

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

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## Heavy Stick Competition

This was held on 16<sup>th</sup> Feb using the design by Tony Hebb, a noted indoor flyer, which had been published in the BMFA magazine. Results were based on the best three flights of five and with Bruce still sidelined and unable to drive, the remaining competitors felt they all had a chance. Michael Marshall oversaw the competition in Bruce's absence and wished Bruce a speedy recovery and a return to competitions.

David Leech sadly had to retire early after going well when his model was crushed underfoot (not by one of the competitors!!). This left a field of 4 still going strong with Chris the stand out winner. The full results were –

- 1<sup>st</sup> Chris Strachan 320 sec (108, 104, 108)
- 2<sup>nd</sup> Mick Flack 182 sec (62, 60, 60)
- 3<sup>rd</sup> Richard Staines 172 sec (61, 56, 55)
- 4<sup>th</sup> Alan Paul 152 sec (40, 62, 57)
- 5<sup>th</sup> David Leech 113 sec (50, 63)



Chris Strachan obviously got in some serious practice beforehand.....

## Terry Kings Videos

If you haven't seen these yet, they are all on the website under the "News" section or you can search on YouTube for IVCMAC.

## Gordon Hannah reflects...

This article from Gordon certainly strikes a chord with me. I have seen Gordon's garage / hangar which houses the most model aircraft I have ever seen in my life!!  
– Ed.

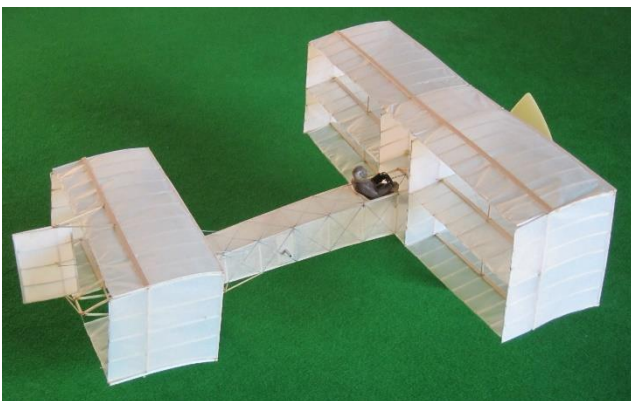
I have been giving a little thought (rather like the bear of little mind) as to why I do aeromodelling and why I like doing what I do. Over the best part of 65 years I have tried just about every aspect of aeromodelling and have wondered how it is that I now find myself being happiest in the particular types I build and fly. Way back in 1958 I made the first R/C model to be built at my school – a Junior 60 with an ED Racer up front and guided (for part of the time) by a very unreliable radio system marketed by Triang. In the intervening years I have built more R/C models, some C/L (but found myself getting dizzy too easily), competitive free flight (all classes, back in the 1960's), indoor duration (not very well), indoor scale and vintage models.

That's the beauty of our hobby – there is so much diversity, and I never cease to wonder how one can continue to be inspired to do something different. To me, the greatest pleasure is making a model and then seeing it fly. It doesn't matter if it is one of Ray's simple designs or a wickedly complicated replica of a pre WW1 aeroplane, of which the original may well have had a very brief life (the pilot too); although I would admit to have some masochistic pleasure in getting the latter to perform. The process of getting them to fly is good enough. Thereafter I get more interested in the next model.

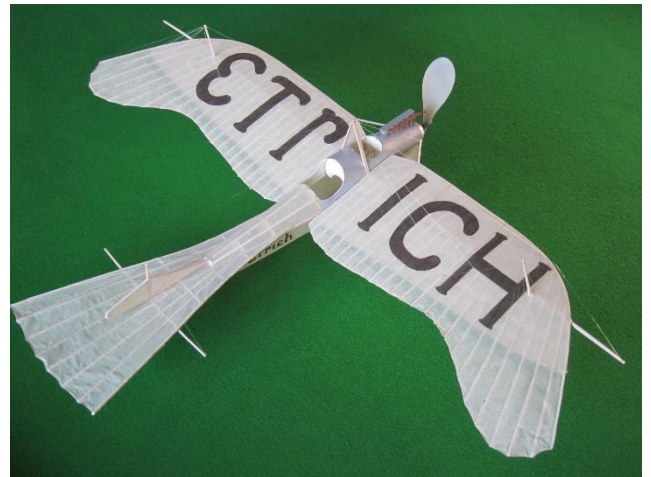
Which brings me to the choice of free flight or R/C. Don't get me wrong; I have the greatest of respect for those who can, and enjoy controlling a model in flight, but to me this adds a level of stress I can generally do without. I like to launch a model into the air and then stand back and enjoy it perform – hopefully. I can readily understand those who think this is daft as I am risking ruining a lot of effort in a few seconds when my latest effort piles in or crashes into one of the many trees around our field, or hits the wall/ceiling/person standing in the middle when flying an indoor model. But that is a chance I am prepared to take, and usually it is my fault when this happens.

To me the greatest advantage of R/C is to be able to make a decent size model, be able to fly it for some time and then not having to go a long way to get it back. Ageing joints are the main reason for no longer enjoying the chase. So, ideally I make a scale model, or any other type that attracts my fancy, launch it, let it fly free and then bring it back safely.

So where does that put me? Definitely on the lunatic fringe of our modelling in an era of RTF models. But that's the way I like it and just to show how mad I am getting here are a couple of my latest efforts.



A peanut scale model of a Goupy. This was the first design in 1908 by M Goupy, built by Voisin and was variously modified as they tried to make it fly. Hence scale data is tricky to find.



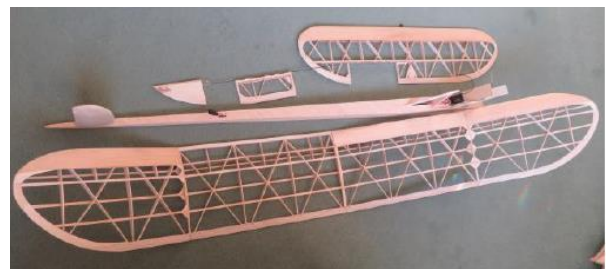
A 24 inch span model of an Etrich Taube.

Both are rubber powered for indoor flying, when I pluck up courage to give them a go. These two designs would have little chance in any scale competition as there is very little scale data for the judges to compare. The colour scheme is very plain and therefore gets low marks and the flight performance (for peanut, duration matters) is pretty woeful. But they are fun!

If anyone wants to combine with me to be the flyer of R/C models I could make (but they would have to do the R/C bits, then perhaps we could talk.

Happy building and flying - Gordon Hannah

## On the Building Board



Do you remember Richard Staines Dreamweaver under construction from January's edition? Updated as the Dreamweaver IX - e, it's now completed as shown in the next picture.



Richard writes "This is a slightly modified copy of Dave Posner's 1957 power model as published in the April 1957 edition of the Aeromodeller. The wingspan is 56 inches and I have replaced the 2.5cc engine with an Overlander outrunner electric motor - a Thumper 3542/05 with a KV of 1250 running off a 1350mah 3s 70c Lipo battery via a 60 amp ESC. The battery is in the pylon accessed via a hatch on the bottom of the fuselage. The ESC is in the fuselage under the pylon that holds the FrSky FASST Futaba compatible TFR6 2.4ghz receiver whilst micro servos are located in the fin and tailplane to actuate the rudder and single elevator respectively to save long push-rods. The servo in the tailplane connects to the wiring loom via a plug and socket in the original models DT stop. The wing and tailplane are covered with lightweight modelspan and then lightweight silk (both at 12grammes/sq metre) using firstly shrinking dope and then non-shrinking after the silk was doped on. Total weight is approx 26 ozs. The motor is producing some 300 watts of power at 26 amps on a 9x6 folding prop compared to an Oliver Tiger at approx .37 bhp on an 8x4. I have an option to increase the propeller size as I am well within the constraints of the 60 amp ESC and 70c battery. Present power loading is 184+ watts per lb, so no shortage of power (100 watts/lb is very ample) but as you all know, you can never have too much power."

## Electric Gyminnie Cricket



I had got my electric Gyminnie Cricket flying quite well with R/C borrowed from an Ares Nano Stick, when the radio packed up completely and the supplier decided to be somewhat unhelpful with replacing it. Sadly it will fly no more as the radio has been consigned to the bin!!

## Dates for your Diary

**The Auction on 2<sup>nd</sup> March has been postponed** – a new date will be advised soon. There is still a club meeting that night

**Sat 4th March** - 2pm Indoor Flying in Sports Hall

**Sun 5th March** - Sculthorpe outdoors

**Thur 16th March** – Tiddler Competition

**Sun 19th March** – 9am to 5pm Public meeting in Sports Hall.

**Sun 26th March** – Sculthorpe outdoors and also Scale Indoor R/C Nats at RAF Shawbury

**Sat 1st April** - 2pm Indoor Flying in Sports Hall

**Free Flight Nationals** – These will now be held at RAF Barkston Heath over the Bank Holiday weekend of 27<sup>th</sup> to 29<sup>th</sup> May

**REN Cup at Newmarket Heath** - 7pm on Thursday 22nd June

## Summer RC Competitions

Once Spring has sprung and we are outside again at the College, the plan is to hold a few entertaining but informal radio control competitions. These will be easy to fly and open to any model.

**Spot Landing** – Very simple, fly overhead, close the throttle and land as close to the spot as possible.

**10 second Climb and Glide** – I'm hoping to persuade Richard to organise this. You get a 10 second power climb and then the maximum duration of the glide wins.

**Limbo** – This can be slightly risky but fun. 2 bamboo poles about 8 feet high are placed about 15 feet apart with a tape between the tops of the poles. Take off and then the pilot who can fly between the poles and under the tape the most times in 1 minute is the winner. An easy slow flying model is ideal – Micro Radian perhaps?

## R/C "A" Certificate



Andrew Jude pictured on 23<sup>rd</sup> January after completing his A Certificate at Cottenham with Steve Mynott – the very first to be

issued at Cottenham. He was flying a Wot 4 Foam-e which is probably the ideal model for the job, although a bit different from the large unmanned aircraft Andrew works with for a living – lucky fellow!!

Andy writes - "Having been a member of IVCMAC while still at the college in the early 90's the interest in aeroplanes has remained. Completing an apprenticeship with Marshall Aerospace, gaining a PPL and subsequently ATPL, I have since enjoyed thousands of flights in all sorts of aircraft. For the last decade I've been involved in defence and aerospace research predominantly into unmanned aerial vehicles - "Drones" as they are now called. The current project, a stratospheric machine, required some test piloting and as no standardised flight crew licence exists yet, it was agreed with the CAA that previous experience plus the good old BMFA "A" certificate would be sufficient. This was a good reason to come back to IVCMAC to take the test. A huge thanks to Steve Mynott for being available at short notice on a murky but reasonable day and armed with a fully charged WOT4 Foam-E fresh from Inwood Models it was a pleasure to go flying with the club again.

## Who's winding?



A colourful rat – that's the model, but who's winding it?

## Keil Kraft Marquis



This is Tony Welch's new creation the 30" vintage KK Marquis. Note the halo round the model and not the modeller..... Tony tells me he is waiting for better weather to test fly it – I'm sure I've seen pictures of him flying in the snow before!!

## Indoor Flyers



Hugh Stevenson's "Pudgey" Bostonian from the 2013 Aeromodeller plan. He has now modified the twin fin layout and has spent many an hour getting it to fly properly.



Chris Strachan's very nice Davis DA-2A which is an American home build plane from the 1960s



Tony Neal with his nice Nasmith Cougar which is a model of another American home build plane this time from the 1950s



Mark Frogley and Tony Husbands "fine tuning" a Vapor. There are usually several of these flying on Thursday nights.

## Slope Soaring at Ivinghoe

Chris Mynott and I went for a days soaring at Ivinghoe Beacon on 20<sup>th</sup> February. It was a remarkably warm day for February with a 15 kt Westerly right on the main slope with some patches where I'm sure it got up to 30 kts. It was the first time I had been on the slope since 1979 and after watching Steve flying his Phase 6 and having a short go on the sticks, I plucked up the courage to get Steve to launch my Lightning (with prop removed) off the edge of the cliff. We both had some enthusiastic flying in strong lift and I can recommend this as a good day out although you come home somewhat windswept!!



Steve prepares his Phase 6 for flight in the shelter of a small mound



This is the Trig Point at the top of Ivinghoe Beacon at 765 feet above sea level. Get your walking boots on! I had forgotten just how brutal slope soaring in strong lift can be and it was lucky that Steve talked me through my first ultra steep 45 degree approach glideslope to avoid falling into the rotors and sink at the back of the hill.

## Caption Competition



Here is a relatively local and topical photo just asking for a caption. I saw that they are very near to resuming test flying which is good news.



This was last months caption comp and the winner was Norman Atkin with "I'm sure there's a better way to deliver a grain silo".

## From the Archives.....

The first this month is a photo from 19?? Perhaps you can identify the date, location and more than one of the people in the photo?



The second is a competition that was held in the College. Can you date this? Perhaps you competed in it?

Impington Village College

Model Aeroplane Club

Announcing:-

AN INFORMAL COMPETITION EVENING IN ~~THE~~  
VILLAGE COLLEGE HALL ON FRIDAY MARCH 2nd  
FROM 7.0 TO 9.30 p.m.

The following Competitions will be arranged  
during the evenings:-

1. OPEN DURATION (R.T.P) Rubber. Any number  
of flights. No restriction of any kind  
except that Models must be rubber-powered.
2. JETEX SPEED for Jetex 50 and 100 units.  
MINIMUM wing area for Jetex 50, 12 sq. m.  
for Jetex 100, 20 sq. m.
3. SPOT LANDING) Any type of model (except  
DIESEL JOBS) will be
4. NOMINATION ) suitable for these  
competitions.

An entrance fee of 3d. per flights will be  
made, the proceeds from which will be  
divided to reward the winners in each  
of the competitions.

Even if you do not wish to compete, COME  
ALONG as there will be plenty of opportunity  
for general R.T.P. flying.

REFRESHMENTS CAN BE OBTAINED FROM THE  
COLLEGE CANTEEN FROM 7.30 - 9.0.

NOTICE TO ALL CLUB MEMBERS: The next  
meeting of the Club will be in the Art  
Room at the Village College on FRI. JAN. 26<sup>th</sup>  
at 7.30 p.m.