

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

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www.impmac.co.uk

Box efficiency?



Seen waiting to get into the Sports Hall on a Saturday afternoon, Clive Anderson had an impressive box of models – I think there were 5, but maybe you can get more into a box?

Seen in the Sports Hall

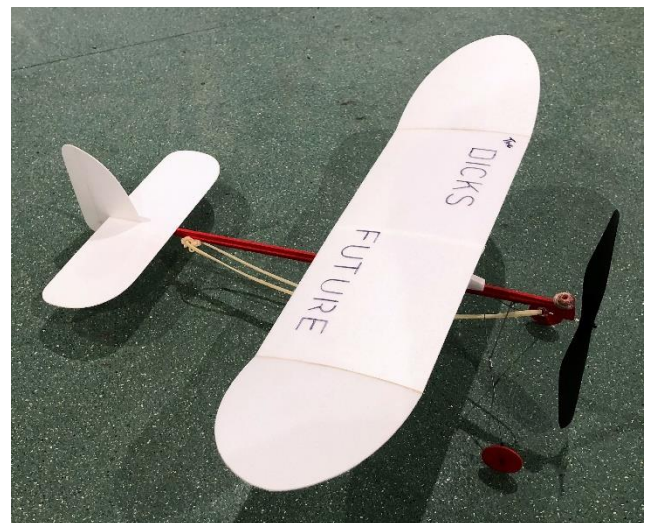
There has been an impressive turnout at the Saturday events in the big hall and I captured a few nice models.....



Hugh's Bostonian re-creation of a 1930s Rearwin Speedster. Hugh may well compete this in the Bostonian class, but thinks it may not do as well as a purpose built duration Bostonian. Good luck Hugh!!



Alan Paul's Tradfly from the Midair models kit. ROG and bumbled around nicely on some 0.093" rubber



This was Alan Hunter's "Dicks Future". I think he secretly loves foam....!! The model had no name but Richard Staines commented that "he'd seen the future", so Alan named it appropriately. Flew nicely.

Tip of the month

Cyanoacrylate glue can seem rather expensive for some very small bottles. A useful source for these glues is Screwfix and Toolstation where large 50g bottles can be picked up for around £2. This is definitely a good price if you are using a lot as the smaller bottles are even more at normal shops and dry up rather quickly.

TEOSAWKI



Mick Sumpter with his OS46LA powered TEOSAWKI. Mick writes about how he came across this model. Looks very nice.....

I came across Mike Nelson's web page when 'Googling' for Control Line models and took a particular interest in the Teosawki (The End Of Stunt As We Know It). It was designed by Clayton Smith who died in 2010.

I didn't realise that Mike was a member of IVCMAC and had a long chat with him at the Christmas bash in 2017. In 2018, I sourced the build material from SLEC at Watton leaving me with the dilemma of what to do about the foam leading edge. A visit to Mike sorted this out - he gave me one of his 'spares' and was extremely helpful in answering all my questions.

I printed the plans off on A4 and began cutting out. The wing is quite big so I built a jig to make sure it was 'true'.

More indoor flyers



John goes through hoops - well almost.

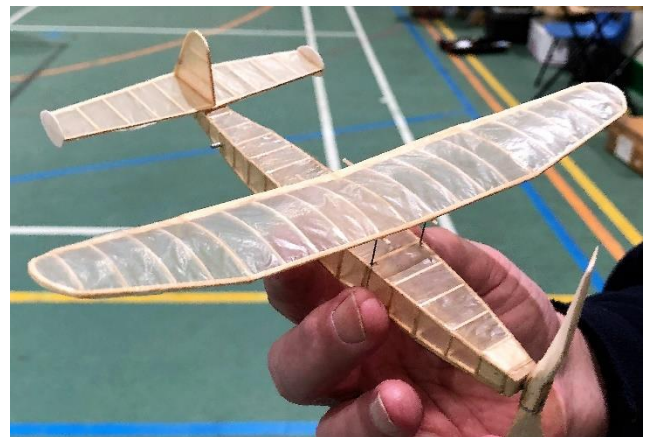


Clive's Cessna Bird Dog - Well actually it's based on Mick Flacks Tiddler design which Clive has modified. Amongst other things there are extra windows at the rear of the cockpit and in the roof, plus a rounded fin.

As usual, Clive started this on Thursday and finished it in time to fly in the hall on Saturday. I'm going to commission him to make something for me!!



Bruce and Richard compare notes - Bruce's Tailless design flies very well.



Gordon's Cherokee - probably the smallest model flying in the big hall one Saturday, and it flew jolly well too.



Mark takes a break from instructing on the Boeing 737 simulator at Cambridge Airport and pilots his Vapor round the Sports Hall.

He has now been sucked into the FPV fraternity and had his maiden FPV flight in February with his Multiplex Shark.

Pilot error? Continued....

Following my admissions of pilot error last month, Alan Hunter writes about a very near miss with his Caprice glider.....

TALKING OF CRASHES....a cautionary Tale (no pun intended)

I was flying my newly built Electric Powered converted to RC Caprice Glider last October. After a nice steady climb to altitude and seeking lift, I circled into a strong thermal and away we went. My eyes are not what they were, and a Caprice is not that big, so after a while I thought it best to de thermal to a lower altitude. I could still see the Caprice ok but not really well enough to decide what it was doing.

So I swung the Caprice into a tight turn and to my horror I saw the tailplane swivel 90 deg and flap about against the fin!! Root cause was that single elevator imparting a twisting moment and that I had NOT replaced the tailplane Rubber Bands from those I used when I built the thing. Well rubber bands are certainly not what they were, and I find they rot readily these days....what could I do? The answer was nothing, except watch and swear.



The Caprice took a while to come down in a kind of swooping DT descent. It took long enough that Bryan Gostlow had time to fetch his camera and grab some action shots of it on the way down. Pics are always useful for the Air Accident Investigation Board!

Some of us lesser modellers in the club have long had the saying "Strachans Luck". His FF models fly between two trees and come out the other side whereas we would be stuck in one of them..... Well I had some Strachans Luck that day. The adjacent field to the Runway had been planted with Cattle Maize and was still to be harvested. This plant grows to about 6' high with strong stems but nice soft feathery tops. Luckily the Caprice arrived in the Maize at the bottom of one of its swoops so not nose down, and disappeared from sight about 100 mts into the field.

Tony Neal kept a line of sight against a fixed object beyond, while Richard Staines and I carefully strode into the field to retrieve. Unfortunately Tony picked a stationary van on a distant road to sight against which then decided to drive off, B*****. Anyway, after some shouted Left a bit, Right a bits, we arrived at the Crash site to find the Caprice completely unscathed!! Caught up in the feathery tops and it had not reached the ground. We could only see the Caprice when we got within about ten feet so Tony's sighting instructions were vital locating the model in that dense standing crop.

After replacing those tail bands, having a Stress Break and offering thanks up to St CS, I had further flights with no problems. I have since modified the tailplane with a pair of bent piano wire hooks that engage under the ply tail mounting plate so it cannot twist and can only be removed to rearwards.

Tony Neal said he had done something similar re rubbish Elastic Bands. He took off and saw his Main Wing clapping up and down on the fuselage! So those that build, be warned - check your Bands.



The latest offering from Ripmax (top) has superb laser cutting. Far better than the die crushed original.

Footnote - The Original 1959 Caprice by Neville Willis was a damn good tow glider and this one is too, a real floater in spite of my adding a powerpod mod. I bought the kit at the NATs as it has just been reissued by Ripmax at £26 - good value for a laser cut model. Neville is eighty now and has just lost some fingers to a big Zenoah engine he was starting for a mate - it doesn't bear thinking about.

Aeronca 300 made in Cambs

Spotted at a Saturday event recently was Paul Craske's nice profile Aeronca with "Ely" on the tail



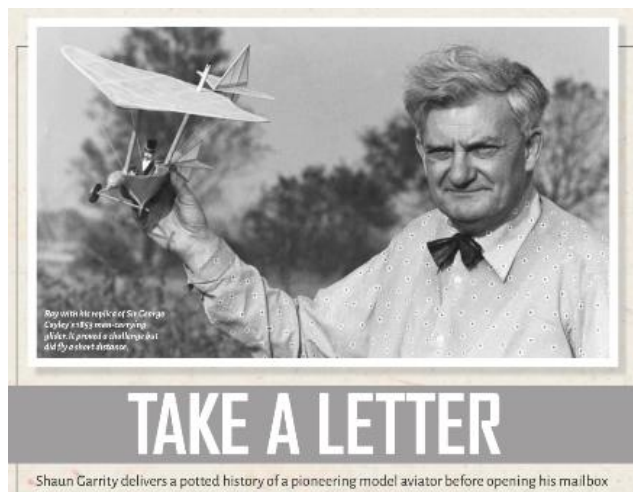
It turns out that these planes were made in Peterborough where Aeronco (the British licensee) had a small factory. However the British love affair with the Aeronca was not as intense as that on the other side of the Atlantic, and Aeronco found itself with unsold aircraft. In August 1937, just six months after construction had commenced, all work at the factory ceased. The company announced colossal financial losses. 21 Aeronca 100s, one Ely 300 and two Elycraft 700 variants were made. G-AEVE was operated in Peterborough but scrapped in 1947.



Another view of Paul's Aeronca 300 which was another of Ray Malmstrom's designs that was used for an IVCMAC competition in 2003. No plans could be found so Chris Hinson carefully measured and redrew the model.

IVCMAC in March RCM&E

Did you spot the article about Ray and IVCMAC in this month's RCM&E



What's this then?



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

Dates for your Diary

Sat 2nd March – RC only in the Sports Hall
2pm to 5pm £5 entry

Sat 9th March – Mixed FF and RC in Sports
Hall 2pm to 5pm £3 entry

Thur 14th March – Annual club auction 8pm.
Flying from 7pm till just before 8pm

Sun 17th March – Public Open day – click
[here](#) for details. **Help to set up Sat 4.30pm**

Sat 23rd March – Mixed FF and RC in Sports
Hall 2pm to 5pm £3 entry

Thur 4th April – Last indoor Thursday
meeting

Sat 6th April – RC only in the Sports Hall 2pm
to 5pm £5 entry

Fri 12th April – First outdoor meeting

Public Open Day 17th March

A couple of requests from Chris – firstly for
helpers to set up the tables and chairs on
Saturday at 4.30pm.

Also to bring any models or other interesting
display items for the static display on the day

Flying Aces Nationals

August 31st (Saturday) at Ferry Meadows,
Nene Park, PE2 5UU.

20 events! Scale, Duration, Precision. **New
events** this year, VMC"Pilot" kit Duration, E20
Electric and Open Rubber Scale. NB No R/C or
I.C.; Insurance essential. Toilets,
Café, Discounted car parking.

Details on their website [here](#)

Contact Brian Waterland 01778 343722
(07717 46100 on the day).

Answer to What's this then?

It's a B-17 Ball Turret spotted at IWM Duxford
in the American Air Museum.

A job for the grandchildren?

Gordon Hannah bravely gave 2 of his models
to his grandchildren to decorate.....



They both continue to fly well many years
later and both children are now young adults
at University etc. Gordons granddaughter has
rowed in the Blondie boat (ie the reserve
ladies boat) in the boat race for the last 2
years.

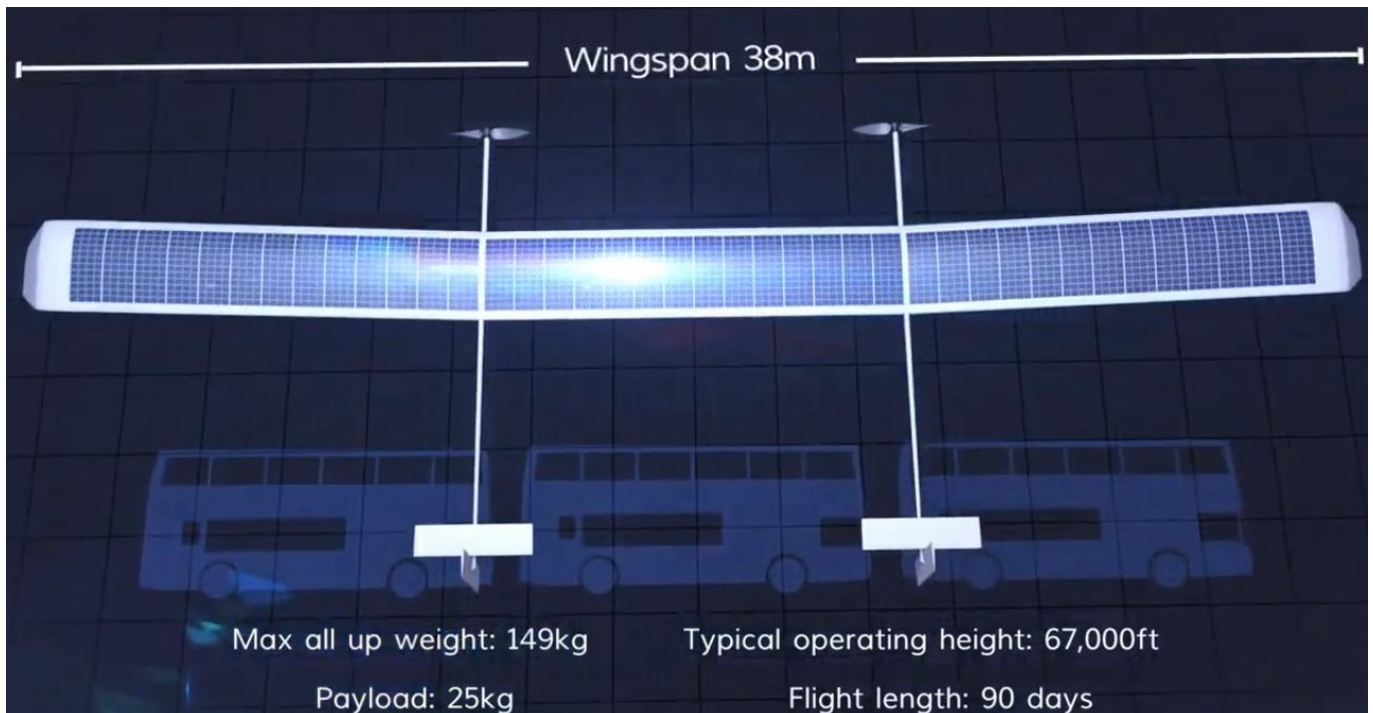
For Sale

A quality Multiplex Merlin powered glider of
about 30 inch wingspan.

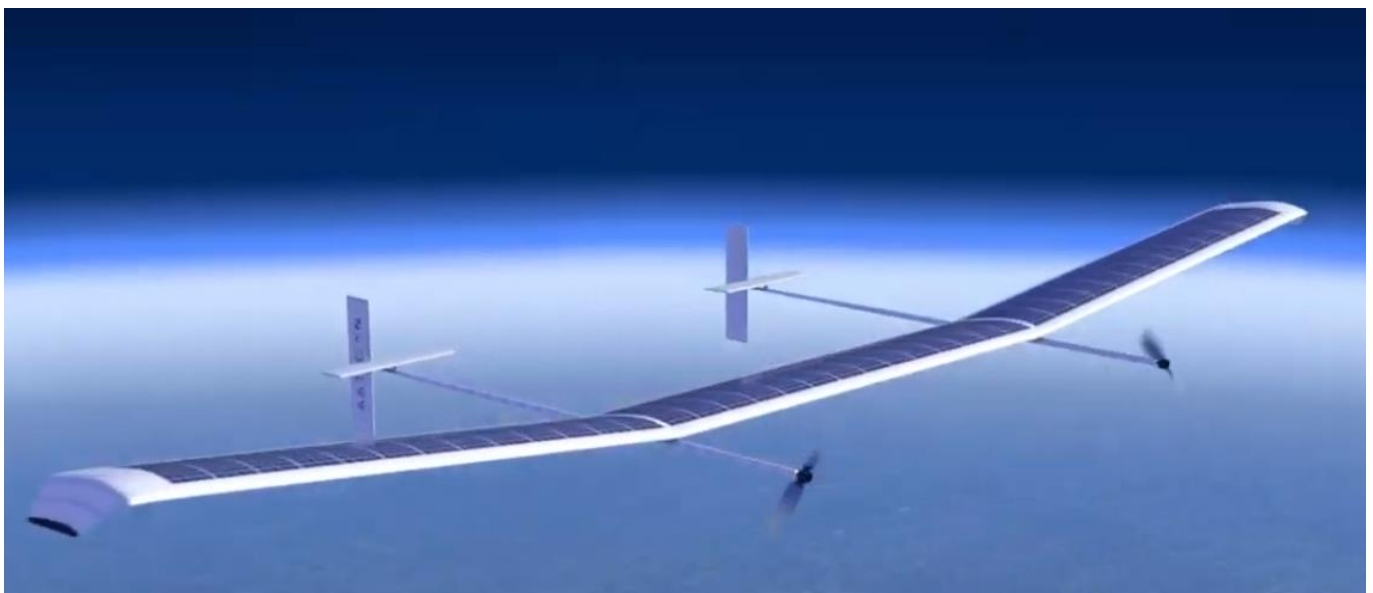


It comes in a nice "carry bag" and just needs
a receiver and it's ready to go. For sale by an
ex member for just £50 – contact Alan Paul if
you want to be put in touch.

A very big Model Aircraft?



Some of you may have seen the news about Ordnance Survey planning to map the UK and maybe further afield by flying a solar powered drone at 67,000 feet, but what you may not know is that the test pilot is Peter Judes son Andrew. An accomplished pilot, Andrew got his "A" certificate from Steve Mynott at Cottenham a couple of years ago!!



Ordnance Survey and a team of world-leading aeronautic engineers are developing a highly innovative solar powered, High Altitude Pseudo Satellite (HAPS) that is going to change the face of Earth observation and the way we map our planet. See the video [here](#)

The pioneering enterprise, called Astigan, will give quicker and better images of the Earth through a platform which will fly at 67,000 ft, nearly twice the cruising height of a commercial airliner. The platform, which weighs 149kg and has a wingspan of 38m, can be positioned to view any part of the Earth and collect data over much wider areas compared to conventional aerial imagery capture. The platform has been designed to complement existing satellite services and it will fly for 90 days at a time without the need for landing, the equivalent of circling the Earth four-and-a-half times.

I wonder if this is the largest model aircraft ever flown by a club member – gauntlet thrown down!!!