



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

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KK Ace re-incarnation

Alan Hunter brought along a lovely RC conversion of the Keil Kraft Ace. (All his models are things of beauty – Ed) He wrote a few words about it.....

The ACE was a 1950 rubber powered model designed by Bill Dean according to general consensus, although the plan in this Ripmax re-issue kit says Albert E Hatfull designed it, but it does have a Bill Dean look about it.



As I am trying to relive my Aeromodelling youth I thought I would build one for RC as I am too old to go chasing FF models about and as a therapy build as I slowly recover from this years flu..... and yes, I did have the flu jab last November !

The ACE is not an ideal candidate for RC as that long nose means most of the RC gear needs to go amidships under the C of G to have any chance of natural balance.

The build is conventional for anyone bought up on this kind of model. The ribs etc are laser cut but are dead size, so I had to scrap the lot and recut them all out again as there was no chance of sanding off the laser burn without going well undersize..... I do wish the laser cutters would cut somewhat oversize to allow for the burn removal as my OCD will not allow me to use them in that state.... at least I had some patterns.

Likewise, the wheels had to go too, as these were sponge balloons and not suited to this design..... so basically I bought the kit for £26 and only used the plan and the small bundle of stripwood.....such is life !! At least the box is pretty !

I modified the tail for a single sided elevator and rudder driven from a pair of 2.5 gm servos and coupled via 1 mm carbon pushrods. Dihedral was left as per plan but I did build in a little washout on the wingtips. Balance came out not too bad with only a 2gm piece of lead in the tail needed.

The model flies well with the 1811 motor and a 6A ESC giving a very good climb rate powered with a 2 cell 300 mAh lipo. It came out at a little under 4.5 oz against a claimed 4 oz for the rubber powered original, so not a lot different.

My group in the club have discussed doing this sort of "non PC" thing to these old designs but we all felt sure Modellers of the day would have used this lightweight RC gear if it had been available to them..... we are lucky.

Bostonian competition

I reported in the last newsletter that Bruce won the competition and Clive came 4th, but there is an interesting "back story" to this and Clive sent me the full story.....



The 2 Bostonians that Clive made to Bruce's design and brought to the Open Day on 17th March to fly in the competition

Clives Bostonian story - There is quite a tale to tell. I actually came first and fourth!! When Bruce and I were setting up on the open day Sunday we were talking about our chances that day and I said to Bruce that I had brought two models of his design with me and they both weighed exactly the same at 14.7g.

He took his models out of his box only to let out a loud yell of frustration ohh **** I have left the props at home!! I said to him not to worry, use my second model. He did not want to but I insisted as I said to him you designed it I only built it. It is basically your model

He had a couple of trimming flights to get the feel of it and proceeded to go on and win the competition. After we had handed in our flight sheets he opened up his box (the nice one that used to belong to Clive King) rummaged among all the packets of rubber in the bottom of the box, and lo and behold he found his props, so I think half shares of first place should be mine!



Clives Bostonians in his very full Hangar!!

What better example of "Friendship, Flying and Fun" could there be - Ed.

Got a boxful of models?



Steve Midson came well prepared for our open day on 17th March - guess how many models!!



Well, to help us, Steve laid them all out on his lawn. Wow - that's a record that is unlikely to be beaten for some time. Unless you know better of course!!

Some people collect shoes..!!

However, new member Kara collects models



Karas collection of vertical lift off aircraft which is all the more impressive as she has only been flying for a year or so!!

Kara admits that she has a problem, but it's a good problem to have really!! If you need technical quad advice, she is your first port of call

Dates for your Diary

Fri 3rd May - Hand launched and catapult launched gliders competition. **New date!!**

Fri 10th May - Radio Control Spot Landing competition

Sat 15th June - Our annual fun day will be held at IVC from 10am to 5pm with a lunchtime BBQ

Johns "Inside F5J"



John Clarke has been building this gorgeous model over the winter with help and advice from club members. He writes –

Here is a photo of my finished 2.9m span Inside F5J. With advice and encouragement from Richard Staines I managed to do my first iron on film covering job using Oracover. It mostly went well and as Richard says I will be able to do it better next time!

The quality of the Hoellein kit and the hardware has been excellent and was a pleasure to build but it took very much longer than I had anticipated. The instructions look detailed but leave a lot to work out oneself.

For the RC installation I have used an SBUS converter in the wing which outputs a PWM signal to the six wing servos (two flaps and four ailerons). There is only one heavy duty servo cable between the wing and the receiver in the fuselage which makes for a tidy installation and is easy to connect at the field. The 9 channel OpenTX transmitter setup was interesting and a challenge but with one of Mike Shellim's excellent template files I had a good starting point.

It is very satisfying now to be able to camber and reflex the whole wing on a flight mode switch between thermal, cruise and speed configurations.

Once I had found some of the errors I had introduced modifying the channel order to suit the SBUS converter in the wing, the whole process of adjusting the neutral points, end points, deflections and mixes was a pleasure with this template.

I am now waiting for a calm day to maiden and will follow Richard's advice to test glide and trim it over long grass and go high before adjusting the crow braking elevator compensation. Richard assures me it will all go fine!

John reports that he has now done the test glides over long grass and has also been to Cottenham and had a good time adjusting elevator compensation for crow and powered flight. All working very well and lovely to fly. Crow is so nice and easy for landing.

Thanks for the report and Photo John - Ed

Summer Competitions

Here are the dates for this summers serious comps (FF) and less serious ones (RC).....

Free Flight

Fri 3rd May – Hand launched and catapult launched gliders. **New date**

Sat 15th June – The Malmstrom Bow Tie Trophy for any of Rays rubber powered designs will be held during the fun day

Wed 19th June – The REN Cup will be held at 7pm at Newmarket for P30 models or any rubber model under 25" span

Fri 19th July – Bostonian

Radio Control

Fri 10th May – Spot Landing

Fri 7th June – Limbo

Fri 12th July – Climb and Glide

Gordons Bulldog

Gordon Hannah built this lovely model and writes -



If I recall the history correctly the Scottish Aviation Bulldog started its career as the Beagle Pup. Beagle was a company set up by Peter Masefield (I don't think he was a 'Sir' then) to re-start a light aircraft industry in England in about 1960. I heard him talk at university when he was starting up with his first project which was in effect a relaunch of the Auster design with a different engine - the Beagle Husky - you can get a kit of the model from SAMs.

His next project which was then on the drawing board was the Beagle Pup. The company ran into difficulties and was taken over by Scottish Aviation who went on to manufacture the Pup - renamed the Bulldog. As for the model, I have been asked by Andrew Boddington to build the model from the not very accurate plans first published in Flying Scale Models in 1998 and built then by Lindsey Smith.



I happened to have a copy of this magazine and it is this plan which was on view at our open day. Apparently Albert Hatfull did the design with a view to it being added to the range of Kiel Kraft scale model kits. That never happened and this was possibly Albert Hatfull's last design.

My intention is to do an article for the Aeromodeller with a slant on building a kit from plan without the finesse of the experts, mainly because I cannot get anywhere near the standards of Peter Smart or Richard Crossley!

The model has now been flown very successfully.



Having read Gordons story of his Bulldog building, I dug out my old photo albums and found this picture of me flying Bulldog XX687 at Liverpool University Air Squadron in 1977 – Time flies eh? - Ed

Cottenham

We had a good turnout at Cottenham in mid April on a lovely sunny day



There were at least 8 of us enjoying the sunshine



Tonys lovely 54" Taylorcraft flew well despite the breeze picking up later



The weather was even good enough for spectators!! Always welcome.....



Phil had a couple of good flights with his Easy Star – the first outing for 2019. We had one minor incident when both Phil and I lost sight of the model – a tad awkward!! I gave the model full throttle and heard where it was (just behind us) and was then able to get it safely back. I'm sure there is a moral to this tale!!

On the Impington field

The first Friday was a bit chilly, but the second one on Good Friday was fantastic



Tobias with grandad Paul looks very pleased after a successful first flight with his new model. Toby took to this like a duck to water and needed almost no help considering this was his first attempt. One to watch.



Richard and Alan ponder where "hear no evil" had got to..... And, not a shred of foam in sight.



Gordons KK Elf was built in the last week and had some good first flights



Alan tamed his Ace and reports – "This was its third outing and its finally sorted. When I built it I halved the wing incidence but without twiggging the lifting tail was at plus 1deg positive incidence so I have progressively put the incidence on the wing back as it was well under elevated. Not thinking straight with that Flu bug....anyway, finally it flies".



Gordon launches his Bulldog which flew well. Look out for a future article in Aeromodeller.



Now where have I left that rubber motor? It must be in one of these boxes.....

Coach trip to RAF Hendon

This will be on Saturday 5th October and tickets will be £15 per person. Contact John Copsey for tickets or more details



The museum has recently been refurbished so should definitely be worth a visit.

From the Archives.....

Remember these? Spotted in March 1970 Radio Modeller – how things have changed!! My first single channel set was Super Regen, so only one person could fly at a time.

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