

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

edited by Alan Paul  
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www.impmac.co.uk

## Alans Hunters Goblin



Alan reports - I finished the Goblin off, then I had a disaster. I was just feeding a bit of rubber down the fuselage to check the CG when I dropped it tail first on the workshop matting and it cracked the corner of the tail. So I had to slit the top covering off, glue up and recover it.



The Goblin tail in hospital clamped down to that bridging fixture I had to make to keep things flat and true while it got sorted. The air was Blue I can tell you!

## Johns KA-10 C/L Stunter

Johns build of his new control line model progresses well under lockdown.

He sent the following report in for us -



Model complete less engine weighs 2lb 3oz which would make it about 3lb with engine. That gives me about 10oz for finishing to be near my target weight of 58oz ready to fly. Tough call - paint is damned heavy stuff!



There's a flap on chaps – John gets the final covering on. It's medium weight Polyester Tissue from Mike Woodhouse (Yanks call it 'Polyspan', but Mike doesn't like the term). If you haven't used it, these are my tips.

The structure had 2 coats of clear dope (thinned 50/50) sanded between coats. Tissue applied (shiny side out) by dopping around edges and getting a reasonable fit. It can be a bit loose but must be without wrinkles and then doped and allowed to dry. Then heat shrink for taughtness (there is a limit to this).

Care has to be taken when applying the first 'all over' coat of 50/50 clear dope as it is possible to raise strands which create a lot of extra work to remove. You have to almost flood it on with single strokes along the grain. Fortunately, I was pre-warned and didn't suffer that problem.

Doing compound curves such as tips is a bit weird as it doesn't really stretch like film, and you have to work it around whilst the dope is going off, cutting slits and removing wrinkles and shrinking as you go. Very messy & requires a lot of care.

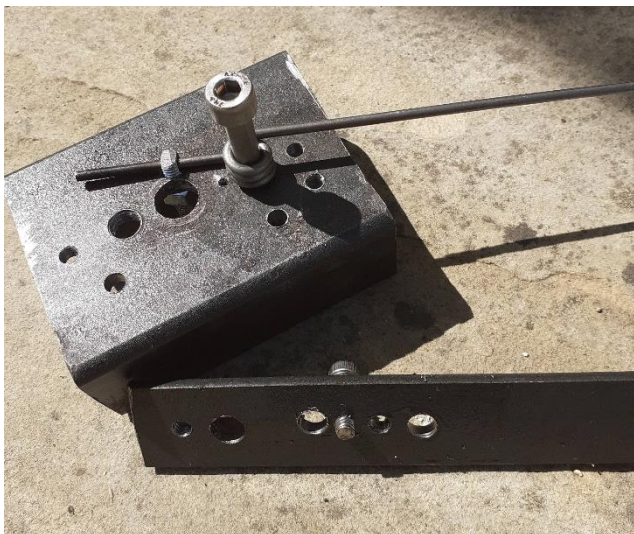
Some people use 'Balsalock' to hold the tissue down but I find it bulky & heavy and I can't do such a neat job. Each to his own.

## Fabricating Coiled U/C

Mark Saunders writes about his new project –

Whilst the world may have stopped as far as flying is concerned (apart from the odd sortie with the Blade 120SR helicopter in the back garden to annoy the cat), it's a good time to self-isolate in the shed, and take on some long overdue engineering projects.

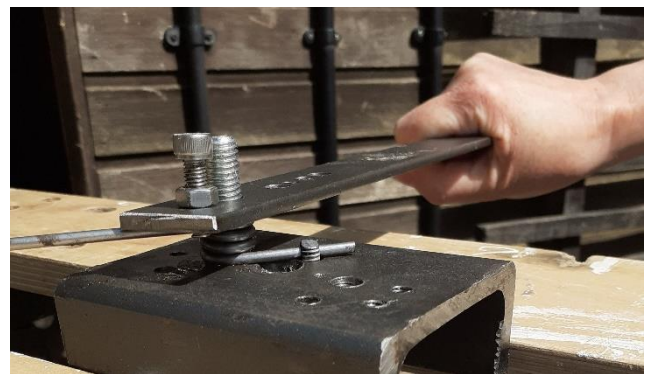
For a long time, I have wanted to be able to make my own coiled undercarriage parts, but never really cracked it 'by hand', so I set about making a coiling/bending device, and I am very happy with the results. I needed a few tools, such as a bench drill, 6mm and 8mm taps, a grinding wheel, and a 3mm diamond cylinder bit for my Dremel (normally used for sharpening chainsaw teeth).



Components of Marks bending machine

There are only 5 parts to the machine

- a block (in my case, a scrap bit of 3 inch channel), with a tapped hole for the mandrel, and a plain hole for the keeper
- a lever (a bit of 6mm steel strip, about 40mm wide and 600mm long) with a tapped hole for the bit, and a plain hole for the mandrel.
- a mandrel (an 8mm bolt, as a pivot for the lever, around which the coil is formed)
- a 'keeper', to hold the workpiece on the block (another 8mm bolt, ground with 2 flats, and then drilled through to take the workpiece)
- a 'bit' which fits onto the lever, and forms the workpiece (a 6mm bolt with a 3mm curved slot ground into it with the Dremel)



Marks machine in use. For full details of how to build one, see the articles section on our website at [www.impmac.co.uk/articles.html](http://www.impmac.co.uk/articles.html)

Or.... Talk to Mark nicely and I'm sure he will make something to your requirements at "mates rates"!!

## What's this then?



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

## Back in the day.....



Trevor writes about this – Here's a lovely Aermacchi MB339 I built in 1975. GRP fus and veneered foam wings, with an OS40 SF up the front. Having sprayed it up, I spent bloody hours drawing on all the panel lines whilst watching 'Live Aid' - I may have stopped drawing to watch Freddie.... But Live Aid was 1985, and I would have thought this model was from about 1995, so my brain cell is very confused.... Maybe they re-broadcasted it in 1995??? I don't know...

Don't worry Trev – keep feeding the brain cell some alcohol to stop it doing anything it might regret - Ed

## Ultra Micro F-27 Stryker



Alan pictured doing a low pass in the micro F-27. Credit to photographer Trevor who used the burst feature in his smartphone to get this picture!!

Interestingly I had only flown this model FPV until I crashed it (that's another story!!). I had fitted a new camera that needed a

separate battery, but on this day I had forgotten to bring the extra 1S lipo to power the camera so had to fly it line of sight. What a blast that turned out to be, so I was glad I had inadvertently forced myself to do that, although it has cost me some dosh as I have had to buy the bigger version to keep it company!!

## Garys rebuilt "Trivial Pursuit"



Gary Church has been rebuilding this F2b Control Line stunt model. It's a 'Trivial Pursuit' and the kit was originally started by Bill Daniels (not an IVC member) who died last year and was an old friend of both Gary & John Copsey. It is powered by a Saito 56 four stroke and the model was designed by Ted Fancher and was a serious contender some years ago.

With a fully moulded carbon and glass fuselage and the rest built up, it was work in progress when Gary got it. The wing was very twisted with mylar and tissue covering and the fuselage needed finishing.

Gary stripped the wing of covering and some sheeting, jiggled it back straight and reinforced it, fitted new leadouts and resheeted then covered in film. The fuselage was altered to take the Saito 56 and painted. New flaps and push rods were installed.

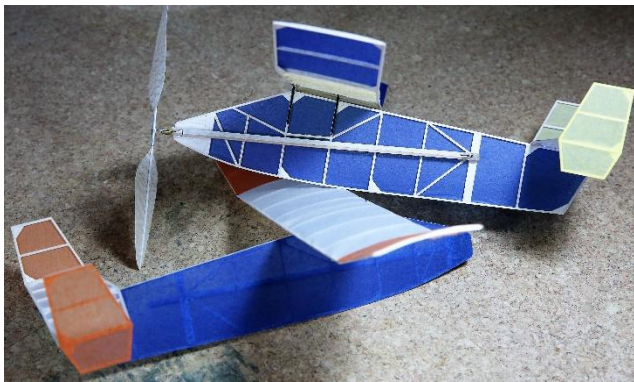
Gary thinks it would have been quicker to build a new one but it is nice to have a project of Bills.

Total weight 72oz so on the limit for the Saito 56, but if we ever get to fly again it should provide some fun.

# Nocal Mongrel

Bryan Gostlow writes about his own design profile model –

Ivan used to fly a Bostonian Canuk which caught my eye with stylish twin fins and led me to building one, but then I took a dislike to the front end. Alan flies a very nice [it goes without saying] Beancraft Banana which has a neat front end but an impractical V-tail, so I combined the best of the two and came up with a bostonian mongrel. Some months ago, feeling a bit guilty that I had nothing new to fly and a Saturday slot coming up I wondered about a nocal version thinking it would be very quick to build and a bit of fun.

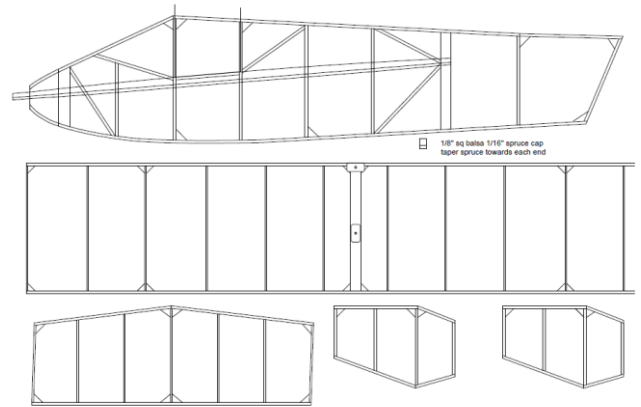


With the aim of keeping it light I opted to scale mongrel down to 80% and use mostly 1/20" square balsa, managing to get it finished in just a few days. It flew more or less straight off with the wing mounted on a couple of CF posts and free to slide up and down to adjust for trim. The only disappointment was the amount of lead needed in the nose to balance those elaborate tail feathers. If I could only move the CG back by employing a 'lifting tail' maybe things would improve. So that's what I tried, the model described here. Before ballasting the model weighs 3.7g and holds promise of being a bit of a floater.

Choose your metaphor but 1/20" square is hard to come by [we'll go with rare as hen's teeth for now] but you may have a stash or you're willing to substitute some light 1/16" square. It may help to put your hand on a some 1mm diameter CF rod, one of SAMS pigtail/penny plane bearings, Esaki tissue and maybe scrap of 1/16" by 1/8" spruce.

Building is on the whole straight forwards: cut yourself a ply template [3 to 4% curvature] for the 1/32" wing and tail ribs; angle the fins for a turn to the left as shown on the plan; build in 20mm of dihedral at each wingtip; taper the motor stick to save weight; reinforce

the wing where it is supported by the CF rods; bind and cyano the pigtail [I used Kevlar tow but thread would be fine].



Everyone has their own approach to covering, but for the record, I make up re-usable oversize cardboard frames and then use UHU stic [the purple stuff] to attach Easki tissue before steaming over a kettle and putting aside to shrink. Then I use a drop or two of water to dilute a blob of UHU pen clear paste and apply around the perimeter of the fin, fus, stab or whatever using a finger before placing/dropping the structure onto the tissue [dull side out]. Trim off the excess tissue with a sharp blade.

My best results so far have been with .060" rubber and 180mm prop [0.3g] formed over a wine bottle.

## Tip of the month

Are you fed up with the switches on your transmitter coming loose because the round nuts that hold them in place unscrew? It's not advised to use cyano to secure them in case it gets in the wrong places, but a small amount of hot glue does the trick and it's easy to peel off if required.

## Future flying arrangements!!

Regardless of any official statements, it's very likely that many members will want to continue social distancing for some time – probably till well into 2021.

If you have any ideas about how we resume safe flying – especially indoors, please let Club Sec John Copey know.

In the meantime, some thoughts on how we could resume flying safely outdoors and later indoors are overleaf. The BMFA has also put some guidance on their website.

**Outdoors** is certainly easier. We will just need a few simple rules

- Maintain 2m separation
- Don't touch other peoples models or kit
- Members attend at their own risk

**The current BMFA guidance is that you can meet one other person at a flying site.** However, like in any public space, if there is already someone there who you didn't know was coming, you can have more than 2 flyers as long as there is no "interaction" and social distancing is maintained. This is not to say that 10 people can meet up – numbers will need to be kept to a minimum. **Turn up, Fly, GO Home!!**

The current situation for our sites is –

**Impington Friday evenings** – This is likely to be OFF for some time as we would expect higher numbers attending. We await approval from the authorities and the Sports Centre

**Girton** – We are chasing Girton Parish Council for permission to resume. No news yet.

**Cottenham** – 2 people can fly, but there is building work going on and very limited car parking. See Steve Mynott or Norman Atkin.

**Indoors** is much more difficult and it may be some time before the Sports Centre resumes indoor activity. The gym is very small and the access does not allow social distancing. There may have to be additional rules to the outdoor rules above and some thoughts are below –

- If we can only use the gym, would we have to restrict attendance to say 10 people with some form of booking system.
- Could we book the big Sports Hall instead of the gym. This would allow a max of say 20 people to attend one session per week.
- If we can only get the big Sports Hall on Saturday afternoons, should we scrap the Thursday gym bookings for next season and have a free session in the Sports Hall every Saturday afternoon.

Please send any thoughts to Sec John Copsey.

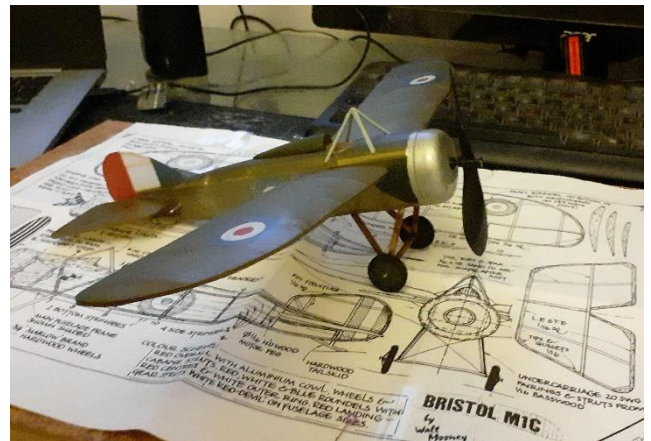
## Floatplane Frolics

If you want a laugh, have a look at the videos of Steve and Alans first attempts at floatplane flying on the lakes at Northstowe and Longstanton.

[First attempts](#) and [Second try](#) by Alan

## Marks Bristol M1C

Mark Saunders reports on his latest creation –



Here is a picture of my lockdown project a Bristol M1C.

It's Peanut scale, only requiring 1/16th sheet and strip and a little bit of block for the nose cone. Built from the Aeromodeller plan downloaded from the internet.

It only required 2 A4 sheets of covering (pre-shrunk tissue, ink-jet printed with the roundels etc). Initial 'Duvet' flight testing indicates that it should fly OK (with the Chris Strachen patented 3 degrees of incidence) - just waiting for the indoor season.

Peanut scale is perfect for the lockdown - copious hours with minimal material and space.



Here's a picture of my home office, complete with peanut building board.

More building than working I expect – Ed.

## Answer to What's this then?

It's a Blenheim cockpit pictured at Duxford.

From the Archives.....

Ask Gerald about this one - he has something in the offing with an updated electronics set up - probably not "bang bang" pulse control as advertised here.....

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