



Impington Model Aeroplane Club

Founded in 1946 by Ray Malmström

LEAVE UNCOVERED. ADJUST
TIMER WITH LONG NOSED
PLIERS. INSTEAD OF USING
A TIMER YOU MAY GRADUATE
THE FUEL TANK. A FULL TANK RUNS
THE MOTOR FOR APPROX. 12 MINUTES.

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www.impmac.co.uk

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Out on the field at last!!

After weeks of rain and winds, the first 2 outdoor sessions on 13th and 20th April turned out to be glorious evenings. Is this likely to be a bumper summer season? Who knows?



There was a decent turn out for RC flying on the lush Impington grass in the light winds and pleasantly warm temperatures



3 new contenders appeared for the See no evil, Hear no evil, Speak no evil award



Alan Hunter sits in his car boot and charges up his new creation "Sundowner" for another flight. Last years "Cheeswrap" sits alongside



John Copsey gets back on the handle for some control line aerobatics and was still putting his models though their paces as darkness descended.



Some control line wings reappeared along with a man in a very dirty diesel stained coat



Michael ran a very successful CLH / HLG competition and picked the muddiest part of the field to set up his command post – see report later.

Trial indoor RC event

This was held on Saturday 14th April – ironically this turned out to be the first day of summer with light winds and sunshine!! You couldn't have planned it if you tried.

16 people attended which easily covered the costs of the hall hire and the plan will be to repeat this as a regular event during the winter season to complement the existing mixed sessions we have already.

We have done a survey of those who attended to see if any "rules" need to be implemented before the next session or whether common sense will be enough. What would Ray have done? I think we know!!

CLG / HLG Competition

This was held on the opening day of the outdoor season and Michael Marshall reports

After more than a week of near persistent rain the afternoon and evening of the 13 April turned out sunny and warm with hardly any wind. Just right for a chuck glider competition.

There were nine entrants and some variation in the design of model. One competitor chose to hand launch but the remainder relied on elastic. The competition comprised five flights to score where each flight had to be in excess of seven seconds. In hindsight this may have been too short?

Results

1st	Bruce Lindsay	176 sec
2nd	Andrew Moorhouse	145 sec
3rd	Chris Strachan	139 sec
4th	Roger Rooke	120 sec
5th	Hugh Stevenson	117 sec
6th	Alan Paul	109 sec
7th	Bob Read	90 sec
8th	Phil Haines	61 sec
9th	Michael Marshall	52 sec

Many thanks to all those people who took part.



Bruce is pictured with his winning "own design" model

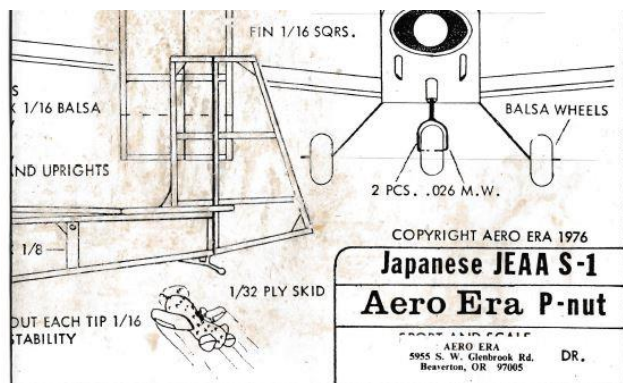
The next competition is scheduled to take place on the 16 June at Impington for any rubber powered Ray Malmstrom design. In the past the Viking has been both popular and successful. Let me know if you require a plan.

Japanese homebuild



Mick Flacks JEAA S-1. This well campaigned model was flying rather well in the gym in March.

It's a model of a Japanese homebuilt plane, but we can't find out much more than that about it.



This is the plan that Mick had in his extensive plans drawer – can anyone shed any light on the original plane?

Ole Tiger

Who remembers this model? John Valiant received this nice e-mail from Andrew who he met at the Public Open Day in March.

The photo is the actual model designed and built by Ray. It was published in Aero Modeller in January 1970 pages 30-34.

The article and plan was also published in the book the club produced called "Ray Malmstrom 60 years of IVCMAC".

It was given to Andrew by Ray minus the Cox engine.



Ray Malmstroms "Ole Tiger"

Andrew writes - Here is a picture of Ray's original "Ole Tiger" model for your collection. It is still in flying condition, although a bit grubby and some of the cowling has suffered from glow fuel soaking in.

I have been planning to ask the AMA museum in America if they would like to have it. Mainly as I was not aware of any similar initiative in the UK, however, as it seems like the BMFA might start a collection at their new centre that would also be an option.

The aspect of Rays work that I feel is really under recognised is his contribution as an educator, linking aero modelling, the arts and education. Not just at Impington but also through the Eagle Annual, Meccano Magazine as well as Aeromodeller etc. The positive influence that Ray had on shaping peoples creative skills, professional careers and long term hobby interests as well as friendships must be immense.

I often feel Ray is under represented when I see articles on his models that describe him simply as a designer of eccentric models. I was sad to learn from your colleague that introduced us, that the college no longer recognises the value of having a working link to the club. As I mentioned, I have often thought it would be worth collecting peoples stories of the way Rays work influenced their lives and adding it to the archive of his designs with the aim of ensuring the wider and long term value of his work is recognised.

If you are interested I would be happy to discuss this idea further. I will also look though my old boxes for the picture I have of Ray launching his Tomtit triplane.



Maestro Malmström strikes again!

Ray produces another sparkling sport design in this profile control-line model of

OLE TIGER

for .049 (.8 c.c.)-.06 (1 c.c.) engines

'Go to it - Lad' designer Ray Malmstrom urges a young modeller to check his Li'l Midget racer. Real bird is at bottom of page opposite - get off that tender fin, you burly Cop! Tenny, isn't it?

Ray with a young builder back in the day. Can you recognise him?

Tip of the month

Thanks to Alan Hunter for this one.....



Years ago I bought a pack of 10 Nipper Clamps in a Garden Centre and have found them indispensable for model building and wanted some more. I came across these on eBay - they are meant for holding flower stalks to garden canes and come in two sizes.

I paid £2.99 inc P&P for 30 of the smaller ones. Some traders do mixed selections and I do have both sizes, but find the smaller ones the most useful. They don't have too much holding pressure so don't crush. They do require a slight mod in that the jaws have small locator pips that need to be cut flush or they will dent the wood a little.

Look on eBay in the Gardening section - far cheaper than a Garden Centre even if you can find them and they open wider than pegs.

Model recovery – take 2



Bruce climbs high to retrieve his Indigo from the climbing ladders



A nonchalant toss and the model resumes its impressive flight. He has got this one well trimmed out!!

You will be pleased to hear that Bruce returned safely to terra firma.....

Dates for your Diary

Fri 11th May – RC Spot landing Competition

Sat 12th – Sun 13th May – Old Warden Mayfly

Sat 26th – Mon 28th May – FF Nationals

Sat 16th June – Fun day on Sports field and Malmstrom Trophy FF Rubber competition

Outdoor Pole Master

With the return to the outdoor field, we saw the first casualty of the season!! Alan got his Easy Star stuck in the tallest fir tree on the field. There's a law about that isn't there?

The call went out for Peter Jude – the Pole Master, who assembled his stock of aluminium and plastic poles into a hugely impressive 50 foot plus pole. The longest ever seen at IVCMAC – unless you know better that is!!



The picture shows the scale of the problem!! The amazing pole was very "whippy" and required the skills of both a pole vaulter and a fly fisherman to land the end in the right place.

Eventually after about an hour and a half in a Spring Sunday constant drizzle, the combined efforts of Peter, Alan, Bryan Kenzie and Trevor Sexton bore fruit and especially with Peters drive and determination (he has never failed yet!!), the model returned to terra firma less one wing which I hoped would eventually reappear under its own steam and with a few gusts of wind.



Success!! A real team effort in Rays spirit of "Friendship, Flying and Fun".

When the rain eventually stopped a couple of days later, Peter returned single-handed and retrieved the other wing!! He never gives up.

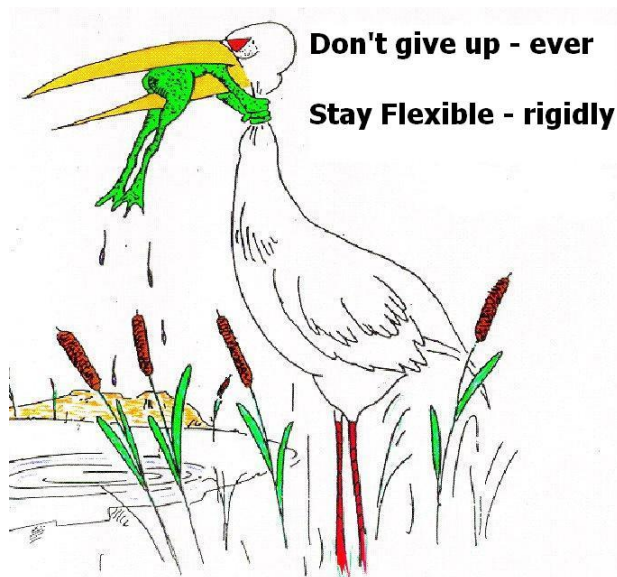


Peter poses with the last wing

Trevor put a great video on YouTube – see [here](#) or search for "Twerps in rain".

Editors note – since this "incident" we have had a model in the only tree at Cottenham and another in a tree at Impington – magnetic trees – Bah Humbug!!

I thought that the cartoon below summarises Peters attitude to model plane recovery.....



What's this then?



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

Indoor Scale FF nationals

The club was well represented and came home with some prizes – look for the report and photos next month.

Chris Strachan, John Valiant, Garry Flack and John Wynn competed. All had a great time and placed well in the competitions with some planes we've seen being trimmed out at the college over the last few months.

Well done chaps!!

Seen at Cottenham in March



Mel Wing was flying his Jive. This is a full on 3D aerobatic machine but flies really nicely as a trainer with low rates. Short nose means a load of lead under the motor.



Mick Sumpter with his excellent own design model carrying trolley



Micks trolley just unplugs to make it easily fit in his car. Made from old bits that were lying around. Maybe he should publish a plan?



To finish off and show his ingenuity Mick fits all 3 models in the back of his Audi TT sports car!!!

Small Boxes – Part 3

We have previously had some very small boxes with models and Mick Staples glider was the smallest. This has now been beaten by Andrew Moorhouses "Twirly Bird".



Andrews hand gives scale to the box



The Twirly Bird was named after a 1970s Album by Randy California called "Kaptain Kopter and the fabulous Twirly Birds" which Andrew still has!

It actually flew as well.....

Aviation heritage flashback?



A Vulcan lands with a VC10 in the foreground



But wait a minute – here they are parked up!!

The Large Model Associations fly in at Cosford in 2017 was host to an impressive line up of large models including these two which flew beautifully with Jet turbine engines and a realistic sound effect. Although in reality, the full size Vulcan had a unique howl which the model did not.

Oakington remembered

Alan and Trevor took a nostalgic trip back to Oakington in March before the bulldozers moved in completely. We parked up in a layby on the old "illegal" road that leads from Longstanton to Oakington.



Alan and Trevor park up inconspicuously?

We met a security chap in a white 4x4 who was patrolling the old peri track and he said it was OK for us to fly over but we couldn't go on the site.



Alan preps his models at the roadside

The first thing we noticed was that about every 30 seconds a car came along the "closed" road, but luckily there was plenty of space to launch and land.

We were both flying alternately using FPV goggles with the other acting as safety pilot so got a great view of the old airfield where all the Hangars have now gone but the old lake and island created by the Royal Engineers in the 80s was still very much in evidence.

Trevor took a great HD aerial video which is online [here](#) or search Youtube for "Trevuser Oakington".

Alan Hoensch reports that this road will be closed in mid May to allow the access road from the A14 to Northstowe to be built.

En route - Falklands 1982

Back in June 1982 I was flying Scout anti tank helicopters at Oakington when I was ordered off to the Falklands as battle casualty replacement.

After a VC-10 flight to Ascension Island, it was a 14 hour flight in the back of a Herc down to Port Stanley Airfield.



This was quite an interesting experience and involved 2 air to air refuelling operations from Victor tankers. The inherent problem with this was that the Victor could not fly slow enough for the Herc to keep up.

The solution was to toboggan – the Victor went into a slow descent from 25,000 feet and the Herc followed it down using power to keep up. At about 3,000 feet both planes disconnected and climbed up to try again!!

This was my first contact with Marshalls who had fitted the in flight refuelling probes and internal fuel tanks in the hercs and I later went on to work there for 30 years..... This was despite the most uncomfortable flight of my life with no seats and fuel leaking all over the place!! We survived though.

Answer to What's this then?

It's a Cierva C30A Autogyro pictured at Duxford last year

From the Archives.....

Before the days of Lipos eh? Extract from the 1953 Nationals programme. I doubt we'd get an indoor model airborne with one of these batteries!!

S U C C E S S E S !

Congratulations to
NEW ZEALANDERS

FRANK BETHWAITE

and

LES WRIGHT

for breaking the World's record for a duration flight with a model Aircraft—kept airborne under-control for 1 hr, 9.4 secs.

and

SID ALLEN

Winner of the TAPLIN CUP, RIPMAX SHIELD and AERO-MODELLER TROPHY who says "I reckon that by using Venner Accumulators I really save both money and aircraft".



The Batteries used in these triumphs were Venner Ultra Lightweight silver-zinc accumulators.

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