

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

edited by Alan Paul
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September 2019
www.impmac.co.uk

(Background image: A detailed technical drawing of an aeroplane fuselage with various parts labeled and construction instructions.)

A right Hatfull – 70 years of the Scarab



Seen on an early July evening at Impington is a great collection of Albert Hatfulls designs and in particular the Scarab which celebrates 70 years this year.

Pictured are Tony Neals model with the red nose, Alan Hunters with the white nose and behind that 2 of Richard Staines Scarabs – the one at the back being a 150% scaled up version.

Also pictured is Richards Invader glider (now electric powered) and Alans Sportster which are also Hatfull designs. Good effort chaps!!

Albert Hatfull was a prolific designer of FF models for Keil Kraft after an early meeting with Eddie Keil who was impressed with his designs. Other than the Scarab, one of his most famous designs was the KK Senator which has often been seen flying at the club. He also had many plans published in the aeromodelling press.

Nice to see these models flying at Impington.

Bostonian competition

Michael Marshall reports - A brief report on the Bostonian Competition held on the 2nd August at Impington. The conditions were reasonable with no rain and a light wind from the Percheron Close direction.

There were six entrants and the competition was for five flights, the best three to score with a maximum of sixty seconds. Chris was first in the air and only needed four flights to achieve the maximum, one was sub max.



Chris with his winning Bean box 2 built about 8 years ago. The secret is in the motor. A single loop of 1/8th rubber, about twice the length of the model new at the start of the first flight with about 1200 turns, increased to 1400 on the second and 1600 on the third.



Hugh launches his Bostonian Speedster that he built last year



Bruce had to complete all five flights but only had one max.

Hugh and Phil each made just three flights.



Phil Haines with his model on the night

The results were -

1st	Chris Strachan	180 sec
2nd	Bruce Lindsay	171 sec
3rd	Hugh Stevenson	117 sec
4th	Michael Marshall	112 sec
5th	Phil Haines	97 sec

Michael made all five but never did better than 38 seconds for any one. Clive Anderson had all the misfortune breaking his model and consequently recording no scores. Many thanks to Tony Harper for taking charge of the watches.



Michael launches whilst another Bostonian stalls in the background



Clive displays an unusual winding technique!!



Hughes very nice Bostonian Speedster waits its turn

Metal models - update



You may remember an article from a year or so ago about an all Aluminium Model that Alan Hunters brother found in the Bourton on the Water museum where he amuses himself in retirement. He was asking if anyone knew what it was. Anyway, Alan has stumbled across the details whilst searching for something on the web!! He sent me a short report -

It was called the Sky-Vahl and made by Vahl Engineering in the US in 1946. It was very expensive too - nearly \$24 just for the airframe, which was a lot in those days, so it didn't sell in numbers and soon disappeared from the market.

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Designed by Harold R. Johnson

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Address: _____
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APRIL 1946

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How one ended up in the UK I have no idea but I would doubt they tried to sell it here as this country was as bust as could be at that time. I expect an American Serviceman brought it over here as they did many of their IC engines post war.

The Vahl Engineering Company still trades in full size Aircraft parts very close to that original address but nobody is left there now that remembers their short but doomed venture into Aeromodelling.

RC "Climb and Glide" comp

The forecast was awful for Friday 12th July, the scheduled date for the competition so I was ready to pull the plug, but hey presto, the weather improved and we gave it a go!!

The rules were simple – a 10 second power on climb and then close the throttle. Longest flight wins and we counted the total time including the 10 second climb phase.

5 competitors had a go with a total of 6 models. Some went up fast and down fast and some went up slow and down slow!! Only one went up fast and came down slow and this was Marks Excalibur 1100 which won by a country mile.....



Marks winning Excalibur 1100

1 st	Mark Frogley	Excalibur	171 sec
2 nd	Stuart Marsden	Glider	60 sec
3 rd	Alan Paul	Waltz	50 sec
4 th	John Clarke	Crack Laser	35 sec
5 th	Tony Neal	Tomboy	34 sec
6 th	Stuart Marsden	Crak Yak	33 sec

I was going to apply some draconian handicapping for the different model types but my head exploded doing the calculations, so we just went with the scores on the day.

Painful lessons – again!!

John Clarke reports on the recent crash of his pride and joy, but he's still smiling!!

As you may have gathered from last month's newsletter, I crashed my new Inside F5J 2.9m span glider. I had had an enjoyable session flying at Cottenham in good thermalling conditions and was a bit tired and thirsty but there was enough power in the battery for another climb to 400'.



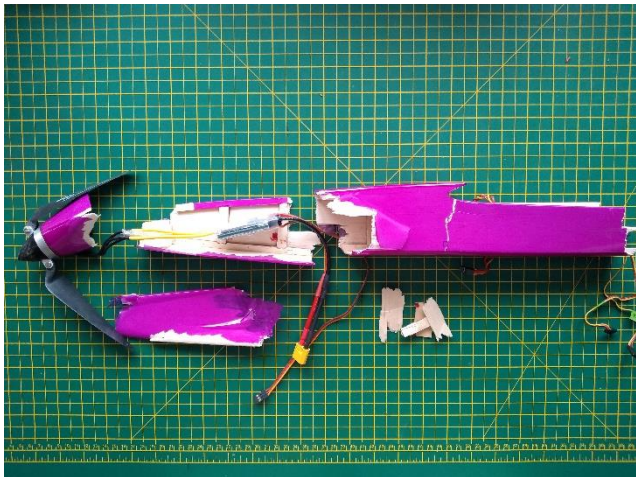
Johns Inside F5J before the incident

The model tends to roll under full power and needs the application of ailerons to keep the wings level. I gave it full throttle but this time did not correct the roll straight away.

A short lapse of attention and I was unable to see the orientation of the model. I had been moving the CoG gradually back to make it more pitch sensitive to indicate lift better. This was working well, but it may also have made the sailplane harder to control and to recover from the spiral dive/spin I found myself in.

In the ensuing panic I forgot that on this model I have the throttle on a slider control and the flaps on the throttle stick. This gives great control for crow braking during landings but the full power dive into the adjacent field was not a good landing! Closing the "throttle" had just applied full crow braking, leaving the throttle slider on full power!!

I was stunned by my stupidity as I had been so careful flying this model up until that point.



The fuselage after the incident

At first I imagined that the model would be a total write-off but the damage is limited to the fuselage from the trailing edge forward and to one wing tip. It is repairable but I have decided to do this over the coming winter so as not to miss out on flying time this summer.

It will take a lot of work but Richard Staines and other club members have given me encouragement and advice which I appreciate very much. I hope that the pain of the crash and time to reflect on my mistakes (four at least) will teach me a few lessons that I won't forget. Crashes are part of the hobby but it doesn't get any less painful especially when one puts so much time and care into building a model.

I hope to have many hours of enjoyment next season flying this battle scared but super model.

John is now enjoying some fixed wing FPV with his new birthday present of Fatshark goggles and a Multiplex Easy Star



BMFA East Anglia Gala

Michael Marshall reports from Sculthorpe

This was a two day event over the weekend 27th and 28th July held at Sculthorpe. On the 28th there was a Bowden precision type competition with two members from IVCMAC taking part - Hugh Stevenson and John Wynn. John won this competition last year and I am pleased to say that he won again this year.



John receives the Bowden trophy, whilst Hugh looks on

Caption Competition



Strange goes on at the Bostonian competition.....

Dates for your Diary

Fri 6th Sept - Last outdoor meet

Thur 12th Sept – First indoor meet

21st and 22nd Sept – Old Warden Festival of Flight

Sat 5th Oct – Coach Trip to RAF museum at Hendon. See John Copsey for tickets @ £15

Saturday Indoor flying

Back by popular demand, we have scheduled some dates for the winter. Check the website "Events Calendar" page at www.impmac.co.uk for up to date info.

Please note that the mixed sessions have priority for Free Flight. Small, slow RC can fly in one half of the hall, but be prepared to give way to FF models

The RC only sessions are suitable for larger faster indoor RC models.

Sports Hall 2pm to 5pm mixed flying £3 entry

- Saturday 21st September 2019
- Saturday 19th October 2019
- Saturday 23rd November 2019
- Saturday 7th December 2019
- Saturday 28th December 2019
- Saturday 18th January 2020
- Saturday 1st February 2020
- Saturday 15th February 2020
- Saturday 14th March 2020
- Saturday 28th March 2020

Sports Hall 2pm to 5pm RC Only £5 entry

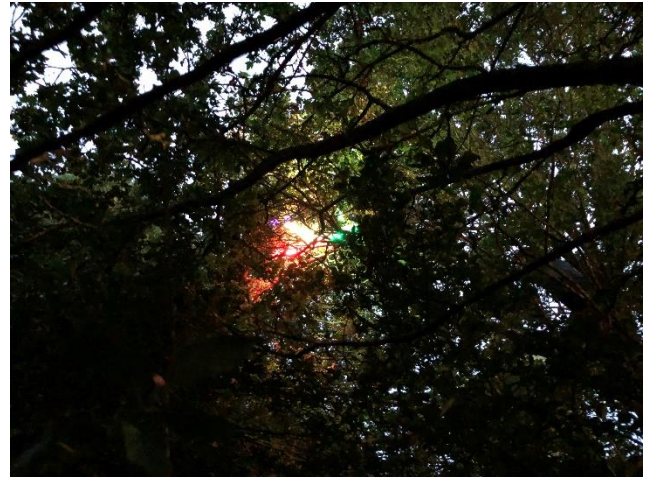
- Saturday 28th September 2019
- Saturday 26th October 2019
- Saturday 16th November 2019
- Saturday 14th December 2019
- Saturday 11th January 2020
- Saturday 8th February 2020
- Saturday 7th March 2020

Night rescue

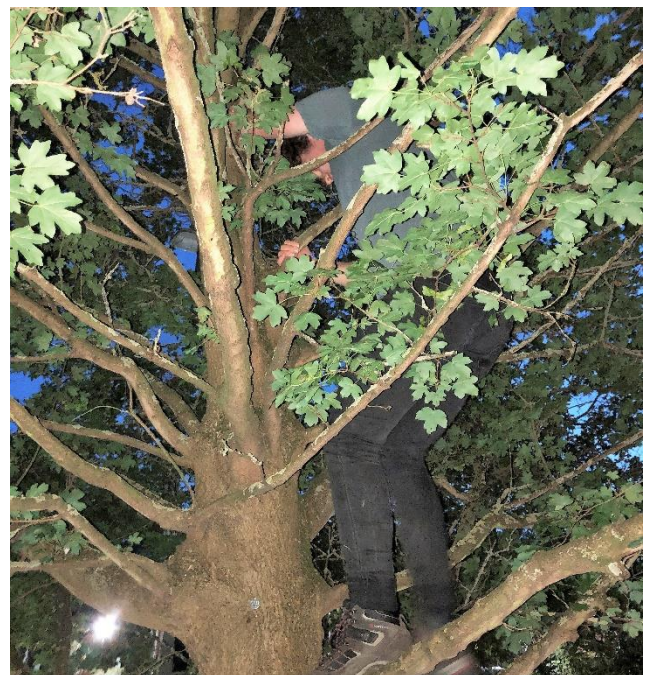
Free flighters had packed up, Control Liners had packed up and most RCers had gone home.....

Kara and Alan were still flying, and luckily Martyn and Oscar were still around.

Pole wielding and Tree climbing are still alive and well.



Karas Night Walrus glows atop a tree.....



Oscar climbs in the dark – illuminated by flash



All's well that ends well

From the Archives.....

Still selling "reed" systems in the 1970s.....

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NEW REMOVABLE CHROME TELESCOPIC AERIAL CENTRE LOADED	42/6
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WIKE WOUND SLIDERS (one per channel), each	2/6
CRYSTALS NOMINAL 27 mc/s, each	24/-

Note: Nominal crystals cannot be matched for superhet operation

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SEMICONDUCTORS—micro alloy transistors and diode	52/6
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40ohm 10 CHANNEL	£9.7.6

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