

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

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## In the workshop



Alan Hoensch in lock down in his man cave trying his first build of a balsa Acrowot which will be converted to electric. Will it end up like the picture on the wall?

## What a collection from 1974



Trevor was busy back in the day with a fine collection. He thinks the radio was just 2 channel, one axis on each stick, probably made by Horizon Systems. The boat was brilliant, powered with an OS30 nitro, it was really nippy and very reliable. The ME110 was twin engine C/L with two OS19 motors, or maybe a 19 and a 25... on 70 foot lines - pulled like hell. It died when he landed it into a steel toolbox. Nothing changes there then!!

At the back of the group the high winger was a Free flight Wizard he thinks. The low wing blue & yellow thing was a Mercury Galahad - didn't fly well as he built it too heavy. The shoulder wing T tail glider was a Veron Springbok - that was also a bit heavy. He tried putting a motor above the wings on a pylon, but it never flew very well.

## Target Practice anyone?



This is the pneumatic launch of a radio controlled target drone from 1982. I took this photo in the Falklands where a special Royal Artillery unit was responsible for flying these for anti aircraft target practice. A Rapier battery is shown in the background.

They also had some .60 powered standard models for the machine gunners to try to shoot down!! Nice job if you can get it eh?

## Dates for your Diary

As you will have heard, Friday evenings at Impington will not resume for a while yet, but we are keeping in touch with the Sports Centre and will resume ASAP.

Sadly we don't have any confirmed dates for anything at the moment, but keep an eye on the website and e-mail updates.

And..... "Keeeeeep Building!!"

## Bolt Glider – RC conversion

These can be picked up for about £20 and at 48 inch span are a good candidate for RC conversion. Here, Dave Stopher describes his method.

For one who enjoys building and tinkering almost as much as flying, this was a small challenge to waste some time and use up some of my bits lying around and waiting to be usefully employed (we all have those, don't we?).



Take a Bolt foam chuck glider, a sharp modelling knife, plus your innate skills, and do the following (or something similar according to your fancy – I may actually have gone a bit overboard on this project).

Glue the two wing halves together, add carbon spar, carbon strip stiffeners, glass/lacquer the leading edges, all to avoid the wings bending/folding and departing the fuselage unexpectedly (essential, as this happened at Mark 1 stage of development).



Cut the rudder and elevator and do the usual hinge/arm/pushrod stuff.

Carbon strip is good for stiffening surfaces and I made it Rudder and elevator only for simplicity.

I needed some lead at the back for CG.



Remove the steel nose ball- the hole left becomes a cooling duct. Cut the canopy and fashion a space for your innards (servos, ESC, battery). Cut the nose off for your motor and its mount.

## What's this then?



See the programme from the opening of Marshalls first aerodrome in 1929 at the end of the newsletter – specifically event 4.....

## SAM 35 and 1066

John Clarke found the online SAM 1066 website very interesting and circulated the website - <http://www.sam1066.org> It's well worth a browse (especially the Clarion newsletters).

Many members will be very familiar with this and Alan Hunter gave me a potted history of the 2 SAMs (Society of Antique Modellers) -

There are two SAMS Chapters in the UK at present - SAM 1066 and SAM 35. Several of us in the club are also in SAM 35 and all my larger models have a SAM decal on them as well as the club one and the SMAE. SAM 1066 publishes online and SAM 35 still prints a monthly mag too and very good it is. Both are compiled by enthusiasts.

Re the two SAMS Chapters, 1066 concentrates on FF and seems more Southern based as they fly at Middle Wallop. SAM 35 is a more broadly based outfit embracing anything from an earlier time in RC, CL, you name it, so in my case that suits my interests better.

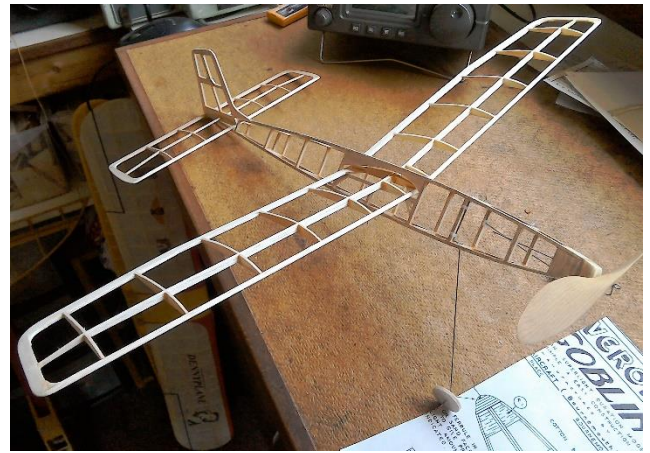
Many decades ago a group of us like minded modellers met and flew on Biggleswade Common quite near the Sandy Heath TV mast. David Baker was the driving force in all this and always turned up with a boot full of plans he'd printed off to give away. As time went by David (who was a FF purist) felt that any deviation from FF that was creeping in was not on in his eyes. There was a bit of a falling out so David went off and formed 1066, but there is room for both and all are still friends though David Baker passed away.

The SAMs Chapters are worldwide but all are full of old codgers so I don't know about the future for the organisations. Let's hope it's a long and happy future - Ed.

## What are you building?

You will see short contributions from Alan Hoensch and Alan Hunter in this edition, so come on any non "Alans" out there - let me have your words of wisdom. And pictures!!

Alan Hunter is building a little rubber model called the Goblin to keep the grey matter ticking over. Hugh S is building one too. It was a Phil Smith design and kitted by Veron. Alan last made one when he was 12 yrs old, 60 yrs ago. It's a 1949 design and he was born in 48. I think they call it trying to relive your childhood !!



Here's a picture of Alans progress. Its 20" span and 14 gms so far for the structure as you see it. He bets his original weighed lots more than that as he just used the kit wood and didn't know what a sanding block was in those days. But will he ever get to fly it?

Alan says thank God for Outerzone on the web and my printer, though I do have a New in Box Goblin kit in my loft.

## Who is this from 1972?



Who is this young chappie? He writes - Yes, this really is me with the Mini Early Bird and AM15 on the Grammar School playing field (now Netherhall) in autumn 1972. I built two of these for 1/2A Combat on Friday evenings after school. I think this is the first, which was destroyed - and I built the second in one weekend, using many parts from the first i.e all hardware, booms and elevator and even the engine bearers and pod I think. Sad person that I am, I still have it and it has flown at IVC many times !! Let's see it - Ed.

## Special Caption Competition



And the winner is.....

“At Istanbul airport, Britain's desperately needed PPE consignment is about to depart - closely followed by Germany's weekly purchase.....”

Thanks to Bryan Kenzie. Other contributions received were too rude to print.....

Extract from the programme of events at the opening of Marshalls first Aerodrome in June 1929.....

## Pageant Programme

No one will be allowed on the Aerodrome, outside the enclosures, except Stewards, Officials and Competitors, wearing badges or armlets.

SIR ALAN COBHAM, K.B.E., A.F.C.,  
will be giving flights in his Giant 12-Seater Moth throughout the entire programme, and will continue until dusk.

*Broad*  
1. AEROBATICS. An exhibition showing the evolutions possible with a skilled pilot in a light 'plane.

2. PARACHUTE DESCENT. Mr. J. Trantum, who holds the record for the largest number of descents, will make a drop from a low altitude.

*Macdonald*  
*Hobbs*  
*Boyer*  
3. FORMATION FLYING. A demonstration showing the exceptional control an experienced pilot has over his machine.

4. BOMBING THE BABY. Two light aeroplanes will endeavour to drop flour bombs on an Austin car driven about the Aerodrome.

5. CRAZY FLYING. An exhibition to show how all the recognised rules of flying can be broken by a skilled pilot.

6. BALLOON BURSTING COMPETITION. (Open to all Private Owners, etc.) The pilot will be given the word "go," and simultaneously a small hydrogen filled balloon will be released from the ground, and the pilot bursting his balloon in the shortest time will be the winner.

Maximum time for each pilot, four minutes.

7. AEROBATICS. Exhibition of stunt flying. *Race-*

8. DELAYED PARACHUTE DESCENT. Mr. J. Trantum will make a delayed drop over the aerodrome, falling some 1,000 feet or more, before opening his parachute.

PAGEANT PROGRAMME cont.

9. **AERIAL GOLF COMPETITION.** (Open to Private Owners, etc.) Each competitor will be provided with two flour bombs, which he must aim at a target on the Aerodrome from his machine in flight within 4 minutes of being given the word "go" from the ground. The pilot who gets one of his shots nearest the mark will be the winner.
10. **DEMONSTRATION RELAY.** Two teams, each consisting of four machines and pilots, will give an exhibition Relay. On the word "go" the two pilots will run to their machines, start their engines, fly a two miles course and land. The next two pilots will obtain batons from their respective pilots, run to their own machines, start up their engines, and fly a similar course; the two last machines will fly over a line near the enclosures. The team getting its fourth machine over this line first being the winner. Great skill will be shown by the pilots in landing as close as possible to their team machines to give the next pilot as little distance to run with the baton as possible.
11. **FURTHER EXHIBITION OF AEROBATICS.** Another exhibition of stunt flying and general aerobatics will be given by an expert pilot.
12. **GOD SAVE THE KING.** All pilots will be asked to line up their machines across the centre of the Aerodrome, when the Band will play the National Anthem.

Passengers not allowed in any of the competitions.

Sir Alan Cobham will continue giving flights until dusk.

Catering arrangements have been made on a large scale, and teas will be served from 3.45.

To suit the convenience of visitors to the town, teas will be continued after the Pageant.

This programme is subject to alteration if necessary.

**SIR ALAN COBHAM**

will continue to give flights to-morrow,  
Monday, starting at 11.30 a.m.