

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

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Fun Fly Day Sat 17th Jun

Surely you have this date in your diary already? If not, why not!! CL, RC and FF model flying from 9am to 5pm with a BBQ at 12 noon. We plan to hold this event annually and call it the "Ray Malmstrom Fun Fly Day".

Please invite any of your modelling friends, old club members, members of the Cambridge Club etc. Anyone can fly if they are BMFA members. No i/c powered RC of course.

During the day we will have the Malmstrom Trophy for any of Rays designs. Trevor will bring some FPV models with a repeater screen display and goggles to show off this new aspect of our hobby and I hope to persuade a local helicopter expert, to bring some models and do some heli aerobatic demos.

See you there. Fingers crossed for good weather!!

Club success at the Nats

A mighty team from IVCMAC went up to the Indoor Scale Free Flight Nationals on 23rd April at Walsall. Various photographers and reporters have sent in their reports of the day.



Garry Flack won the Pistachio event for the 2nd year running with his magnificent Westland Wyvern.



Garry receives his Gold Award



Garry's Wyvern rests on its laurels

John Wynn competed for the first time and writes -

"My plane was a Kiel Kraft Flying Station Wagon in Kit Scale. It was my first attempt, and I did it just for fun to see what I could do.

Got a 22nd place out of 36 so I'm quite chuffed. Could have done better if I had realised they require full copy of plans and aircraft markings also a coloured photo of the plane I was imitating. Plane flew well though and I will know for next year!"



John Wynns first attempt



John Valiant competed well in Peanut with his new FW190 D-13 seen here ready to launch



Johns FW190 in flight



Scale detail of Johns FW190



Chris Strachans CO2 powered Cub flies by.

Chris writes "This was a good meeting in a super venue and a very successful organisation who were concerned beforehand about fitting in a record number of competitors but actually managed very well. My own efforts were pleasing flights in Open Rubber and Kit Scale. Not great in Pistachio with a very old model but pleasing in Peanut where I finally achieved my target for some time of a 90 second flight with my (very ancient) Beardmore Wee Bee.



The Wee Bee is prepared for flight during pre Nats testing at the Open Day in March

It is a very simple aeroplane so my scale points were not good enough to give me a high over all placing (peanut scores work on the addition of the duration and scale placings

with the lowest total winning so I ended up with 1 for first in duration and 15 for fifteenth in static). The resulting total of 16 gave me 5th place out of 19! However this was good enough to win the Aeroplane Trophy which is awarded for the best placing by a model of a British pre-war ultralight.

The trophy is a lovely painting by Keith Woodcock which I last won some years ago (with the same model). The trophy has since then been lost and found but is now back on the same space on our wall. A nice end to a good day"



Chris strides out to fly his Wee Bee

Indoor flying – ages ago!!



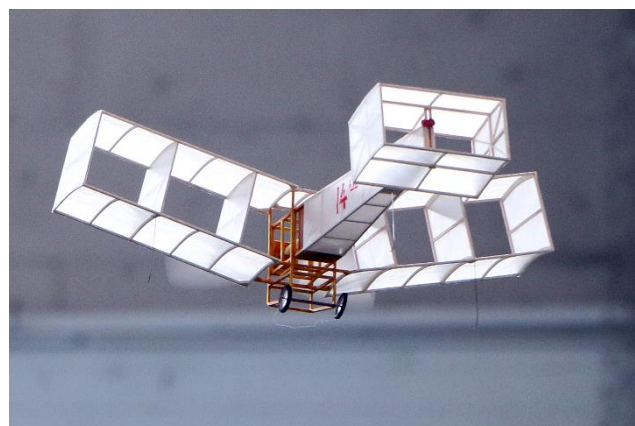
Gordon Hannahs Farman Moustique at the last Saturdays flying in the big hall



Spotted in the large hall – Photo Tony Neal



Bruce Lindsay's Bostonian Beaver floats by at the last public day in the big hall - Photo Tony Neal



Another nice model spotted in the Large Hall – Photo Tony Neal

Abducted by Aliens?

Well, that's my excuse anyway. We had a great outdoor evening at Impington on 28th April and as well as much FF activity, there was a busy RC flightline with up to 6 aircraft airborne at one time.

I was flying a mini Radian, along with several others. It's such an easy plane to fly that I clearly had my mind in neutral and took my eye off the model to watch Richard landing his big Mistral thinking that I would just look up and take control of the Radian again. No such luck – I looked up and there was no sight of it

and after much scanning the sky, I had to admit defeat and switch the transmitter off. Clearly it had been abducted by aliens, but the more serious lesson is **"Never take your eyes off your model!!"**

P.S. – The model has not yet been found

Dates for your Diary

Fri 2nd June – Tiddler competition

Sun 4th June - Ray Malmstrom CL Stunt trophy at Girton. See John Copsey for details. John would welcome any "helpers" on the day

Fri 9th June - Bostonian competition

Fri 16th June – RC Spot Landing competition. Any model will be OK

Sat 17th June 9am to 5pm - Fun fly day on the Impington sports field with BBQ. Also the Malmstrom Trophy competition

Wed 21st June – Ren Cup for P30 or models less than 25" on Newmarket Racecourse 7pm

Fri 14th July – Under 25" competition

Who's winding?



This modeller has been known to design his own – one of which featured in a recent competition, but here he is with a simple Gymminie Cricket which as you might expect flew rather well.....

Another A Test success



On a rather blustery day and flying a model Tony Neal would probably rather not be seen with, he took passed his A Test at Cottenham with Club examiner Steve Mynott. The model was Steves Wot 4 which I think was passed on to him a while ago, has been round the houses a few times and has the scars to prove it. However, it's a good model with an excellent pedigree.

Nice sunglasses Tony, but well done anyway!!

We had another training day on the 10th May in glorious sunshine and light winds. About 10 members turned up for some very enjoyable flying and there were 4 Riots there (model aircraft that is). This is another good model – large enough to be seen and with a good flight range from docile trainer to fully aerobatic.

If you want to find out more about the BMFA RC Achievement Scheme, there is a dedicated website at <http://achievements.bmfa.org> and amongst other things there is a useful quiz on safe operation of RC aircraft and the legal rules we have to follow. Worth a go at the quiz to see what we don't know!!

In praise of eccentricities

Gordon Hannah continues his thoughts.....

Some may recall the photograph in a recent newsletter of my Goupy – since mentioned in the latest Aeromodeller.



As noted in the aforementioned publication it actually flies, and with a little bit of added nose weight, quite well, although lacking a bit in the duration stakes. Comment has been made that it flies despite the lack of dihedral. It struck me that the filled in wing tips give the effect of a box kite and all the stability it provides – the physics is beyond me. Perhaps someone out there can explain this, but in simple terms please!



This brings me to another oddity of this and other aircraft of similar era. Undercarriages had their wheels castored – see my close up above of a late mark of a Bleriot. It must have been a nightmare keeping the aircraft

running straight in a cross wind. Not surprisingly the idea was eventually dropped in favour of fixed tracking for the undercarriage.



Back to models. In recent years we have been entertained at our open days with some marvellous oddities. Jim Waldren (I think that was his name – of the Peterborough club) used to come along with a stable of models technically meeting the Peanut or Bostonian specification. I took a general picture and really liked his 'airship Bostonian' complete with crew.

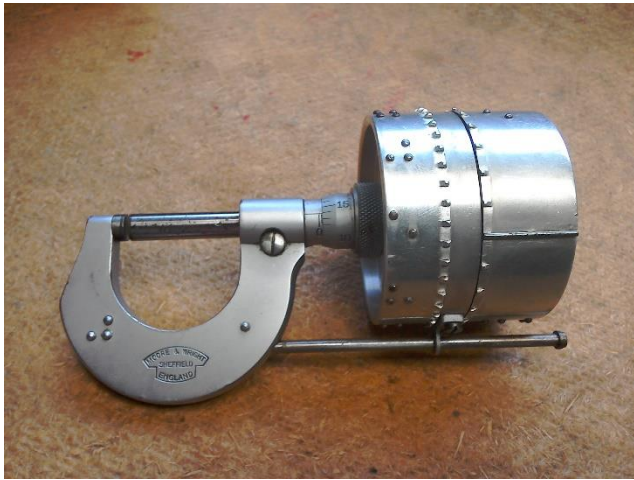


The Bostonian Airships crew on lookout!



Peter Smart comes regularly and on one occasion flew his Henson 'Aerial Steam Engine' of 1843 vintage. Proof of concept is the photograph of the model drifting around at rafter height in the sports hall. Keep them coming.

What's this then?

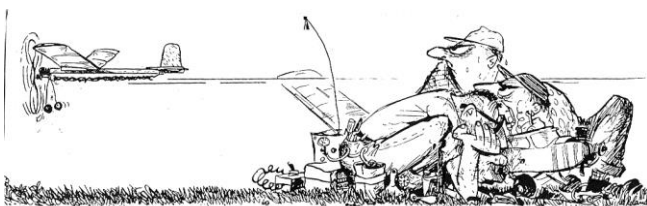


Answer later in the newsletter.....

Caption Competition



Looks like an expensive way of delivering trains, but can you come up with a better caption?



This was last months entry and the winner was anonymous with "Rubber Revenge".

Sales and Wants

It's been suggested that we have a section for this, so if you have anything to sell or need something special, let me know and I will slot it in here.

CLG Competition



A range of competitors ranging from amateur to professional took part (we know who we are....). Mission control is pictured above.

Michael Marshall ran the evening with his usual efficiency and precision. His report is below.

Friday 12 May was windy and with heavy rain most of the day but the wind and rain abated for the first outdoor competition - hand or catapult launched gliders. This was a single model competition with five flights to score, each of which had to be in excess of 7 seconds. This was not as easy as it seemed and meant the right choice of model for the event. There were 10 contestants and results were as follows -

1st	Chris Strachan	119 sec
2nd	Bruce Lindsay	84 sec
3rd	Michael Marshall	76 sec
4th	Phil Haynes	71 sec
5 th =	Ewan Benstead	61 sec
5 th =	Mark Benstead	61 sec
7th	Alan Paul	56 sec
8th	Andrew Moorhouse	42 sec
9th	Mick Flack	29 sec
10 th	Andy Halmshaw	Retired hurt!!

Answer to What's this then?

It's a Braille Micrometer that Alan Hunter found lurking in his workshop when he had a clear up for the first time in 25 years

The winder was Mick Flack of course

RC Limbo Competition

This was a fun competition held on 19th May. An interesting evening as the forecast was pretty grim, but the wind dropped, the rain stopped and it turned out to be a great model flying evening.

In concept, Limbo is simple. You get a minute to fly your model under the tape as many times as you can with the pilot doing the most limbos being the winner!!

In practice it turned out to be trickier than you might expect with several models hitting the limbo tape. I'm sure if you aimed for the tape you would miss it!

I was flying a very easy model – the small indoor "Champ" which gave me a rather unfair advantage. However it was my comp and I was aiming to fare better than the indoor spot landing where I was last.



Trevor untangles his Venus from the tape. This model was quite tricky to get through the gap

A few flyers chickened out as they saw others hitting the tape or the posts – you know who you are!!



John suffered a similar fate on one of his flights with his mini Radian. Now, which way should we unwind this from the prop?

It was somewhat disconcerting to see Chris Strachans competitive hat come on progressively during the evening. At first he was just having a bit of fun with his mini Radian, but successive flights upped his score and I was a bit worried that I was about to be pipped for the post.

Anyway, a fun evening and something to be repeated outdoors and indoors later. The final scores were –

1. Alan Paul	Champ	10
2. Chris Strachan	Radian	8
3. Trevor Sexton	Venus	7
4. John Street	Radian	3
5. Mark Benstead	Champ	2

Mark is to be particularly congratulated as this was his first ever evenings RC flying with the Champ. Mark and his son Ewan will need to be watched for the future.

On the Building Board

If you have a fantastic new creation on the board, why not let us have some pictures so we can look forward to the "grand reveal" in due course

Spotted in a Church magazine

It could almost be true – made me smile anyway!!

Teaching Maths over the years

1. Teaching Arithmetic In 1950s

A timber cutter sells a truckload of timber for £100. His cost of production is $\frac{4}{5}$ of the price. What is his profit?

2. Teaching Maths In 1970s

A timber cutter sells a truckload of timber for £100. His cost of production is $\frac{4}{5}$ of the price, or £80. What is his profit?

3. Teaching Maths In 1980s

A timber cutter sells a truckload of timber for £100. His cost of production is £80 Did he make a profit? **Yes or No**

4. Teaching Maths In 1990s

A timber cutter sells a truckload of timber for £100. His cost of production is £80 and his profit is £20. Your assignment: Underline the number 20.

5. Teaching Maths In 2000s

A timber cutter cuts down a beautiful forest because he is selfish and inconsiderate and cares nothing for the habitat of animals or the preservation of our woodlands. He does this so he can make a profit of £20. What do you think of this way of making a living?

Topic for class participation after answering the question: How did the birds and squirrels feel as the logger cut down their homes? (There are no wrong answers, feel free to express your feelings e.g., anger, anxiety, inadequacy, helplessness etc.)

Should you require debriefing at conclusion of exam there are counsellors available to assist you adjust back into the real world.

From the Archives.....

You may remember Ray Malmstroms draconian model building rules from the late 1940s membership card which featured in the newsletter a few months ago. Well, it seems that the Cambridge Model Aircraft Club had similar rules as shown in this extract from the Cambridge Evening News of January 1955

MODEL AIRCRAFT CLUB.

'PROBATION' SUGGESTED FOR NEW MEMBERS

Testing Their Interest QUESTION REFERRED TO EXECUTIVE

A SUGGESTED scheme for placing new members on a period of probation was referred back to the Executive Committee for further consideration at the annual meeting of the Cambridge Model Aircraft Club, held in the Sleaford Street Hall on Friday.

The matter had been placed on the agenda as the result of a request from a Club member, who considered that all new members should be placed "on probation" for a period to see whether they were really interested in becoming permanent members.

Mr. Alan A. C. Jordan did not approve wholly of the idea. "I think that the thing to do is to ask that a model be built," he said. "There should be four nights in the year when everybody must produce a model or be fined."

Referring to some of the junior members of the Club, Mr. Jordan remarked: "I do not think that they treat the Club with as much respect as they should." The Chairman (Mr. Peter Firman) agreed. "You should work hard and play hard," he warned.

MORE FORMAL INTRODUCTION.

A form of "probationary period" had been introduced into the Club some years ago, pointed out Mr. Russell Emmony. Then an application for membership had to be considered by the Executive Committee.

Mr. John King suggested a proba-

tionary period of three months. "It would give the seniors a better chance to get to know the juniors," he contended. "I think there should be a much more formal introduction of new members."

After further discussion, Mr. King proposed reference back to the Executive Committee. The motion was carried unanimously.

The Club Secretary (Mr. Michael Gates), in presenting his report on the year's activities, paid tribute to the help given by Pye Ltd. Speaking of the Team Racing Rally held in August, he said: "I feel that we now have a firm friendship with Pye Ltd., who seem only too pleased to assist us in all ways possible."

He paid tribute to the Club President (Ald. Capt. A. C. Taylor), who took a lively interest in all that the Club organised and arranged.

Mr. Peter Hoskison, the Club's public relations officer, suggested that a Club magazine should be published during the coming year for the information of members and friends. He felt it could appear at least once a quarter.

He thanked the Press, particularly the "C.D.N.," for the useful publicity given during 1954.

FEWER COMPETITORS.

A slight drop in the number of competitors in Club contests was reported by the Competition Secretary (Mr. Peter Firman). "I do not think that the contests were supported as well as they should have been," he went on. "After much haggling among people interested in the radio-controlled contest, only one model turned up."

This smaller entry in contests also affected the year's balance sheet, said the Treasurer (Mr. Maurice Reynolds). He explained that the Club still had a healthy bank balance, although it was down slightly on the previous year.

The following were elected members of the Executive Committee for the ensuing year: Chairman, Mr. Firman; secretary, Mr. Gates; treasurer, Mr. D. Crankshaw; public relations officer, Mr. Hoskiso; competition secretary, Mr. George Webb; senior representative, Mr. Reynolds; junior representative, Mr. Peter Arnould.

**Christmas Eve
"Scrap" Leads
to £9 Fines**

These were the rules for the Radio Control Stunt competition at the All Britain Model Aircraft rally in 1953. How things have changed!!

RADIO CONTROL STUNT COMPETITION

Entrance Fee : 2/6 per model

Prizes—

- 1st : " Nitchley " Trophy to be held for one year, and £3 3s. 0d.
 2nd : £2 2s. 0d.
 3rd : £1 1s. 0d.

RULES

1. All test flights must be done in the morning, only one transmitter, the competitor's, can be in operation during the afternoon. All other transmitters shall be left at the Control Point while the competition is on.
2. Entries may be individual, team or club. Individual entrants will be allowed a maximum of two assistants, team or club entries shall be flown by a team of not more than three persons.
3. Radio equipment used MUST comply with current G.P.O. regulations.
4. Whilst the transmitter may be placed anywhere in the flight area it shall remain stationary during the flight.
5. The competitor shall give the Judge a completed flight pattern sheet before making his flight. He may omit any stunt, but he may not add to, or alter, the order of his nominated pattern.
6. Points given below are the maximum available.
7. Points for manœuvres are as follows:—

Unassisted take off	25 points
Level turn, right (through 180° min.)	50 "
Level turn, left (through 180° min.)	50 "
Level figure of eight	100 "
Spin to left or right (20 points per complete turn up to 3 turns)	60 "
Loop	50 "
Special Manœuvre (optional)	50 "
Target Landing	100 "
Total (maximum) ...	485 points