3/29.	—	—	—	Cambridge. Givenspod.	3	45.	Forced landing (air lock).
19/3/29.	—	—	—	Givenspod Cambridge.	2	30.	Forced landing (air lock).
21/3/29.	—	—	—	Cambridge Stag Lane return.	1	15.	

He continued his daring exploits in his new toy and amassed over 1,000 flying hours within 3 years teaching local people to fly. In July 1929 he recorded a flight to 10,000 feet above clouds – see log book entry below.

RECORD OF FLIGHTS.							
Date.	Aircraft.		Pilot.	Journey.	Time in Air.		Remarks.
	Type.	Markings.			Hrs.	Mins.	
				Brought forward...	126	15.	
15/7/29.	DH.60 G.	AAEH.	Self.	Local.		30	
18 —	—	—	—			10	
19 —	—	—	—	Stag Lane		35	
20 —	—	—	—	return.		35	
21 —	—	—	—	Local.		15.	
22 —	—	—	—	Local.		40	
26 —	—	—	—	Local. 10,000 ft.		45	10,000 ft above clouds with oxygen.
28 —	—	—	—	Local.	3	10.	

Considering the risks he took in those early days of flying it's quite amazing that he lived to build a company that now employs 4,500 people and has an annual turnover of £2.5 billion!! It might never have happened and Cambridge would have been quite a different place.

He was born 2 weeks before Orville and Wilbur Wrights first powered flight and had his last flight as "P1" in a Cessna Citation jet in October 1988 at the age of 84.