

Impington Model Aeroplane Club
 Founded in 1946 by Ray Malmström

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Technical drawing details include: SHEET COVERING TO CHOSE, USE OF BALSALAMITE, SCRAP SHEET FULL IN, CEMENT LIBERALLY, 3" x 1/2" STRINGER, 3" x 1/2" D, 12, 13, 14, 15, 16, 17, 16A, TAILPLANE, TIP FINS CLUE TO END OF TAILPLANE, SHARPEN MATCHSTICK PRESS IN & GLUE, SOFT WIRE SAID PRESS IN & GLUE WELL, W.C.P.F., SHEET COVERING, DRAIN HOLES BOTH SIDES OF KEEL, 1/8" x 2" HARDWOOD, 10A CLUE TO MOTOR ASSEMBLY, TAILPLATE, SOLDER, LEAVE UNCOVERED. ADJUST TUNER WITH LONG NOSED PLIERS. INSTEAD OF USING A TUNER YOU MAY GRADUATE THE FUEL TANK. A FULL TANK RUNS THE MOTOR FOR APPROX. 1 1/2 MINUTES.



Richard Staines practices his Javelin throwing on a summers evening at Impington. His Mistral electric powered glider is certainly faster than any javelin!!

Control Line action



John Copsey holds Eddie's Kestrel prior to a nice Aerobatic display. Bryan feigns indifference to the one flick start.....!!



An environmentally friendly plume of smoke trails behind as John prepares to launch



John preps his electric CL model



Release!! Eddie launches Johns model



John poses with Blue Max after a successful evenings flying at Impington. Another fine hat on display!!

Watch the video of John doing the F2B aerobatic schedule [here](#)

John was practicing for the Ray Malmstrom Cup which was held a few days afterwards – see the report later in the newsletter

How many can you carry?



John Street demonstrates good technique to carry 4 planes down to the launch point at Impington.

RC flyers at Impington

A recent spate of good weather has enticed the RC flyers out on Friday evenings – some photos follow.....



A happy band enjoying some good weather – let's hope it continues!!



Alan Hunter looks pleased with his Wedgy



In fact Alan had quite a fleet with the Wedgy, the Cheeswrap and the Sundowner.



John Street poses with his "First Flight" and it actually was its first flight that night. Down in one piece!!



Richard Staines amazing flying wing called the RES dart had a sprightly performance but also seemed to glide well. Built from a kit over the winter, this is a very highly tuned aerodynamic machine.



Tony Neals "Stevens Diddlerod" flew nicely in the light winds.

Definition of a good landing



No Names – No Pack Drill. The definition of a good landing is when you can fly the model again straight away. A bit of tape and this Easy Star was soon flying again

Tripod of the month?



Gordon's winding apparatus appears to have good restraint and when you saw the length of rubber on this model it was soon apparent why!

In fact it flew so well it cleared at least 2 trees that night as featured in the recent video compilation [here](#)



Roger shows how it's done

Free flight outdoors



Hugh winds his 18" span Skiptown Cadet – last seen flying in the gym, but a good outdoor performer

RCM&E – free flight anyone?

Did you think that RCM&E was a radio only magazine?

Well, several of our club members featured in the latest copy where there was a very complimentary article on the FF scale Nats.

I have taken the liberty of copying a few pictures and words without the editors consent – lock me up and throw away the key!!

2018 SCALE INDOOR FREE FLIGHT NATS

Alex Whittaker goes behind closed doors to witness the best of the best

words & photos » Alex Whittaker



You won't see another this season - John Valiant's super-rare Rogozarski IK-3.

"There were models in abundance – so many that I had very little time to actually follow the many competitions... I'll draw your attention to just a few of the quirkiest, or more unusual entries."



Gary Flack's Jodel D150 Macaret, Pistachio Class.



John Valiant's Fw 190D, complete with documentation.

Dates for your Diary

Fri 6th July – FF rubber competition. Max 25" span

Sat 14th July – Girton fete static and flying display

Fri 20th July – RC Climb and Glide competition

Wed 25th July – Ren Cup (rescheduled date) for P30 at Newmarket

What's this then?



I spotted this unusual aircraft with a very long nose at the May Duxford air show, but what is it?

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

Stolen Property!!

Watch out for a range of items stolen from Masons Models in Spalding recently including Irvine 40, SC40, SC46, OS55ax, Saito 150 Black knight, Saito 82 and 65 all without silencers. Hyper 7 buggy without transmitter. Flash 7&8 transmitter only. Supertigre 3250 new boxed. Volantex transmitter without receiver

Who's winding?



This model flew extremely well and cleared a few trees when wound fully!! But who is winding with that powerful winder? Answer at the end of the newsletter.

RC Limbo competition

This was held in rather blustery conditions on Friday 8th June with several game attempts and quite a few models caught on the limbo tape!!

There were 8 entrants and the eventual winner was Gotthelf Weidemann flying his Easy Star II.



Gotthelf limbos safely under the tap to win the competition and take the prize down to the West Country.

However, when he reads the back of the trophy he will see that it's only on loan and has to be returned, so hopefully we will see him back at Impington again.



Alan gets caught in the tape!!

The final results were –

Gotthelf Weidermann	Easy Star	6
Alan Paul	Stuntmaster	5
Trevor Sexton	Aurora 100	5
Tony Neal	Blade	4
Phil Bailey	Hergt	4
Chris Strachan	Mini Radian	3
Peter Jude	Spyhawk	1
Stuart Marsden	Balsa Glider	1

See the tomfoolery on [Youtube here](#)

Ray Malmstrom Cup

This annual competition for the Control Line F2B Ray Malmstrom Cup was held at Girton on Sunday 3rd June. John Copsey was contest director as in past years and reports.



An excellent turn out

What a superb day! I think this competition will be remembered as one where everything came together to show the Girton Football Fields off as a really good flying site. For once, the Sun was not downwind and the wind was about 5 mph most of the day. We had a very good turnout of 11 flyers this year from as far apart as Crawley and Lutterworth, and I

think everyone had a great day with some quite close scores being achieved.



CD John Copsey with ex British team member Roy Cherry

Things got under way with the draw and getting the names on the board. I was accused of misspelling Steve Smith's name but that was just a MITH! Girton virgin and ex British Champion Graham Leatherland also turned up to prove that our score board cannot cope with long names. But now, onto the actual flying.



John Ash from Essex holds the beautifully built Legacy of Robin Soanes. Robin always uses an inverted starting procedure to start the piped Ro-Jet engine.

The first round saw Ex British team member Roy Cherry jump into an early lead with 906.0, but he was then pipped by our own Brian Turner on 913.3. Everyone put in pretty good scores except IVC member Eddie Sharp who is still having engine run problems with his K77 powered Kestrel and sadly suffered a lean run.



Graham Leatherland (in floppy hat) is preparing to launch Club member Brian Turner's own design 'Skytoane' model with own designed & built engine. Skytoane is an anagram of Yatsenko, which is the name of a famous pair of Ukrainian Stunt Flyer brothers - Yurily & Sergi Yatsenko.

After a swift cup of tea, Judge John Bonner was ready to continue onto round 2. Conditions were similar to round 1, but the sun had put in more of an appearance through a clearing sky. Oddly, the only flyers to get into the 900's during this round were Graham L. on 914.8 and Steve Smith on 912. This set things up nicely, with several flyers needing something special in round 3 to top the scoreboard, but first a break for lunch.



John Ash launching for Robin Soanes.

Resuming a bit later than scheduled (mainly due to the convivial atmosphere, Louisa Marquis's delicious cooking and also trying to sort Mr. Sharp's engine), round 3 finally got under way. This was an interesting round with several incidents. Dick Stepney went first and tried to impress with an amazing ground looping take off technique (mostly amazing because he did actually take off). Graham, Roy and Brian all knew that they had to perform well and did so. In Brian's case this was remarkable since he suffered a full 180 degree wind direction reversal half way through his flight, and still managed 950.4.



Robin Soanes returning the favour for John Ash who is starting the SC52 engine in his own design Cruiser model. This one is the 6th development stage of John's own design.

In the final analysis, it was extremely close, but Brian Turner pipped Roy Cherry by a margin of 7.2 points and Graham Leatherland came in third, 1.1 points behind Roy.

What more could you ask for? Beautiful day (well mostly), convivial company and great flying.

Thank you to John Bonner for Judging, Mike Nelson for scoring and Steve Mynott & Bryan Kenzie for helping me to run a very pleasant comp. Here's to next year. The results were -

RM Cup – combined best 2 rounds out of 3

1st	Brian Turner	1,863.7
2nd	Roy Cherry	1,856.5
3rd	Graham Leatherland	1,855.4

Internal IVC Stunt Comp – best single score from 3 rounds

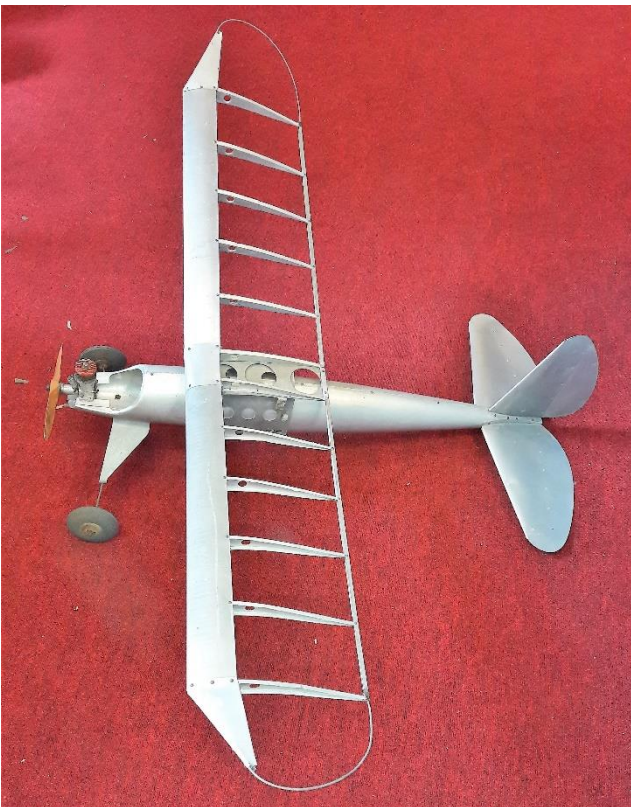
1st	Brian Turner	950.4
2nd	John Copsey	779.9
3rd	Eddie Sharp	649.9

Would it ever fly?

Alan Hunter reports on an interesting project -

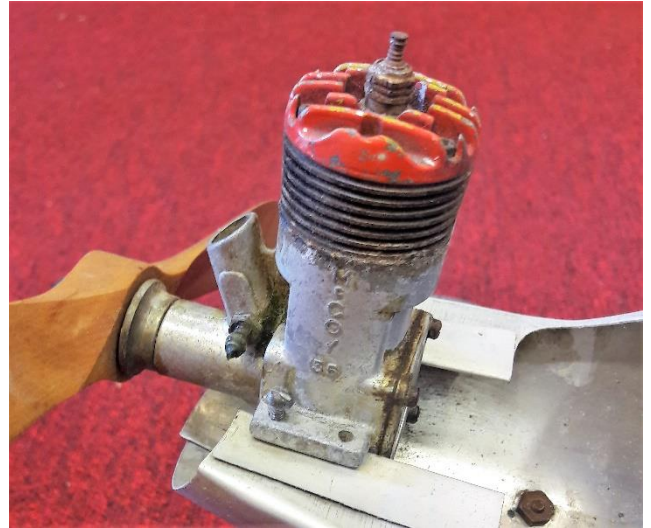


My youngest, and recently retired brother, amuses himself helping out at the Cotswold Motor and Toy Museum in the village of Bourton on the Water where he lives. One of the exhibits in the Museum is this Powered FF Model Aircraft, and the Museum were after info on recovering the wing.



The amazing thing about the model is that it is entirely constructed from Aluminium.

I personally don't think the plane has much of a chance of flying as would weigh a fair bit even in Aluminium, but it's an interesting model nevertheless. The wingspan is about 4 ft 6 inches with a 3 ft fuselage and nothing else is known about it. Has any club member seen the like?



The Engine fitted is a McCoy 36 Red Head glow motor from somewhere in the 1950's I would think.

As the engine is American I wonder if it came via a US Base as I am unsure if they were imported for sale in the early 50's when the UK was still suffering from true austerity. I have a McCoy 60 Spark Ignition (but glow converted) CL Speed Engine from 1948 and this was almost certainly from one of the local US Airbases I am reliably informed by Dick Roberts, as they were definitely not imported for general sale at that time. Rear Induction, pressure feed, 1.5 HP and with a Carb you can stick your finger up!! As Tiffer would say, The Noise would be Awesome....

Open Day on Sat 16th June

The forecast wasn't great, so as insurance we also booked the sports hall for indoor flying in the afternoon. As it turned out, the forecast was rather pessimistic and we had a warm sunny day but with a rather strong wind.



The windsock gives an idea of the strength of the wind, however this did not put off the rubber flyers competing for the Malmstrom

Trophy for any of Rays designs – full report on next page.....



Clive displays a couple of Rays designs. The Viking in red and the Fliar Phil in yellow. Michael fills out the score sheet.

The Viking had one flight that was too good and ended up in a tree, eventually being retrieved less one wing!!



Gordon Hannah winds his Bolkow Junior – yes, one of Rays designs that almost doesn't look like he designed it.... Well, it's a scale model of a real aircraft!! Hugh and Michael look on as the rubber is stretched.



Steve put on the usual great BBQ on the day

Tony had his camper van there and was supplying hot cups of tea all day – thanks chaps, we were all well fed and watered!!



Andrew displays his Phantom mite powered by a DC Wasp on the left and his Instanta – one of Rays designs fitted with a Cox Pee Wee 0.020"

He flew the Phantom mite very successfully on the day, but it had been fuelled a bit too much and Andrew looked rather dizzy after it landed. This was the first time he'd flown it since buying it at club auction many years ago – Chris Strachan had originally built it.

The other control line highlight for me was Steve Mynott flying a very fast and large combat wing. I caught a brief video clip of it on Youtube [here](#).

Rules and regs

Very good news that the proposed new "Drone rule" to limit our flying to 400ft AGL due to come in at the end of July is going to be scrapped for models under 7Kg – i.e. it will stay the same as now.

Answer to What's this then?

It's a Swiss Farner Werke 3605 Schlepp. Originally built in 1939 by the Federal Construction Works (Eidgenoessische Konstruktionswerkstaette) with a V12 piston engine, it was converted in 1972 to turbine power, hence the very long nose. It was very aerobatic when flown at Duxford and is one of 2 remaining out of the original batch of 23 that were converted.

The winder was Gordon Hannah.

Birthday Bash Malmstrom Competition Report

Michael Marshall reports on another successful competition -

The forecast in run up to Saturday's Malmstrom Competition, part of the Club's birthday celebrations, was for windy and rainy weather. However on the day all turned out well with a hot sun and slightly more wind than many of us would have wished. The competition was for Malmstrom models and several were on display.

John Wynn proudly carried a large model box on to the field which contained an Impair - one of the first Malmstrom models that I had made and the subject of many one model competitions in the past. Sadly John's Impair was unable to compete as it came to earth on a trimming flight.

Both Gordon Hannah and Tony Harper brought along Fliar Phils, the model where the pilot has the distinctive curls of hair.

When it came to the competition Gordon chose his Bolkow Junior, something we had seen flying recently on Friday evenings. For the rest of us it was the ultra-reliable Viking, good for indoors and outdoors.



Gordon smokes a propellor whilst winding his Bolkow

Although Andrew Moorhouse had brought his Cosmos we didn't see it in the air as he joined the CL team flying Rays' Instanta, a model plan featured in an early Meccano magazine.

The competition format was the usual five flights, best three to score with Bruce Lindsay first into the air. As the event took place we

became more confident in the light wind which took the Vikings high up into the air. So high that Bruce's model ended up in the trees and Chris's model left the field, only to be recovered later. We were pleased to welcome Clive Anderson who had travelled the furthest to take part.



"Breaking and Entering!!" John Wynn came prepared for all eventualities and is pictured tunneling under the fence to retrieve Michaels model

Results

1 st	Chris Strachan	168 sec
2 nd	Michael Marshall	117 sec
3 rd	Clive Anderson	115 sec
4 th	Roger Rooke	104 sec
5 th	Bruce Lindsay	89 sec
6 th	Gordon Hannah	82 sec



Chris Strachans winning Viking

All in all a good day and a pleasant display of Ray Malmstrom models. Many thanks to Steve Mynott who provided refreshments.

From the Archives.....

RC modelling in the 1940s and the sort of RC gear needed!! We've never had it so good have we?



Walt and Bill Good and their R/C model—the Guff (circa 1939).

