

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

edited by Alan Paul  
 alanpaul@outlook.com

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

## Waste not want not.....

What's your oldest model that's still flying?



This is James with his MFA Magic Fly. It's about 30 years old and used to be powered by Nicads, a canned brushed motor and an Olympus 2.5 to 1 belt drive system.

Now converted to lipos and a brushless motor it flew pretty well at IVC one Friday evening. James had to extend the nose due to the lighter propulsion system!!

## Unusual model



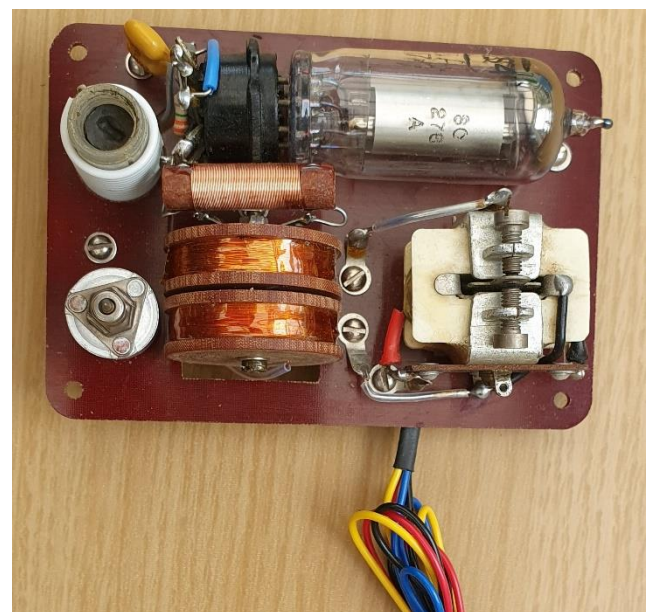
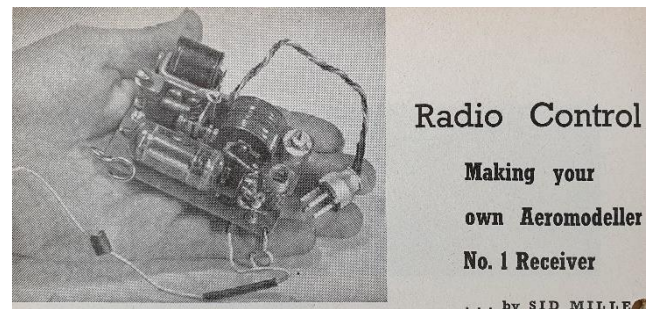
I found this picture dated 1982 in an old club photo album.

Can you name the modeller, aircraft type and location? Huge prizes await!

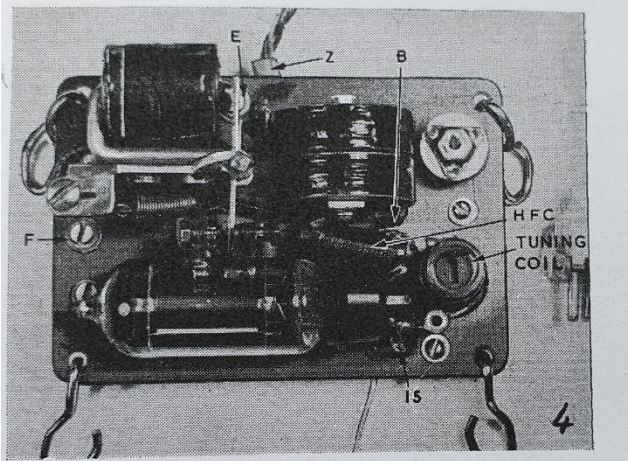
## Build your own 1950's Radio



Gordon Parker had an interesting box of radio bits and pieces from when he built his own RC system from Aeromodeller plans of the 1950s



Gordons receiver which of course needed high and low voltage power supplies



holds the two bobbins firmly in position whilst winding, and the free end of the thicker connecting wire from the inside, which is held to the outside of the bobbin with Sellotape when winding. The very useful attachment hooks are links from the chain that hangs in the "little room"!

The picture in the magazine explained that you could use the toilet flush chain from the "little room" to suspend the receiver in the model!!

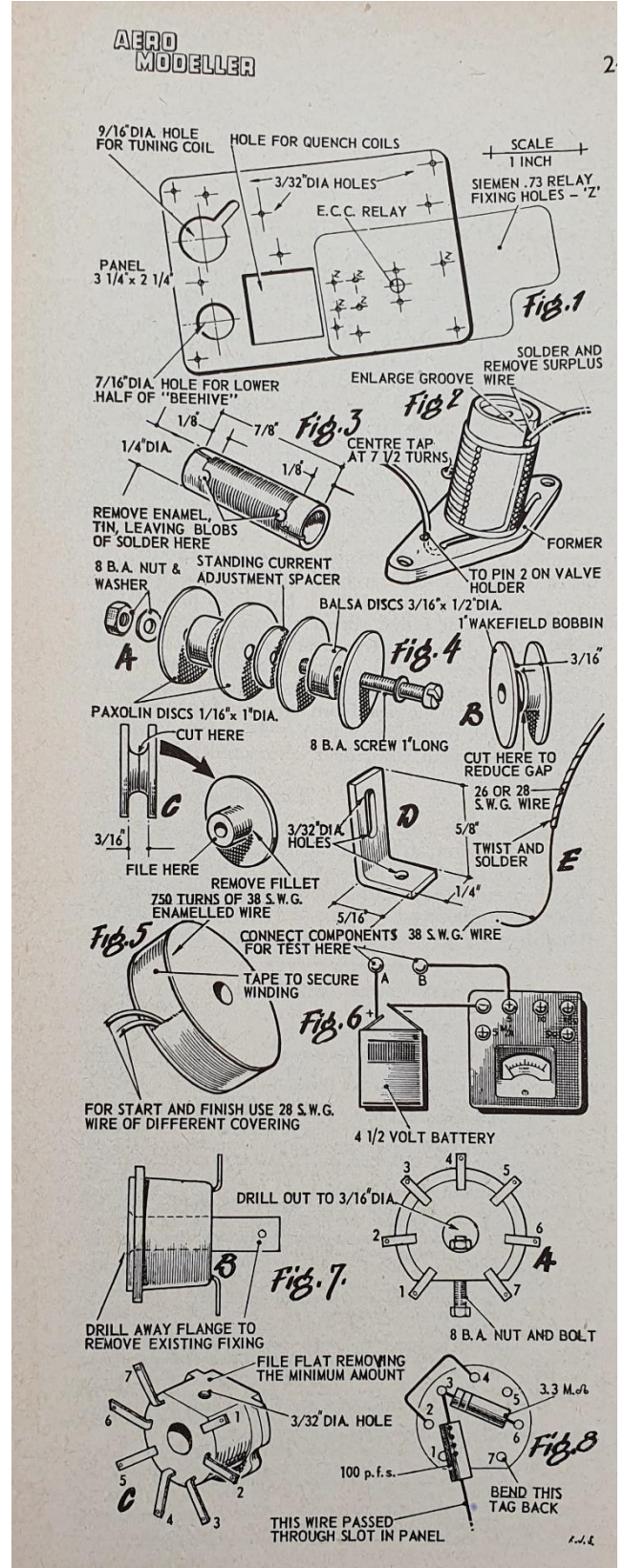
I bet we were more careful flyers in those days when you'd spent a fortune on fragile valves in your receiver. No wonder you needed to protect them in the event of a crash.

**Here's what you need . . .**

Component List		Retail Price Inc. Tax
1	Paxolin Panel 3 1/4" x 2 1/4" x 1/8"	...
*1	7 or 8 pfs. Philips Beehive Condenser	1s. 6d.
1	Aladdin Former with Slug. (See Text)	1s. 1d.
1	3.3 megohms Resistance (1/3 Watt)	6d.
1	100 pfs. Fixed Condenser. (Tubular Ceramic)	1s. 0d.
1	.003 mfd. Fixed Condenser. (Hunts Miniature)	1s. 3d.
1	.01 mfd. Fixed Condenser (Hunts Miniature)	1s. 6d.
1	B7G Button Valve Base (Amphenol)	1s. 0d.
1	Relay (Sigma SCR522, Siemens 73, E.C.C.)	Variable
1	Valve 3S4	15s. 3d.
1	4-Pin Polarised Plug (Miniature)	6d.
*	Quantity 38g. Enamelled Copper Wire (2-oz. Reel) ... or 3 yards each of RED, BLUE, BLACK, YELLOW and WHITE Lightweight plastic-covered stranded wire	2s. 9d. yard 1 1/2d.
1	doz. 8BA 1/2" length Bolts and full Nuts (Brass or Cadmium-plated Steel)	10d.
2	doz. 8BA Washers	4d.
1	doz. 8BA Solder Tags (double-ended preferred)	5d.
1	yard 2 mm. Systoflex Sleeving	4d.
1	1" 8BA Bolt	...
The following components, while not essential, are strongly recommended as spark suppressor and are fitted across the relay contact points:		
1	100 ohms Resistor	1/2 Watt—6d.
1	.1 mfd. Fixed Condenser (Hunts)—High voltage not essential	1s. 3d.
Components required for attachment to fuselage:		
1	50k. ohms Potentiometer (Miniature) (25k. or 100k. will do)	3s. 9d.
1	On-Off Switch. Double Pole, Single Throw (D.P.S.T.) E.D. Flat Type	3s. 9d.
1	4-pin Polarised Socket	6d.
1	2-pin Polarised Socket	6d.
The items marked * may be difficult to obtain locally.		

There was quite an extensive shopping list required to get all the components together.

The prices make for interesting reading.



A lovely exploded diagram to accompany the instructions.

Gordon says that he is going to get this flying again – good luck Gordon.

He also built the transmitter to go with the receiver and that will feature in the next newsletter.



The actuator that would go with this type of radio set up – powered by a rubber band.....

## Annual Report to members

We are not having an AGM this year, but as the club holds considerable funds on behalf of members, we will be issuing an annual report in November covering all aspects of the club. If you have any suggestions for the committee, please let club sec Alan know.

## Bought at Old Warden



Rod Bedford (not a club member) contacted me to say that he had bought this waif and stray at the Old Warden model meet in September. Now can anyone name it – I'm sure it's one of Rays designs as I think I have seen Tony holding something very similar.

Rod is also after a copy of the book "Ray Malmstrom – 60 years of IVCMAC" if anyone has a copy they no longer want.

## Duct in the mud.....



Mark Saunders reports on his home brew ducted fan model "Duct" which flew out of range of a failing transmitter at Girton. She was in a climb at the time, and when the fail-safe kicked in and cut the motor, it did a perfectly straight stall and dived vertically beyond the hedge line.



As you can see from the photo, it stuck in the long grass / mud with its wings level, and achieved an impressive 5 inches penetration into HIAB's genetically modified soil (as can be seen from the mud tidemark on the nose). From the angle of prang, you can see that it had started to recover from the dive and, had the ground been 30 feet lower, it would probably have counted as a landing! Isn't that always the case – Ed.

Damage was surprisingly light, with no structural damage to the wings, tail or fuselage. Given the speed she went down, I was expecting to find a red confetti field, but apart from a stripped aileron servo, and numerous tears in the wing tissue, the main outcome was that the Fan Unit had broken free from its former, and the fan itself had broken free from its mounting vanes inside the unit.

Unfortunately, Duct was built around the DF unit, with no way of accessing it.



The only plan I could come with was to saw her in half, leaving the fan-mount former on the back part. She was reassembled using 4 little mounting brackets, so she can be split in two whenever required, from now on.

The dodgy TX was a couple of weeks out of warranty, but Spektrum repaired it free anyway.

Moral of the story - do a range check every session, and design your models so you have a route to access all the moving parts!

## A fine pair of Farmans



Clive holds a couple of lovely Pistachio size Farmans that he recently made.

Every time he opens a box some new creation seems to fly out. Surely he is our most prolific builder!!

And what's more, they all seem to fly well.

## Last summer CL flight at IVC



Steve poses in the dark after the last CL session outside at IVC for this summer. Now, what's needed is lights on the model as the 3 musketeers show below.....



## Tonys Control Line trainer



With a throttle controlled by radio, this is an ideal introduction to the black art. Ask to have a go next summer!!

## Control line champ



Gary Church poses with his silverware. The 2 cups in the photo are the Ray Malmstrom Cup which is open to all comers, and the IVC Control Line Cup which is for IVCMAC members only. Both were awarded at the Ray Malmstrom competition held at Girton on June 13th. 3 IVC members took part - Gary, Brian Turner and John Copsy.

Gary has done extremely well this year and he has now qualified for a national team place. Not bad for a RC examiner who has done 5 Fixed Wing "A" tests and 2 multi rotor "A" tests this year. He also flies RC helis.

He is now building a second electric "take apart" model for next year's World champs - more practice and trimming to do. Good luck Gary.

## Free Flight Junior success



Luca gets his Tradfly away for another great flight. We still have a few of these to give away to junior members. [4 Tradflys video](#)

## Peanut collection



Mark Saunders brought a fine collection to a recent Saturday session. All rubber powered Peanut scale. The Pup at the back flies well. The Grasshopper never flew well, but by reducing the rubber and adding nose weight it now flies nicely. The Bristol M1C at the front currently defies attempts to fly!!

## Microaces 10% off club offer

Jon at Microaces who make those great indoor scale RC models has offered club members 10% off any orders of £30 or above till the end of the year – a perfect Christmas present!

To get this offer visit their website at [www.microaces.com](http://www.microaces.com) and enter code IVCMAC10 at the checkout.

## Happy 80<sup>th</sup> Chris Strachan



Club president Chris Strachan has been a member for 40 years and served the club in many ways over the years. Thank you Chris. Happy birthday and lots more flying!!

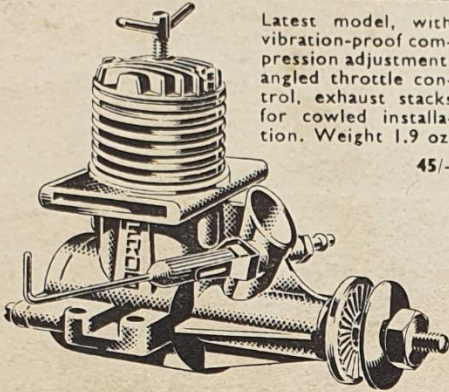
# FROG

## MODEL ENGINES

### FROG 80 DIESEL

Latest model, with vibration-proof compression adjustment, angled throttle control, exhaust stacks for cowled installation. Weight 1.9 oz.

45/-



### FROG 149 DIESEL

Powerful, plain bearing motor, fitted with "VIBRAMATIC" induction for great flexibility and low fuel consumption.

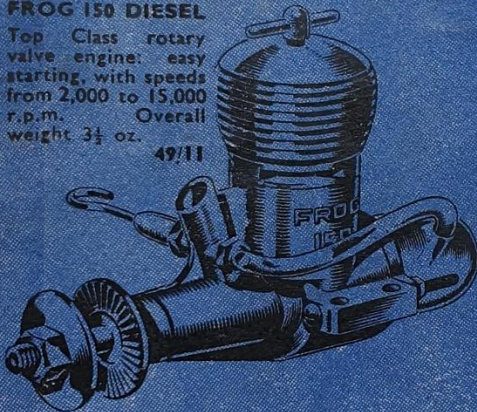
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### FROG 150 DIESEL

Top Class rotary valve engine: easy starting, with speeds from 2,000 to 15,000 r.p.m. Overall weight 3 1/2 oz.

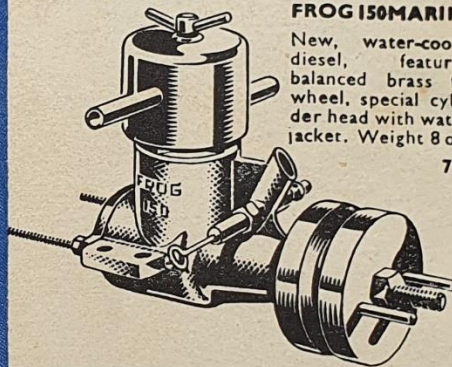
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### FROG 150 MARINE

New, water-cooled diesel, featuring balanced brass flywheel, special cylinder head with water-jacket. Weight 8 ozs.

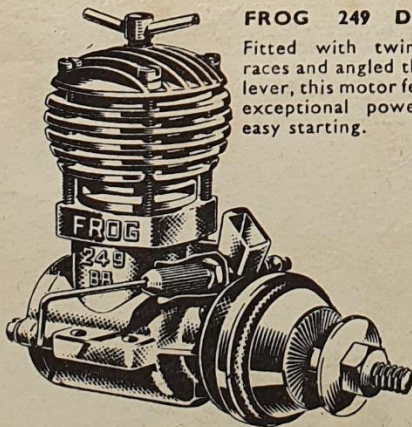
71/-



### FROG 249 DIESEL

Fitted with twin ball-races and angled throttle lever, this motor features exceptional power and easy starting.

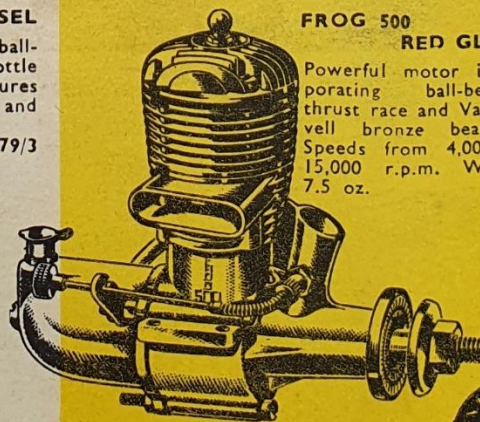
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### FROG 500 RED GLOW

Powerful motor incorporating ball-bearing thrust race and Vandervell bronze bearings. Speeds from 4,000 to 15,000 r.p.m. Weight 7.5 oz.

73/6



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