



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

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## Brians Homebuilt Twin

Brian Turner built his own F2b engine for control line aerobatics. In fact he built 2 (long stroke & short stroke). Installed in his own design model, he has won domestic stunt competitions with that combination.

Brian has now gone one step further. In May this year he built a horizontally opposed twin and has had this engine running. He made the exhaust pipes as well.



Brians new Twin – wow what a beauty!!

## Garys Pitts Special S2B



This is Gary Church's new Pitts Special. Not control line, but radio control and test flown in May. It's a Jamara kit - awful kit but nice plane in the end.

Gary writes – it's a Pitts Special S2B, Jamara laser cut kit, 31inch span. OS 1215 motor at about 180w, 3 cell 1300mAh lipo, 20A esc (a bit close this but I had it in stock and seems OK) 8 x 4.5 prop, 700gram.

Battery is repositioned in the nose to minimise weight. I have gone for a much smaller motor and battery set up than specified to keep the weight down and give a scale like power delivery instead of an over the top 3D type power.

I built the majority of airframe a few years ago, after an impulse purchase at a Nationals swap meet and finally finished it during lock down. This was an awful kit - some nice design but very poor execution - instructions not complete, and wood that really should never be in an aircraft.



I treated it like a scratch build with half a jigsaw puzzle of spare parts and it has worked out OK. All sheet replaced and some parts and construction modified. It's flying OK and has come out far better than I hoped. Luckily the ply parts are very well cut and this gave enough info to ensure everything aligned OK.

A good few hours temporary assembling and checking with rule and incidence jig and then accurately making top wing mounts, which are strip alloy as supplied but no dimensions or fixing suggestions were shown.

All good fun. Covering is a mix of Profilm and Easy Coat film. Hitec and Savox mini servos with my usual hitec 2.4 radio.

## That's a big bird.....



A young chap poses by an Albatross and chick in the Falklands in 1982. An unimpressed penguin looks on.

The full story is that this was part of a visit by the BBC Natural History units Tony Soper to make a documentary about the wildlife in the Falklands. I was tasked with flying him and his crew around for a day to visit all the good vantage points.

When I said to Tony that it looked like a giant seagull he almost choked on his pipe!! What was amazing was that none of the wildlife was scared of humans (or helicopters) at all – I guess they had never really seen any people let alone been threatened by them.

## What's this then?



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

## Gordons been busy

Gordon Hannah sent in a progress report.....

Just to know I am alive and well and modelling under lockdown. As you know I missed the indoor meeting in March - the first I have missed since we have had these open days - which was due to being ill. I had a strange dose of something or other which may have been some form of the dreaded virus but put me out of action for the best part of 3 weeks. Great pity to miss the event, especially Andrew Boddington's talk.

On the subject of Andrew, he had asked me to do a review of the Humming Bird kit marketed by Steve Webb from a design by Tony Ray. This is a small 19" span model, designed for 3 channel radio. Andrew and I thought I might try to get it to go free flight, so I built it with the KP flight control mechanism and put in a motor salvaged from a Vapor. I had some difficulty in getting the more powerful motor provided with the kit to fit into the mount, but with the weight saving of no RC items and no need for aerobatics I thought the less powerful motor would be enough.



The kit went together very well indeed. It is very complex, and unusually, there is no plan (other than for the wings) in the kit and one goes through a very long 70 steps in the instruction booklet. The end product is a very pretty model - see picture. Who spotted that I have put the dummy engine exhausts pointing down instead of up!

Flying attempts were completely unsuccessful. At 45 grams it is a heavy model for FF and with a 0 - 0 incidence for the wing and tail it doesn't give much leeway for trimming. Also one cannot adjust the thrust line of the motor other than a bit of downthrust with surgery.

The upshot is, if you would like to make this model stick to RC!! Steve Webb has been very helpful and we have had a number of e-mails. He would now like me to make the Bleriot from the same stable. I have the kit but have not yet made a start.

What I have been doing is making an 80% free flight version of Ivan Taylor's Chance Vought Crusader as published in Aeromodeller a little while back. The original was for a 35mm KP ducted fan, but since I had been given a 28mm ducted fan for my birthday last year this is conveniently 80% of 35mm so off to the printer and reduce the plans.



The result is the model in the picture which is shown unpainted ready for test flights. A calm evening at Newmarket and it flew a dream with only a little downthrust in form of a vane at the end of the tube for spot on flying. It is now painted but awaits the US insignia. Can anyone tell me how to get hold of 75mm long US insignia please?

## Nightmare on Swan Lake

In Late May I was getting my floatplane all trimmed out – see next article. Trevor decided to follow me in his FPV Quad.....



The last thing Trevor saw in his goggles!!

Hearing the splash, I taxied back to the shore and waded out to pick up the quad which had settled in about a foot of water.



Alan rescues Trevs quad. The whole video of this fiasco can be see [here](#)

The quad was in the water for about a minute before being rescued, but the amazing postscript to this story is that after drying out for a few days in Trevs airing cupboard, it flew perfectly again without any repairs or replacement parts!! I suspect that the short immersion time was the secret to its recovery!

## Floatplane trimming

After 4 sessions I finally got the Slow Poke floatplane trimmed out without drowning it.



My first mistake was thinking the CG would stay the same after removing the wheels and fitting the floats – bad move as the CG was 2cm back and made it almost unflyable.

After sorting the CG it flew better but water handling was awful till I increased the incidence between the wings and floats to allow it to unstick and added fixed water rudders to help it track straight. A video of some decent water flying is [here](#).

## Club Flying Field - Girton

After much box ticking, we now have use of the field at Girton once again.



You can find full details about access to the field and the new rules etc on our website [www.impmac.co.uk](http://www.impmac.co.uk) on the Our Club - Where we fly page.

You can access via the locked gate (ask for the code) or park at the council offices and walk diagonally across the cricket pitch to the field where we fly

It will be very important to follow the rules as we are being watched and it is likely that there will be more people about in the current climate.

We are using a WhatsApp group to ensure we don't exceed the max number of flyers etc - see the rules on the website for how to get access to this WhatsApp group and then just bung out a message if you are going so others know what's going on. Happy flying!

## Club Flying - Impington

In all reality, we are probably a couple of weeks away from being able to fly outdoors on Fridays at IVC. John Copsey is in regular contact with the Sports Centre, and as soon as he has any news, he will let us all know.

Indoor flying should be able to restart in September and it may be better to try to use the big Sports Hall to make everyone feel safer. Please share any views you have with Club Secretary John Copsey.

## Answer to What's this then?

It's the basket from the Virgin Atlantic Flyer which was the first hot-air balloon to fly across the Atlantic Ocean in 1987.

It was the largest balloon ever built at the time it was built, with an envelope capacity of 2.3 million cu.ft, and was a pure hot air balloon powered by liquid propane.

The trans-Atlantic flight lasted over 33 hours, travelling at 130mph over a distance of more than 2,900 miles and was piloted by Per Linstrand and Richard Branson.

## Spot the famous artist



We were contacted by the grandson of Corporal Fred James RAF who has this picture of his granddad in the war hung in pride of place. He took it out of the frame for cleaning and of course, you've guessed, it was signed by Ray Malmstrom in 1944.

Ray probably did this in memory of the famous incident which took place at North Weald when, as a corporal, he was working on a Hurricane IIC armed with four 20mm Hispano cannon.

The CO brought an Air Ministry photographer out to the aircraft and allowed him to sit in the cockpit while Ray lingered nearby. Suddenly the guns went off with a shattering roar as the photographer caught up the firing button with his camera gear. Ray was stone deaf for three days!

## Flying Aces 6<sup>th</sup> Sept

We have just had confirmation from the Peterborough club that the Flying Aces meeting on 6<sup>th</sup> September has reluctantly been cancelled. Sad, but perhaps rather inevitable.

## From Model Aircraft to the Lancaster and Vulcan

Alliott Verdon-Roe started to build model gliders and in 1907 he entered these into a competition for model aeroplanes. The competition was held at Alexandra Palace and sponsored by the Daily Mail, with £250 of prize money on offer. The flights made by A.V.'s most successful glider led to him being awarded a £75 prize.



AV Roes prize winning model glider

A.V. used his prize money to set about building his first full-size aeroplane, the Roe I biplane. He tested the aeroplane at Brooklands race track in 1907-08 and made his first successful flight on 8th June 1908. Several of A.V.'s helpers witnessed the flight but it was later disputed because there were no official observers to verify the record.



AV Roes first plane the Roe I Biplane

In 1909, A.V. moved to Lea Marshes in Walthamstow and built his second aeroplane, the Roe I triplane, using the nearby railway viaduct as a makeshift workshop. He first flew the triplane on 13th June 1909 and became the first British man to fly an all-British aeroplane in the process.

On 1st January 1910, Alliott founded A.V. Roe & Co. (Avro) with his brother Humphrey at Brownsfield Mill, Ancoats, Manchester. A.V. co-designed the Avro 504 with Roy Chadwick, one of the most advanced aircraft in existence when World War One began. He continued to run the company until 1928 when A.V. sold his shares and moved to Hamble. There he founded Saunders-Roe, a company which specialised in building seaplanes. Alliott Verdon-Roe was knighted in 1929 for his contribution to British aviation.

During the Second World War, two of A.V.'s sons were killed in action whilst serving with the RAF. They were Squadron Leader Eric Alliott Verdon-Roe who died in 1941 aged 26, and Squadron Leader Lighton Verdon-Roe DFC who died in 1943 aged 22.



The iconic Avro Lancaster – this is the Canadian one – the only other one apart from the BBMF one still flying.



The equally iconic Avro Vulcan – seen here in white "anti nuclear flash" colours.

Credit – Avro museum.