

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

edited by Alan Paul
alanpaul@outlook.com

www.impmac.co.uk

Open Day birthday bash

This was held at the college on Saturday 15th June. We were quite lucky as the persistent rain of the early part of June held off and we had a dry but quite blustery day.

This did nothing to hold off the FF brigade who held the annual Malmstrom Trophy – see report later.

There was little RC flying, but a good CL session was had by all. We also had Trevors turbine to warm us up and Mike Coles amazing scratch built engines running. And of course Steves BBQ and Tony providing refreshments – thanks chaps!!

There are 2 videos available – a short one [here](#) and a long one [here](#).

Also, some photos at the end of this newsletter.

Malmstrom Trophy “Bow Tie”

Michael Marshall reports -

Free flighters chose the day of the club’s birthday celebrations, 14th June, for a competition at Impington for Ray Malmstrom models, the winner to receive the bow tie trophy. Although considerable rain had fallen during the preceding days, the day of the competition was dry but windy.



Competitors gather.....

There were six competitors who each flew for three flights to a max of 30 seconds plus two flights where the max was 60 seconds.



There were thrills and spills on the way where Clive Anderson lost his model in the first flight, Chris lodged his model in a tree, but was eventually able to retrieve it and Bruce lost his model on the fourth flight. All competitors chose to fly Vikings, one of Ray’s most successful designs except Andrew Moorhouse who flew a Cosmos.

1 st	Chris Strachan	181 sec
2 nd	Phil Haines	161 sec
3 rd	Bruce Lindsay	126 sec
4 th	Michael Marshall	122 sec
5 th	Andrew Moorhouse	78 sec
6 th	Clive Anderson	30 sec



Chris Strachans winning Viking



Andrews Cosmos



Phil winds his Viking

Ren Cup at Newmarket

Michael Marshall reports from Newmarket -

Rain, rain, rain nearly every day and almost everyone wondered whether the competition, to be held at Newmarket would ever be able to take place. It was not until the late afternoon of the 19 June, as close to midsummer as possible, that the rain stopped.



There were seven competitors, vying to win the prestigious Ren Cup, currently held by Hugh Stevenson. The competition was for three flights with a two minute max.

John Wynn and Chris flew Fledglings, the two Phils and Michael P30s and Andrew Moorhouse a tailless model of his own design. Hugh flew last year's model a Go Devil, of American design and the same as last year.

Competition was keen and all flights were completed as the light began to fade and the wind began to blow. Prizes were awarded by the club chairman and a photographic record taken by Jules.

1 st	Hugh Stevenson	5 min 51 sec
2 nd	John Wynn	5 min 35 sec
3 rd	Chris Strachan	5 min 10 sec
4 th	Michael Marshall	4 min 53 sec
5 th	Phil Bailey	4 min 28 sec
6 th	Andrew Moorhouse	3 min 17 sec
7 th	Phil Haines	3 min 1 sec

RC Limbo competition

This was held on a lovely summers evening on the 21st June. There were 8 pilots competing and 11 different models for this somewhat light hearted competition to see how many passes could be done in 1 minute.

John Clarke was the winner with his Crack Laser Pro, but other highlights included Alans inverted attempt in the Acrowot that hit the wire and ruled that model out for the night as well as Steves lovely Junior 60 purring under the wire - he could have done more than one pass but didn't want to risk it. Also Tobias with his Sky King doing fast passes under the wire in both directions!



Johns Crack Laser Pro clears the wire

The results of the limbo competition were –

1 st	John Clarke	Crack Laser	9
2 nd	Steve Mynott	Twinstar	8
3 rd	John Clarke	Trashcan FPV	7
4 th	Tobias	Skyking	6
5 th	Alan Paul	Waltz FPV	5
6 th	John Kilmartin	Crack Pitts	3
7 th =	Simeon	Quad	2
7 th =	Alan Hoensch	Carbon Cub	2
8 th =	Mark Saunders	Ares Gamma	1
8 th =	Steve Mynott	Junior 60	1
8 th =	Alan Paul	Acrowot	1



Stevens Junior 60 escapes intact

A video of the evenings activity is [here](#)

Another beauty?



Alan Hunter on the field at Impington with his Keil Kraft Sportster converted to RC and powered by a 1S Lipo. The models not bad either!! Alan wrote a short report on this new creation –

Aeromodellers of a certain age that were building models as kids in the late 50's may

remember this KeilKraft offering. It's the Sportster from their EeZeBilt range of little all sheet rubber models of which there were three originally, the Sedan and Rapier were the other two, others in the range came along later.

I built mine for 3 channel RC using a Vapor type receiver/servos for control. I'm down to my last six of these now, but that's another story.....

The kits were all fully Die Crunched and Pre Coloured so were very quick to assemble. I built all of them when around 10 yrs old but I liked the Sportster the best and made several of them as were under 4/- old money, so pocket money prices with a bit of saving up. The KK balsa selection was non-existent, not that I knew any better at that age, and I read that an original kit bought off ebay had a tailplane that weighed 16 gms on its own!



All my kits came from Automodels in Peas Hill, Cambridge City Centre, as I did not know Renbros shop even existed at that time. Flight performance was modest to say the least with that 5" KK Plastic prop, but if it went higher than its launch and I got 15 secs that was a really good un.

This one is scaled up to 120% to gain a bit more fuselage width to get the Vapor type receiver in on the flat, the thrust being provided by an 8mm geared brushed motor from the little eflite Foamy Fighters driving a GWS 5x3 prop.

I coloured mine in a scheme loosely based on the original in a Sunburst pattern using Acrylic Inks with the wing and tail marked out using a permanent red fibre pen then the centres infilled with the Red Acrylic Ink - certainly shows up well when banked at a distance. If you want to try this pen lining idea I recommend a couple of thin coats of dope on the balsa first, or the ink from the pen will bleed up the grain badly.

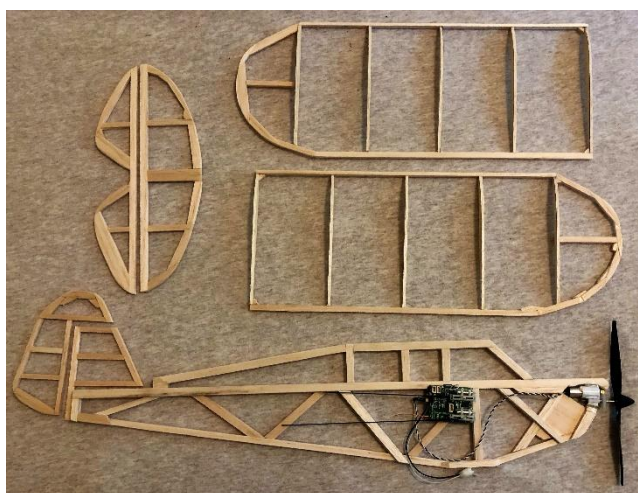
The Sportster was a 1955 design by Albert E Hatfull and has the pleasing and unusual styling that many of his designs exhibit. Mine weighs 45 gms ready to go with a Single Cell 200ma Lipo. It climbs briskly, and handles very nicely indeed.

I suppose I should be flying it in short trousers and a school cap to complete the picture, shades of AC/DC... what a sight!



The plan of this and the Sedan are on Outerzone or Paul Bradleys website with authentic colour scheme iron on transfers to print off, but nobody seems to have unearthed the plan for the Rapier so far. This model had swept surfaces and a bubble canopy and was sixpence dearer - that extra sixpence bought you the tube of O-My balsa cement to glue them together with, so I only ever made one Rapier.

On the Building Board



All the pieces for my profile Piper Cub ready for covering. This is my new project for the indoor RC season and I just copied the profile from a magazine and scaled it to 24" wingspan.

It will run on the mechanics from an ex foamie with an 8mm brushed and geared motor that has plenty of "oomph".....



Now finished, the Cub won't bear close scrutiny, but should look good in the air - I hope!! What could possibly go wrong?

A blast from the past



Gerald has just built a new "Point Five" that he first flew in the early 1950s as a free flight model with an ED Baby up front. The new model is radio controlled with rudder, elevator and throttle.

The first flight back in 1952 was over fuelled and it went miles over 2 housing estates. Gerald chased it and eventually found a chap walking down the middle of a road with it in his hands!!

The picture Gerald is holding shows him in 1952 with the original model



A youthful Gerald in 1952 with his original ED Baby powered free flight "Point Five".

Dates for your Diary

Fri 2nd Aug – Bostonian competition

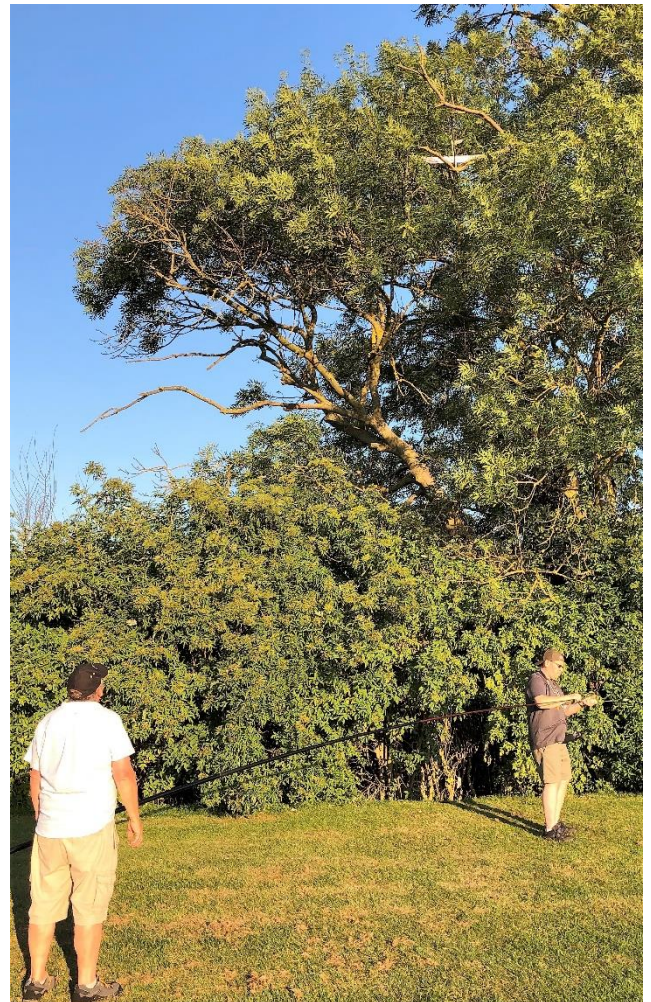
24th to 26th Aug – Power Nats at Barkston

Fri 6th Sept – Last Outdoor meeting – first indoor meeting **Thursday 12th Sept**

Recent rescues



Paul Craske eventually got Dave Stophers waltz down from the big magnetic tree!!



Stuart and Mark rescue Stuarts plane from another big magnetic tree at the far side of the Impington field.....

What's this then?



What famous WW1 pilot flew an aircraft with this actual rotary engine? Answer at the end of the newsletter.....

Young blood show the way....



Dominic and Tobias show how it's done on the RC flightline at Impington in early July.

Caption Competition



"2 Scarabs bask in the sun" – or can you do better?

Girton fete



The club had a strong presence at the fete on Saturday 13th July and put on a bit of a show for over 150 people during the day who came along to chat and watch some flying.

It was an RC only event this year due to the CL brigade being at Old Warden, so the visitors were treated to fast ducted fan jets, WW2 Warbirds, Aerobatics viewed through goggles and on screen which got the kids very excited plus Kara's amazing DJI drone – a top of the range one. She bravely allowed visitors to wear her expensive goggles and control the camera views whilst she controlled the drone

Another highlight was a couple of cheap foam gliders that we let the kids chuck about – much fun was had by all. A big thank you to Kara Collins, Richard Holland, Mark Frogley, Alan Hoensch and Dave Stopher for their amazing help on the day.

A video that gives a flavour of events can be seen [here](#)

Autogyro seen at Impington



Oscar flew his Durafly Auto G2. Despite some unusual handling characteristics, Oscar had this flying very well and it certainly made an unusual sight.

Answer to What's this then?

It's a German made Oberursel UR2 rotary engine based on the French Le-Rhone 80HP engine and was the actual engine fitted in Manfred von Richtofens Fokker Triplane when he was shot down and killed on 21st April 1918. It is on display at Duxford.

Photos from the Open Day

