



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

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Ren Cup at Newmarket

Michael Marshall reports.

Wednesday 25th July was the Ren Cup at Newmarket race course, carried over from a previous cancellation caused by poor weather. This time the weather was good with the wind flowing towards Devil's Dyke.

There were seven competitors who flew three rounds where the maximum was set at 90 seconds. Ian Cowley, one time member was on hand to help out with the timing. Phil Haines, Phil Bailey, Michael Marshall and John Wynn flew P30's, Chris a Felix and Hugh Stevenson a Go Devil embryo endurance model of American design by the legendary Herb Kothe. Andrew Moorhouse flew a tailless P30 of his own design.

Although the big heat had subsided there was good air about and some flights nearly reached the Devil's Dyke boundary at the end of the site.

The results were -

1st	Hugh Stevenson	270 sec
2nd	Phil Bailey	235 sec
3rd	Michael Marshall	201 sec
4 th	Phil Haines	162 sec
5 th	Andrew Moorhouse	137 sec
6 th	John Wynn	74 sec



The competition ended as the light was failing but light enough for the Chairman John Wynn to award the prizes and take this photo!!

Bowden Trophy

The BMFA East Anglian Gala took place at Sculthorpe on the 21st and 22nd July. Sunday was the day for the Bowden competition, a precision flying event, which was supported by John Wynn and Hugh Stevenson. John was the winner flying a Junior 60 and Hugh Stevenson was second flying a Bowden Contest designed by the great Colonel Bowden himself in about 1940.



The magnificent trophy and some of the IVCMAC club members present.



John receives the Bowden Trophy and both he and Hugh receive certificates from Michael.



Hugh fires up his "Bowden Trophy" model at Sculthorpe.

Mick Staples DH60 Moth



Tony was seen flying another beautiful creation built by Mick Staples. This DH60 Moth for control line is a replica of the full size one flying at Old Warden. The full size G-EBWD has been based at one aerodrome (Old Warden) for longer than any other aeroplane in aviation history. A record that is unlikely to ever be beaten!

The aircraft was built in 1928 and used by the Brooklands School of Flying. Richard Shuttleworth learnt to fly in 'BWD which he purchased in 1932 as his first aeroplane. It was originally powered by a 65hp Cirrus I engine but in 1933 it was re-engined with a 105hp Cirrus Hermes II.

It escaped being impressed into the RAF during the Second World War and survived in storage at Old Warden where it now performs regularly at flying displays.

"A" Test success for Mick



Mick Sumpter passed his RC "A" Test under the watchful eye of examiner Steve Mynott on 19th July.

There are now several club members who are easily at this standard, so please have a word with Steve if you want to have a go at this. All the details of the test are on the BMFA website.

Gerals Stampe



Gerald poses with his magnificent Stampe which he brought along to the Girton fete. I must ask him some more about this model – it needs to be up in the air it looks so good.

John Copsey looks on and wonders if he could hook it up to some control lines.....

Alan wonders what it would be like with an FPV camera in the cockpit.....

Outdoor flying



Roger campaigns this large biplane at Impington.



Gordon holds his new Zephyr at Cottenham. Bought for £55 at a swapmeet with everything fitted except the receiver.

It flew really well till the motor became loose and it landed in the outfield. Luckily there was no damage and we discovered that the motor was literally being held on by one screw and the cowling!! The cowling flew off and was found 100 yards from the model thanks to the eagle eyes of Alan Hoensch.

I suppose that the lesson to be learned here is not to trust someone else's building skills but to give anything you buy a really good check over!!



Hello stranger!! Alan Hoensch has been busy house moving but came out to Cottenham on 1st August with his Kunai glider (pictured) and his Riot and had some good flights.



A happy band of flyers at Cottenham on 1st August. Trevor contemplates the complexities of transmitter programming with Mike Muirhead in the foreground.



John Street has rebuilt his Waltz after its escapades with the tree at Impington and it flew well in its new paint livery.

New Drone rules!!

These came in at the end of July and are rather complex, but thanks to the BMFA won't affect us too much. Here are Alans gross oversimplifications for BMFA members.....

Rule 1 – This applies to all model flying and is really the most important one. It states that you should only fly your model if you think the flight can be made safely.

Multi-rotors (the new drone rules) – Must not be flown above 400ft or within 1km of an airfield.

Model Planes and Helicopters below 7kg – Can fly up to any height as long as it is not within an ATC zone – otherwise the new drone rules of 400ft and 1km apply.

FPV planes below 3.5kg – Can fly up to 1,000ft as long as it is not within an ATC zone – otherwise the new drone rules of 400ft and 1km apply. Existing FPV rules apply - e.g. competent observer, not within 150m of congested areas and not closer than 50m to people or objects not under the pilots control.

The requirement to register won't come in till next year.

Hedge Landings anonymous



This club flyer has obviously been doing too much FPV flying as he was recently unable to judge the height of the hedge and landed right in it.



But who was it – answer at the end of the newsletter!!

Indoor flying in the big hall

We have booked even more Saturday 2pm to 5pm sessions than we had last winter for the mixed flying of FF and RC models. These will cost £3 and start on Saturday 29th Sept.

We have also booked 3 more RC only sessions prior to Christmas which will cost £5 and take place every month or so. These start on Saturday 6th October

Full details are on the Events page on the website – so check it regularly!!

Dates for your Diary

Friday 7th Sept - Last Outdoor meeting

Thursday 13th Sept - First Indoor meeting

Sat 22nd and Sun 23rd Sept – Old Warden Festival of Flight

Who's winding?



Who is winding this nice P20? Answer at the end of the newsletter.

Car squash



Richard Holland demonstrates good technique to squeeze 2 warbirds and 2 EDF Hunters into his Landrover

What's this then?



You should know this one as it featured in the last newsletter. Answer at the end of this newsletter.....

Caption Competition



This one conjures up many options. Most will be unfit for publication I'm sure!!

Sales and Wants

Just a reminder that if you want to advertise anything, please let the editor know and it will be featured in the monthly newsletter.

Flying Flea

I'm sure that Gotthelf will like this one as he had a nice model of this machine flying in the hall last winter



Flying Flea pictured at RAF Fairford during the International Air Tattoo in July. A strange design that was very popular but killed off quite a few pilots!!

Noise at Impington

As you know, there has been a complaint about this and we have agreed to stop noisy outdoor flying at 9pm.

But what constitutes noise? There is a committee meeting on 20th September to discuss our response so if you have any comments or ideas please see John Copsy ASAP.

Answer to What's this then?

It's a Tiger Moth cockpit as viewed by Trevor on his recent visit to Old Warden for the Moth meeting.

The winder is Philip Haines and the hedge lander is the newsletter editor Alan Paul (ulp!)

From the Archives.....

Fancy a Keil Kraft model kit for 17 ½ pence – read on, but sadly this is from an advert in 1953. Interestingly, although kits have gone up in price, I think Radio gear has stayed about the same over the last 50 years, so has come down dramatically in real terms.....

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