

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

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May 2017

Club Auction and Photo

The photo was taken on the night of the club auction on 6th April and was the first group photo for some time. Thanks to our intrepid photographer Tony Neal who set the shutter and scampered back just in time to take his place in the line up. Let me know if you want a digital copy.



The auction was a fun evening and attracted a large number of items. All the money bid went to the seller, so as well as "clearing the decks" for the sellers, it raised a bit of cash for them too!

Steve says that he flew it about 20 times and was very pleased with it until he planted it rather severely and it now needs a rebuild. Never mind Steve, it was still good value for money!!



The assembled throng await the auctioneers gavel.

The large model in the foreground was my 10 year old Speed Air which went to Steve Mynott – he contacted me the next day to say he had already had 4 flights with it and it was going really well. My teeth started gnashing and I wanted it back!!



Chris auctions one of Mick Staples many unbuilt kits which we will hopefully soon see flying. John keeps things tidy.



Michael keeps track of the bids. Amazingly by the end of the night all the money had been received and distributed to the sellers with the items going to the right buyers. As Michael said, "we've done this before".....



On the subject of auctions, Steve Mynott had bought this Smog Hog from Tony Neal a few years ago at an auction and got it flying again the other day at Girton. I think Tony had acquired it from another modeller which just goes to show that nothing goes to waste in this hobby and old models never die – well, not till they are crashed or trodden on (we've all done it, but not a sound you like to hear as you step backwards in the workshop!!). As a postscript, Steve has now sold this model on eBay following a directive from his better half.

Stand and Deliver.....

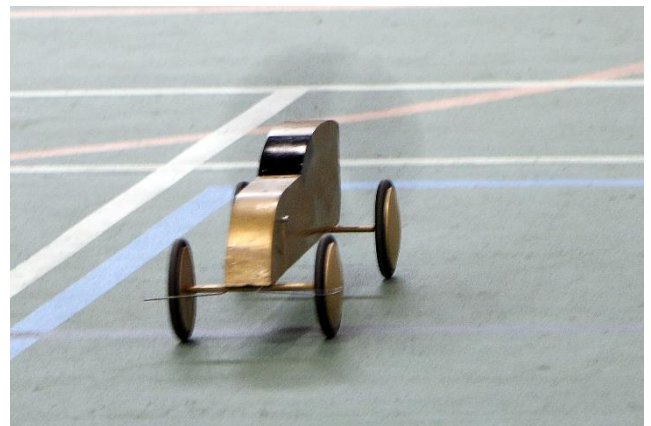
Your news that is!! I'm trying to photograph and report on as many of your models as possible, but if you have any photos and snippets of news about your fabulous flyers (or not as the case may be) please let me have them for the Newsletter.

Any other news items will be very welcome

Wot – no wings????



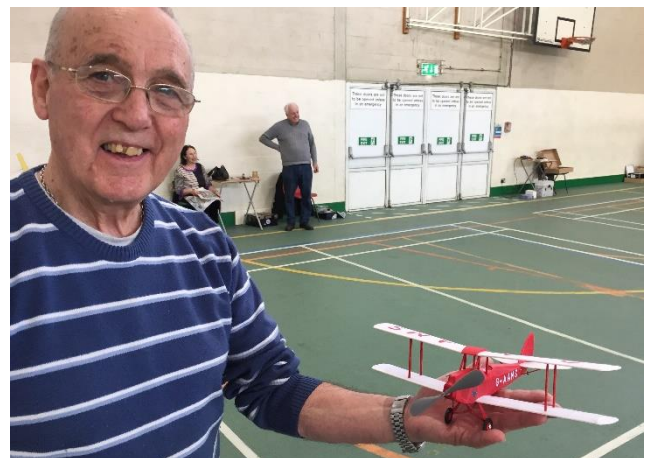
The car race at the recent open day – quite a lot of power packed into 4 wheels



More reminiscent of the land speed record machines with narrow wheels

Indoor flyers

As the indoor season is now over, here are a few photos from my camera taken over the last few weeks



Clive Anderson's lovely new Moth – built in a week!! I wish I had the skills and stamina to do that.



Philip Haines with his lovely and much tweaked Sopwith Triplane



Tony Husbands campaigns a well travelled Gymminie Cricket. What a reliable little model this BMFA entry level kit is – great fun. Surely a good subject for a mass turn out “one model” competition and everyone can build one.



Gordon Hannah winds up his fabulous new Goupy which he told us about in a previous Newsletter. More details in the next Newsletter.



The Goupy climbs majestically – at least as well as the original which apparently Monsieur Goupy tinkered with as much as Gordon does with his model.



Hugh Stevenson winds up his new Martinsyde Buzzard. Quite a large model for indoors with a good presence – also an unusual but very nice scale subject that really looks the part



A closer view of the Martinsyde Buzzard



New member Roger winds up his Bostonian Observer on the last Saturday indoor meeting. After some serious trimming it was flying rather nicely. I think I saw Roger walk away from the auction with a kit or 2, so no doubt there will be some more indoor models flying in the autumn.

On the field at last!!

The first evening was rather windy but the second one brought a bigger turnout.



An unruly gaggle of radio flyers decided to take the plunge. A bit turbulent at times with the wind rolling off the trees, but it improved as the evening went on.



There were 5 mini Radians out and we had a mass launch of the 4 serviceable models.



Up, Up and Away!! The 4th one can be seen slightly lower and above the 2 spectators who didn't seem in any great hurry to duck. Great model. Bring yours next time and lets see if we can get a photo of the biggest mass Radian launch ever!!

Practice and take your "A"

Do you want to take your Radio Control "A" Test? If so, on Tuesday 2nd and 9th May, a club training day will be held at Cottenham from 10am on both days. Steve Mynott and Alan Paul will be on hand to give guidance and then if you feel up to it, Steve will conduct the actual "A" Test.

The test is pretty simple but does help improve your accurate flying of circuits and figures of 8. Full details of the test are on the BMFA website – a summary is at the end of this newsletter.

Dates for your Diary

Tue 2nd and 9th May – “A” Test practice and chance to take the test at Cottenham with Steve and Alan from 10am both days

Fri 12th May - Hand and Catapult launch gliders competition

Sat 13th and Sun 14th May – Old Warden Mayfly

Fri 19th May – RC Limbo competition and photo opportunity for mass launch of mini Radian gliders (suitable model for limbo, but any model will do). Poles 6ft high and 20ft apart

Sat 27th May to Mon 29th May – Free Flight Nationals at RAF Barkston Heath

Fri 2nd June – Tiddler competition

Sun 4th June - Ray Malmstrom CL Stunt trophy at Girton. See John Copsey for details

Fri 9th June - Bostonian competition

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

Sat 17th June - 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 a wide selection of models and another well travelled tool box, but who is he?

Test flown this month



Tony Trumans Super Cub had its first flights at Newmarket Heath on a gloriously sunny day at the end of March. An interesting model and well suited to those learning to fly or getting back into the hobby. It has 3 levels of auto stabilisation – Beginner, Intermediate and Experienced so can take you from the early stages up to mild aerobatics. Tony has also flown this model at Cottenham recently when horse racing got in the way at Newmarket – how rude of the racers!!



This is Andy Halmshaws new Wot 4 which had its first flights on 2nd April at Cottenham and flew like a dream. This is a great model that flies really well and across a wide flight envelope from circuits and bumps to extreme aerobatics – all with one model!! Good choice Andy.

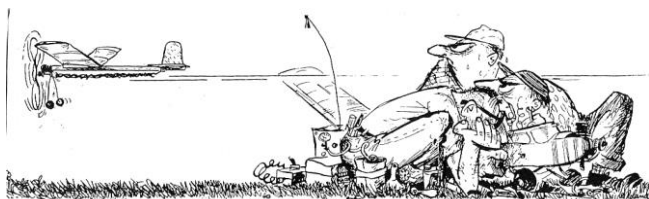
Whatever your personal view on "foamies", it's true that an easy to fly, virtually indestructible and relatively cheap model is a great way of learning to fly – especially with all the on board stabilisation gizmos that are now installed "out of the box" on some of them.

What's this then?



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

Caption Competition



Surely this never happens at IVCMAC, but can you come up with a suitable caption?



This was last months Caption Competition and the winner was anonymous with "You'll need a bigger pole Bruce"

RC Flying at Impington

The close liaison between RC and FF flyers on Friday evenings seems to be working OK, but as the weather improves (hopefully) and things get busier, we will need to be careful on the field.

Unfortunately, Impingtons "mixed use" doesn't lend itself to the traditional RC set up of only flying in front of the pilots, so a few regulars have come up with some tips for safe flying –

1. First RC flyer on site to liaise with free flighters to decide relative locations.
2. All RC pilots to stand together
3. Pilots to call out "launching", "landing" etc.
4. Non flying pilots to watch out for people walking about and warn the pilots as required.
5. Spectators welcome to stand with the RC pilots, but keep a sharp eye out!
6. Drones and small helis to operate away from main fixed wing group in a safe area.



These are not "hard and fast" rules, but just a good idea to prevent incidents like the one shown above!!

Answer to What's this then?

It's a Fred Rising rubber driven Escapement for Single Channel RC from the early sixties.

The winder is Paul Craske

BMFA "A" Test schedule

(a) Carry out pre-flight checks as required by the BMFA Safety Codes.

(b) Take off and complete a left (or right) hand circuit and overfly the take-off area.

(c) Fly a 'figure of eight' course with the cross-over point in front of the pilot, height to be constant.

(d) Fly a rectangular circuit and approach with appropriate use of the throttle and perform a landing on the designated landing area.

If the engine stops during the landing the model may be retrieved and the engine restarted to enable the remaining parts of the test to be completed.

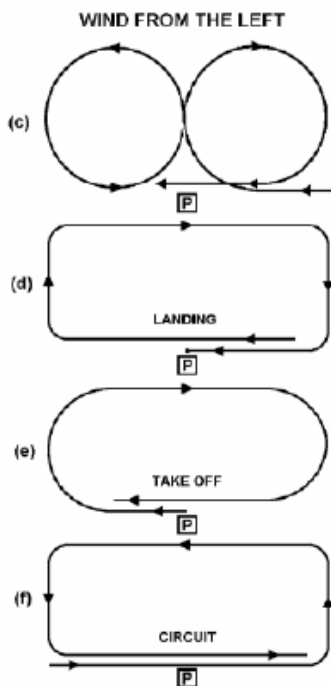
(e) Take off and complete a left (or right) hand circuit and overfly the take-off area.

(f) Fly a rectangular circuit at a constant height in the opposite direction to the landing circuit flown in (d).

(g) Perform a simulated deadstick landing with the engine at idle, beginning at a safe height (approx. 200 ft) heading into wind over the take off area, the landing to be made in a safe manner on the designated landing area.

(h) Remove the model and equipment from the take-off/landing area.

(i) Complete post-flight checks required by the BMFA Safety Codes.



A different perspective?

These 2 photos are all about perspective. The first is a photo from 2004 that I came across. At first glance I thought these were wonderful scale models, but then I saw the people!! The photo was taken from the Marshalls control tower during the airshow held to celebrate the companys 95th anniversary in 2004. Can you name all the aircraft? Do you know what the dome on the Dakota was for?



The second unusual angle photo was taken by Bob Piggott whilst waiting to be helicoptered off a North Sea oil rig many moons ago.



From the Archives.....

Radio Control as described in the 1953 brochure from the British Nationals held at RAF Waterbeach. I suspect that R/C was much more of a challenge (and perhaps a black art) back in those days than it is now. My first R/C plane was the old "Gallopig Ghost" rudder and throttle only back in 1969.

Sunday, May 24th

SMAE R/C TROPHY

RADIO CONTROLLED MODELS

Regarded by many as the ultimate in model aeronautics, radio control is the newest innovation in this sphere. Radio controlled models often resemble full size aircraft and several seen flying are actual scale models.

The radio side is exacting requiring patience and a certain amount of experience, even so the humblest beginner can attain success in a short while.. The controlling signals are transmitted to the model from the "little black box" at the modeller's feet. These signals are picked up by a small receiver within the fuselage and are transformed from electrical to mechanical energy, which in turn operates the control surfaces.

In the hands of a competent "pilot" the models are highly manoeuvrable and quite spectacular flights are to be seen. The average value of this type of model is in the region of fifteen pounds which indicates that this is one of the most expensive sides of the hobby.



An interesting advert for KK kits in the same brochure

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