

Impington Model Aeroplane Club
Founded in 1946 by Ray Malmström

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Website <https://ivcmac.bmfa.uk>

April 2021

Outdoor flying at IVC

Hooray!! - Outdoor flying at the college resumes every Friday evening from **Friday 2nd April**.

For those new to the club, this is a unique experience where Free Flight, Control Line and Radio Control all exist together on the same field. Free Flight has priority and we have produced some guidelines for RC flying which can be seen on the club website or [here](#). Only slow flying quiet RC models are allowed.

We are allowed more than 6 people as long as we follow the [temporary Covid guidelines](#).

It is a tricky field for RC due to abundant trees and wind gusts so take care!! [See video here!](#)

Outdoor flying at Girton

This is allowed to resume on 29th March in line with the "roadmap". Girton is a very good flying site and has the advantage of being able to take your car onto the field.

Check the details on the website and ask for the gate code if you need it.

Tradflys for outdoor flying

If any junior members want a free "Tradfly" kit to build and fly outdoors on Friday evenings, please contact me. They fly really well outdoors and will easily do a 30 second plus flight.



New creations!!

I'm sure we will see all sorts of lockdown builds flying on the field at Impington when we resume in April. If I don't manage to get a photo of yours, please send me one with some notes for the newsletter.

I have it on reasonable authority that Clive Anderson has built at least 100 models this winter.....!!

Little boxes, little boxes



This is only part of Gordons model collection boxed up in his garage!! He counted at least 42 boxes, some of which contain multiple models.

Floatplane frolics

Normally a summer pursuit, Alan and Malcolm took to the lake at Longstanton as Spring was made official and lockdown ended....



Twin Otter, Slowpoke and Skipper ready to go

Luckily we didn't have to do too much wading in the cold water.



The Skipper had a bit of a dip but rose from the soaking to fly again.



Alans Slowpoke splashes down.



Malcolms Twin Otter flies by.

Floatplane flying comes with its own unique jeopardy but is great fun – especially the landings and takeoffs.

We did have to employ a long piece of rope with a stick tied to the end of it on a number of occasions to retrieve our planes!!

See a video of the Slowpoke [here](#) and one of the Twin Otter [here](#)

2 wheels on my wagon?

A friend of mine was flying his Skywalker recently and when he landed, the model slewed round and we discovered one of the main wheels was missing.

Luckily for the AAIB, we had good photographic evidence to review.....



Start of the takeoff – wheel still on but wobbly



Wheel departs stage left



Airborne on 2 wheels



Landing on 2 wheels – at this stage the pilot was oblivious to the impending moment of truth!! No damage but we got to the bottom of the mystery missing wheel.

Credit to Malcolm for the photography.

First RC Trainer plane?

This is the editors top pick for a first taster of RC flying if the warmer weather tempts you.

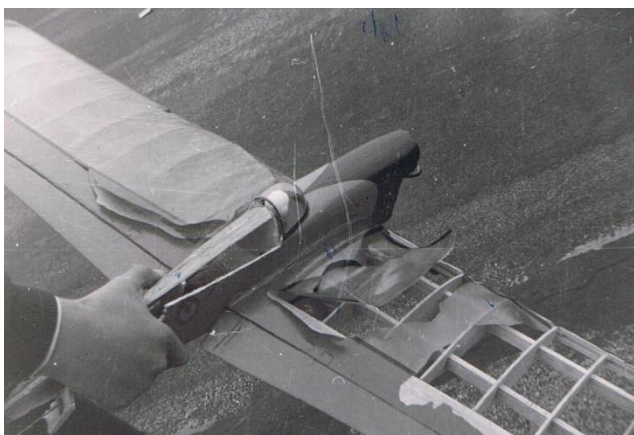


It's the FMS Easy Trainer. It comes with everything to get you flying including a transmitter and is an ideal way of getting a taste for RC plane flying.

Spanning 1,280mm it's big enough to see in the air and tough enough to withstand the inevitable "arrivals"..... If you are interested, have a search on the web and you should find it available for about £120 all in!! FMS are a quality brand and this is not some cheap knock off.

Recycling model parts!!

You may remember this picture from the Feb newsletter.....



Bryan Kenzie sent me an update as it was his model. It's a Mercury Monarch pictured after it's one and only crash during the Junior Stunt competition at Cranfield (Nats or Midland area rally?) on 17th September 1972 Up to this point it had had a long and happy life, but this was the final straw!! Trevor took the photo.

However the PAW 19D lives on in Bryans Flitestreak. He still has the pilot figure, and the wheels are on his Wolverine stunt model.



Bryans Monarch just prior to the fateful last flight at Cranfield.....

What's this then?



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

Lockdown Flight Simulator

What a godsend the new Microsoft Flight sim has been. A couple of recent exploits shown below -

[Multiplayer larking](#) in Scotland and Norway

[ILS approach and landing](#) in very bad weather

I can't recommend this highly enough!!

Membership renewals

We have 72 members who have renewed or joined this year. There are a few who are still to renew and you can see John Clarke to pay by cheque at the Friday evening meetings or pay on line. Speak to John for more info.

Answer to What's this then?

It's a Soviet Ekratoplan also known as the Caspian Sea Monster. It was a cross between a plane and boat and could fly 20 feet above the water at 300mph. See a video [here](#)

Oakington Airfield 1939 to 1962

Bob Piggott sent in this interesting article written in 1962 about RAF Oakington where many club members will remember that we used to fly our models.

During WWII, Oakington Airfield was much extended to supplement the aerial defence of our country by the RAF. Building works attracted tradesmen (including club members parents) from all over the country and many brought their families and stayed. It was published by the commanding officer of the then training school, Group Captain CLW Stewart DSO AFC, in October 1962. The area between Oakington and Longstanton is now being redeveloped as part of Northstowe.



A Brief History of Royal Air Force OAKINGTON

Oakington's connection with the Royal Air Force goes back to the pre-1939 period of Royal Air Force expansion. However, at the outbreak of war the station was incomplete.

The first squadron to lodge here, No.218 Squadron, newly arrived from France after the collapse of the Allied Forces, found accommodation non-existent, and for a time lived either in tents or at other neighbouring R.A.F. units. No.218 Squadron soon became operational and were joined in October, 1940 by No.7 Squadron. No.7 Squadron served at Oakington throughout the war and became part of the Pathfinder Force, and one of the most famous Bomber squadrons in the Royal Air Force.

In 1941 Spitfires attached to No.3 Photograph Reconnaissance Unit at Oakington carried out many successful flights over enemy territory and as the war progressed heavy bomber squadrons from Oakington, using such famous aircraft as the Wellington, Stirling, and Lancaster, made an important contribution to the Allied Bomber Offensive on Germany. Towards the end of the war the fast, twin-engined Mosquitoes of Nos.571 and 627 Squadrons operated from Oakington, and flew many sorties over enemy territory.

At the end of the war in Europe, Oakington's role as a bomber station changed, and until December, 1950, the station was part of Transport Command. York, Dakota, and Liberator aircraft were engaged in dropping supplies to the starving population in Europe, in evacuating prisoners of war, and later in transporting troops from India and the Far East. At one time in 1948 Oakington had four squadrons of Dakotas engaged in the Berlin Airlift.

When the Berlin Airlift ended in October, 1949, Transport Command's responsibilities diminished and by February of 1950 two Transport squadrons had been disbanded. In December, 1950 Oakington came under the control of Flying Training Command, and has been in this Command ever since.

The first unit of Flying Training Command to be stationed here was No.1 Flying Training School, which dealt mainly with pilots undergoing refresher courses on basic stage aircraft. Within the year, however, this unit had departed, to be replaced by No.206 Advanced Flying School, which was engaged in training pilots to fly Meteor jet aircraft.

On 1st June, 1954, No.206 A.F.S. at Oakington was re-named and re-numbered No.5 Flying Training School, after a unit whose history goes back to the First World War. An advanced stage of Pilot Training under the Provost-Vampire Scheme was inaugurated and the first R.A.F. pilots to earn their Wings on jet aircraft passed out from Oakington the following Christmas. Meteor aircraft were then re-introduced to help with the problem of the large pilot who was unable to fit in the Vampire cockpit. This type of training continued until March this year when a change of role in the Advanced Flying Training stage occasioned the station's re-equipment with Varsity aircraft which now operate in conjunction with Vampire T.11 aircraft.