

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

edited by Alan Paul  
alanpaul@outlook.com

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

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## Stans model flies again



Tony and Steve were flying this venerable model but were unable to put a name to it. It was built and owned previously by Stan Milsom who is a much missed modeller at the club, so it was good to see it in the air again.

## Would you fly this?



It's a Fokker F III flown by Herman Hess shown here without the cowling. It would certainly keep your feet warm!!

Bryan Goslow found these photos and shown below is the plane with the engine cowl fitted.



Pilot to designer, "if you think I'm going to fly that then I'm a Dutchman". Designer to pilot, "no, I'm the Dutchman". Unless you have a better caption!!

## Caught in the act.....



Trevor feigns innocence as he sets light to some huge sparklers attached to Alans old Hobbyking Flybeam. It's a terrible model and even worse to fly after messing with the lateral CG. Video [here](#)

## Birthday Bash Sat 11<sup>th</sup> June

This is our annual flying day at Impington to celebrate the clubs birthday. The club was founded in 1946 at Impington Village College by the Arts teacher Ray Malmstrom.

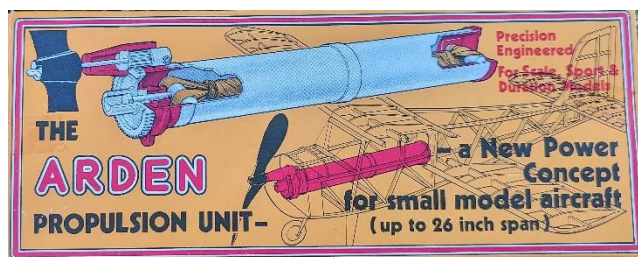
This is an all day flying event for FF, CL and RC models similar to our Friday evening sessions and there will be a free Barbeque lunch provided. We have booked the field all day from 9am.

There will be 3 competitions starting at 11am

1. FF rubber power for small models preferably Rays designs
2. Catapult and chuck glider
3. Radio Limbo under the tape

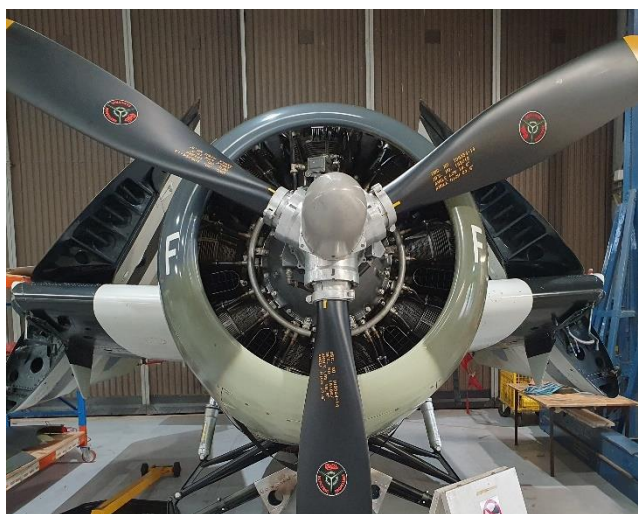
Come along and have a go!!

## Arden propulsion unit



I wonder if many members have ever seen one of these. This was won in the raffle at the FF Nats by Gerald Cooper and is unused and never flown. Gerald plans to put it in a model and fly it.

## What is it?



A slightly trickier subject this month but the folding wings may give you a clue to this feline beast.

## Early RC systems

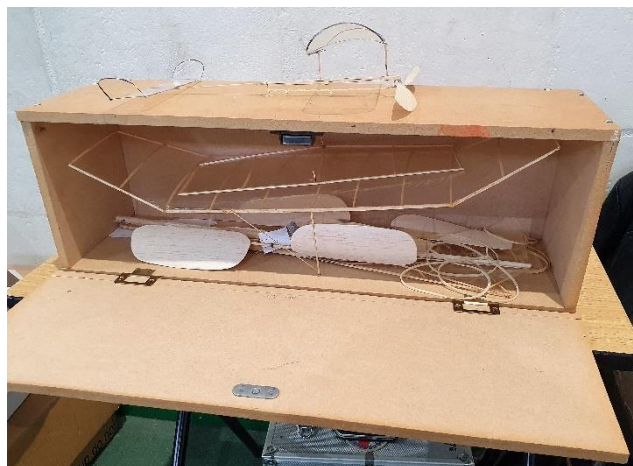


The sharp end of one of Gordon Parkers early MacGregor single channel transmitters



And you could count the components in the receiver through the clear plastic lid.

## Bruces box



Now that's what I call a serious model box. Seen at a Saturday event, Bruce was able to keep his fragile models intact on the journey to and from Impington. That's a Pennyplane plus spares!

## Johns new Blue Max



This is John Copsseys new Blue Max control line F2b stunt model. By the time you read this it will have gracefully taken to the sky at Girton or Impington. Let's hope that it flies as well as it looks! It will do well if it flies as well as the previous one. John reports -

It is a balsa construction and tissue covered (2 layers on the open framework). The engine which is still very tight is a Stalker 61 RE Pro that I built from the 1990s stock of parts that I bought 3 years ago. Current prop is a 12 x 6 MA for initial testing, but will be changed for a just purchased Brian Turner 13 x 5.5 Carbon (he makes them).

The colour scheme is a watered down version of the scheme Kas Minato (designer) had on the original. Kas Minato kindly removed the copyright from the design so that other companies could kit it.

## Fame at last.....



Club member Chris Stewart pictured in the May issue of RCM&E along with an article by Alex Whittacker featuring this Hughes 300 and other models scratch built by Chris.

## The 3 stages of model flight?

Seen at the large model display at Duxford in May



1 Take off – a lovely turbine powered Hawk



2 Landing – requiring Duxford Fire Service

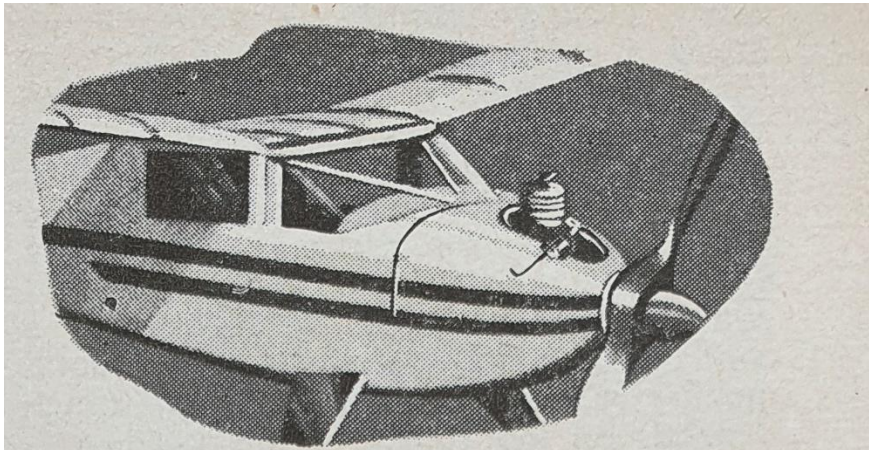


3 Black bin bags



More black bin bags – a 90in built up ME109

From the Keil Kraft Handbook 1958.....



Power models may be divided into two distinct sections — **FREE FLIGHT** and **CONTROL LINE**. Widespread interest in the former dates back to the early thirties, while control line flying first started to gain popularity some fourteen years ago. Let us start with free flight. Models of this type are designed for either **SPORT** or **CONTEST** flying. Sport models are fitted with a medium powered engine, usually feature a semi-scale appearance and are essentially for the enthusiast who flies for fun and requires a stable, sturdy machine for week-end use—although larger versions have proved ideal for radio controlled operation. Contest models, on the other hand, are built with a very different aim in view—that of getting maximum duration on a limited motor run. All attempts at realism are sacrificed to this end and the result is a highly powered 'functional' model capable of a very fast rate of climb and a long floating glide. These models nearly always feature a 'pylon' mounted wing as this layout has proved to be the safest method of handling excessive power. Should a beginner choose a contest design as his first power model, he should install a less powerful engine than that specified on the plan. Prices of free flight power kits start at around the 11/- figure and go up to 54/-.