



Impington Model Aeroplane Club
 Founded in 1946 by Ray Malmström

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 www.impmac.co.uk

Technical drawing of an aircraft fuselage with various parts labeled (e.g., 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100). Annotations include: 'SHEET COVERING TO CHOSE', 'USE OF BALSA', 'SAP SHEET FULL IN', 'CEMENT LIBERALLY', '3" x 1/2" STRINGER', 'TAILPLANE', 'TIP FINS GLUE TO END OF TAILPLANE', 'SHARPER MATCHSTICK PRESS IN & GLUE', 'SOFT WIRE SAID PRESS IN & GLUE WELL', 'W.C.P.', 'The C.I.', 'LEAVE UNCOVERED. ADJUST TUNER WITH LONG NOSED PLIERS. INSTEAD OF USING A TUNER YOU MAY GRADUATE THE FUEL TANK. A FULL TANK RUNS THE MOTOR FOR APPROX. 1 1/2 MINUTES.', 'DRIVE WITH BOLTS', 'SHEET COVERING', 'DRAIN HOLES BOTH SIDES OF KEEL', 'USERS', '10A CABLE TO MOTOR ASSEMBLY', '3" x 1/2" WARDWOOD', 'TUNER', 'SOLDER', 'SHARPEN MATCHSTICK PRESS IN & GLUE.', 'SOFT WIRE SAID PRESS IN & GLUE WELL', 'W.C.P.', 'The C.I.'

Last of the summer wine?



Tony launches Bryans smoky CL stunter and in the far distance the last brave FF and RC modellers take to the air on the last Friday outside meeting at Impington on 7th September.



And on a sunny September day at Cottenham 4 venerable Easy Stars (spot the odd one out) gather at Cottenham for a fun days flying. These are tough models - see the stories below from L to right

- Peter Jude – One nose job and several “arrivals”. Now sold to Dominic. Good luck Dom!!
- Greg the Leg Gregory – At least one nose job and a couple of near misses
- Phil Haines – One hedge landing (see photo later!)
- Alan Paul – Spent nearly a week in a tall tree at Impington before being rescued by Pete the Polemaster

These Easy Stars are really great models and an absolute must in any RC pilots inventory. The odd one out is Peters model which is actually a Skysurfer.

Don't put your outside gear away just yet – there is plenty of scope for some good flying right through the winter if you pick the days with light winds and sunshine!!

Hedge Landings revisited



Phils Easy Star just undershoots by a few inches and ends up perched in a hedge. Absolutely no damage and ready to go again immediately.

Just off the Building Board



Stuart with Andy Sephtons designed P20 "Long John".

This had its first outing on our last Friday session and with 1,000 winds flew very well – in fact there was almost a touch of panic as it flew through the CL flying and approached the edge of the field.

Tony Welch said that he'd seen Stuarts model and was avoiding it but my theory is that he was actually trying to get it as it invaded his airspace.....

The last flight at Impington



Alan made sure he had the last flight during our official summer season at Impington by bringing the illuminated Flybeam and waiting for it to get reasonably dark and for everyone else to give up.

This model flies incredibly badly with a wallowing dutch rolling flight path, but does look quite good up in the air

John Clarkes Radian



John has enjoyed some lovely flights with his new Radian.

This is also a very good model and seems to have been stiffened up somewhat in the latest versions. It goes up like a rocket on the motor but also glides and rides any thermals very well

I had one of these – don't ask what happened. Ok, I'll admit it – I overstressed it in a dive to get out of a strong thermal and it broke up in mid air after tailplane flutter. Ugh!!

First of the indoor flyers

We had our first indoor session in the gym on Thursday 13th September



Bruce was there with one of Rays designs a Pee-wee. Bruce confidently stated he could get 2 minutes out of it in the big hall, so we'll be watching on the 29th Sept which is our first indoor session in the Sports Hall



Stuart prepares to launch his A6 Sparrow. This is a class that comes from California and is meant to be covered in tissue but Stuart has completed his in mylar.

It flew pretty well after some trimming.

Concentration is vital!!



Philip Haines concentrates at the controls of his Easy Star at Cottenham in early September.

Videos

I took a couple of short videos recently that may be of some interest –

Indoor at our first session on 13th Sept [here](#)

A high level view from our field at Cottenham in September – [here](#)

Or search Youtube for IVCMAC

Who's winding?



Who is the bespectacled winder of this Viking?

Answer at the end of the newsletter.

Where is it and what plane?



One of our members took this photo recently on a jaunt from a well known local airfield, but which one?



This view whilst taxiing out might give you a clue..... Answers at the end of the newsletter.

Dates for your Diary

NB – Check for latest details on our website www.impmac.co.uk

Sat 29th Sept – 2pm to 5pm Indoor RC and FF in the Sports Hall £3 entry

Sat 6th Oct – 2pm to 5pm Indoor RC ONLY in the Sports Hall £5 entry

Sat 13th Oct – 2pm to 5pm Indoor RC and FF in the Sports Hall £3 entry

Sat 27th Oct – 2pm to 5pm Indoor RC and FF in the Sports Hall £3 entry

Sat 3rd Nov – 2pm to 5pm Indoor RC ONLY in the Sports Hall £3 entry (reduced fee as it finishes at 4.15pm to allow set up for Open Day

Sun 4th Nov - 9am to 5pm – Public Open Day. See flyer on website

Gordons trip to the USA

Gordon Hannah reports on his recent trip to the USA -

I thought you might like this along with a selection of photos I took on my recent trip over the pond.

My daughter has a house as part of an 'Aviation Community' in New Hampshire, USA (look it up!). This came about as her husband's best friend - and the best man at their wedding - is an airline pilot and owns a couple of private planes, plus one he is renovating. The community consists of a housing development with the houses each having a hangar and access via taxiways to a 4000ft airstrip.



This guy didn't have room for his 3 aircraft so persuaded my son in law to buy a house in the area so he could use their hangar for his Cessna floatplane. In return he would look after the house in their absence and they would have free rides when they were there. A no brainer!



We were over there in the summer so I was able to take full advantage of the offer. On the first day we walked round and admired his immaculate Cessna Bird Dog (sadly my camera battery was flat so I didn't get a picture of it but the photo above shows it resplendent on skis).



Anyway I was then introduced to another enthusiast - Bob - who showed me his Stinson Voyager, and I had a trip in that later on, after being told not to get too worried about oil being splattered on the windscreen from a small leak!

Bob then took me round to a friend's place where there was a treasure house of aircraft.



These included this immaculate 1940's Cessna 140 (I remember an old free flight Aeromodeller plan of the late 50's



A similarly immaculate Curtiss Robin (wrong way Corrigan?) but with a radial engine



A gem of a Whittman Tailwind (aren't they tiny)



A Stinson Reliant in the process of renovation.

Tucked away awaiting restoration was a Cassutt Racer. To finish it off, hanging from the ceiling was the basic fuselage frame of a Heath Parasol. All an Aeromodeller's delight.

The next morning I was taken up in the Bird Dog to pop over to another airfield for breakfast. On the way back my pilot swooped down to a little over tree top height to 'look for the Viet Cong!' All quite an experience.

Later on in our trip to the USA I managed to persuade Carolyn to indulge me and let me divert to take in Rhinebeck aerodrome. As you probably know this is the USA's equivalent to Shuttleworth, but in my view doesn't bear comparison. It was a Monday morning but I was surprised to be the only visitor and the only person on site was the girl in the shop selling tickets - a very reasonable 8 dollars per head. We wandered around their hangars in which all their original and some replica aircraft were on show. These were all non flying. On the other side of the grass airfield were the flying aircraft, mainly replicas and not available for the public to view.

There may have been people working over there but I couldn't tell.



Some of the aircraft I saw were in quite good nick - for example this Fairchild Ranger



And this Monocoupe



But others were in need of quite a bit of TLC, particularly this Aeronca C3



And this Santos Dumont Demoiselle, but it was nice to see these rarities.

I thought you might be interested in these experiences and a look at some of the photos.

What's this then?



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

Answer to What's this then?

The winder was Bruce Lindsay.

The engine is a Le Rhone 9C Aero Engine photographed at Duxford

And the famous airfield was Duxford of course viewed from one of their DH Rapides when Trevor went up for a spin.