

Impington Model Aeroplane Club
Founded in 1946 by Ray Malmström

edited by Alan Paul
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Website <https://ivcmac.bmfa.uk>

First meeting shock at IVC

We had a shock when we arrived for our first meeting. Major building works are preventing direct access down the usual road to the car park!!

You can access the old car park by entering via the winter entrance, keeping left after the ramp and carrying on straight. We are trying to ensure that IVC don't keep us out by locking the winter car park as they did once.

Full details are on the website on the news section and each of the calendar entries. This will be kept up to date if things change!!



Luckily this hasn't cramped our style too much.

Novel coverings?



Kara has covered her Parrot Disco and Bixler with copious amounts of stickers.

This adds a very colourful and hard wearing finish for very little weight gain – but watch any CG changes!!

Clives tally reduced....!!

Clive Anderson e-mailed to say he had just received the latest club newsletter and there on the front page as bold as brass was a slanderous quote stating that he had made 100 models since the first lock down in early 2020. He informs me that in fact he has made only 50 to date. What a slacker!! A few are pictured below.



Clive writes - since then I have made a number of catapult gliders as well as pistachios and peanut models and have just finished a half size KK Gypsy - an old Aeromodeller plan from 1984.

Quite a few of the models have come to a sticky end trimming them in the garden or in our local park. A couple got caught up in trees and I was not able to get them back.

He says that launching and retrieving all his models has kept him fit during the lockdown. Well done Clive!!

Girton flying field

This is a great resource and rather underused. Full details are on the website "Flying Sites" tab. It has the advantage that you can take your car onto the field when the grass dry.

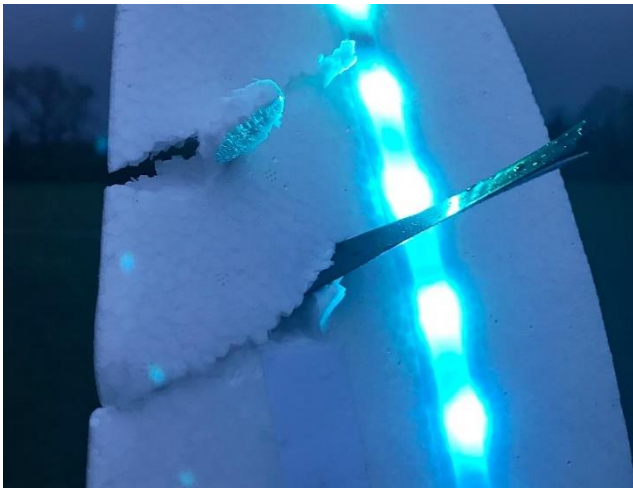
In general it is free on weekdays with sports activity taking place at weekends, although summer weekend evenings are usually OK.

See a short video from late March [here](#)

Night flying mid air collision



2 Radians and a Flybeam – Jack, Alan and Neil pose before flying at IVC on a rainy Friday evening. During our last flight there was a thump and a general sound of bad things happening. A quick emergency landing and both Neil and Alan were safely back on terra firma.



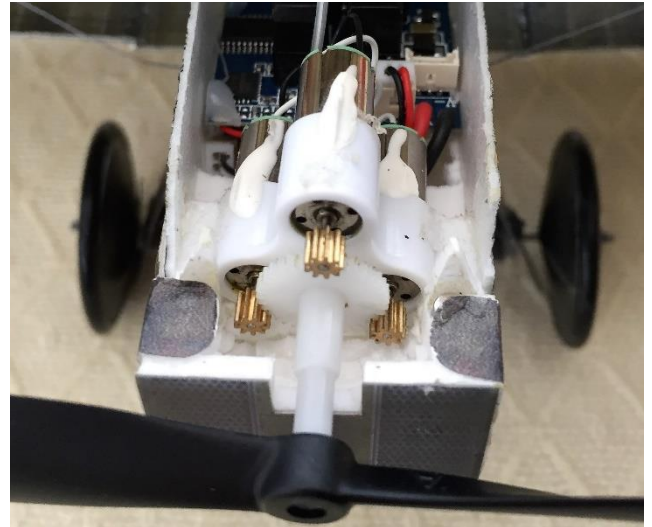
Inspection of Neils Radian showed that Alans prop had made 3 incisions in Neils wing and further evidence was that one prop blade was still firmly embedded in the Radians wing!!



Now, if we knew the RPM and distance between cuts, we could surely calculate the impact speed..... or something!!

Paul Burlings indoor flyers

Paul sent in some interesting photos including the tri-motor conversion of his Microaces SE5a



This generates more power and also makes it possible to fly outside in calmish weather.



Pauls Microaces SE5a and Ares Fokker DVII. See the video he made of the SE5a [here](#)

Paul says the SE5a conversion weighs 54g. The battery is 3.7v 500mAh and easily powers the 3 coreless motors. The aircraft original bulkhead was removed and replaced with the plastic motor housings using UHU POR adhesive. The Microaces SE5a can easily take the added weight which helps it fly outside. It is strong and robust. The F949 receiver board with servos is better than alternatives on the market and the motor shaft is plastic which can take some abuse.

If you Buy a WLtoys Cessna 182 (£40.00) or so and strip out the electronics, this is the cheapest way to go. Also you get the transmitter and battery and spare parts!



Pauls home brew Angel Interceptor

Wot no nose?

John Copses KA10 has had a nose job.....



John writes – this is about is the fact that the KA10 that I built had a choice of front fuselage lengths (according to engine weight) and I chose the wrong one.

Therefore I have struggled to get a workable compromise between using a light stub type silencer (to help balance) and good engine performance. Finally decided to do a nose job. This resulted in moving the engine back 25mm and then replacing the cowling.

Normally this would be hard to do with a built up front end (ie not a plastic cowl type cover) but actually was not too bad because I am using a side mounted engine.

Modification is now complete and repainted. I just need to apply fuel proofer and re install the engine.

John has now done this.....



John updates us - The model now flies 'normally' with a larger (and heavier) silencer. Final trimming and engine setting is in progress. If all is OK I will compete it at the first Buckminster event on the 24th / 25th April. Who "nose" what will happen?

Dates for your Diary

Please note that this feature is being retired from the Newsletter. All calendar events are on the website.

If you have an event you want to publicise, let me know and I will add it to the website calendar.

Two Captains?



An ex Army Air Corps Captain and an ex KLM Captain pose with their Easy Stars at Oakington. What could possibly go wrong?

Outdoor flying



Stuart with his Sparrow Hawk by Vintage Model Company. Tissue covered using Deluxe Models Eze Dope which is a water based product that has no smell. Stuart guarantees that household friction caused by dope smells are a thing of the past!!



Gordon looks pleased with his Sopwith Triplane. It's a few years old.



Parachute dropping – full story in the next newsletter!! [Video here](#)



Tonys jacket gets it's first full outing of the season. It's got enough fuel to take off on its own!! Can you identify the models? At the back is a Mercury Picador with an AM10, front left a Keil Kraft Gazelle with a PAW 1.5cc and front right a Sig Acromaster with a Russian copy of an Oliver Tiger engine.



Bruce braves the elements with 2 F4 Phantoms. Both catapult launched gliders that seemed to go very well. Clive Anderson shared the drawings of these – maybe a competition for the summer?



Alans floatplane sits upside down in the lake at Longstanton after an "arrival". [Video here](#)

Elf and Safety beware.....



Bryan Gostlow found this amazing story in a book "Aeronauts and Aviators" by Christopher Elliot. Now that looks fun!!

In 1937-1938—my father started to design a powered flying gondola for us in our garden in Fair Close, Beccles, a short distance from the common. The gondola was suspended from a boom attached to a central post about which it revolved. A 1 h.p. engine, driving a small home-made sycamore propeller, which I have still, propelled the roundabout at 30 or so m.p.h.

The oil was mixed with the petrol, and on a hot day we felt as ill as Harry Hawker must have been when overcome by sun and fumes at Great Yarmouth. Gaumont British News, on hearing of the Beccles 'flying machine', made a film which was shown quite widely. Newspapers and magazines in this country and abroad published photographs of the novelty, and one picture, I remember, concluded a Pictorial history of flight, starting in 1500, which appeared in the News Chronicle on January 5, 1939.

What became of the roundabout? Well, my father had plans for fitting a balanced boom to the contraption so that, by means of weights and proper controls, the gondola could be made to have the movements of an aeroplane. But the war came, and in the 1950s the roundabout was scrapped, the propeller being the only surviving relic.