

Impington Model Aeroplane Club
Founded in 1946 by Ray Malmström

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

Impington from the air



No prizes for guessing the aircraft. This was on the DH Rapide from Duxford on the flight over Cambridge, Ely and Newmarket. A trip that is highly recommended.

Two Maidens in one evening?



Chris Caruana pictured after the first flights of 2 new creations. On the left is the React in Ukrainian colours and on the right is the Black Ghost with an Italian Barbini 2.5cc diesel engine. He originally built a Black Ghost when he was 16 and recently found it when disposing of an old shed – although it was probably still flyable, he built the new one seen here!!

In their youth – new feature

If you have photos of your early aviation attempts, let me have them so members can reminisce over the good/bad old days.



Alan Paul with his first RC plane in 1969 when living in Malaysia – a Graupner model of unknown name powered by an OS 09 and with a home built galloping ghost single channel system that a friend of my dads made.

This worked by oscillating the rudder actuator and as you moved the stick it gradually oscillated more to the left or right. For throttle control it waggled the rudder fully left and right to power up or down.

Amazingly it flew really well and could be looped if you got in a spiral dive and then levelled out (no elevator of course)

Update on Rapide picture!!



Tony Welchs crane lowers the Rapide after an arrival - a burst tyre at the June airshow

Graham Grant obituary

Club Chairman John Wynn writes –

I'm sorry to report that my brother in law and club member of many a year, has passed away after a short illness. Graham was yet another of Rays ex pupils who was inspired by Ray as a young boy. He attended Impington Village College from 1952 to 1957.

Graham lived in Girton and his garden backed on to Bob Huddlestons, another one of our former regular members of the fifties, so it is no surprise he was so inspired.



Graham (centre) with Tony Neal and John Valiant at Old Warden in Sept 2013 – all 3 flying their Tomboys.

When Graham left school he started work and became a carpenter and joiner working for his Fathers firm Grant and Dodson, Graham was a skilled and knowledgeable tradesman and key member of the firm, he became a foreman (now called Project managers) in charge of many large contracts around Cambridge, one of which was Cottenham Village College.

Graham married my Sister Rosina (Zena) in 1963 and they had two children, Howard and Nicole. Howard also became a member of IVC MAC as a youth, and his interest in flying led to him now flying Boeing 787 Dreamliners for TUI. He was for a time one of David Bowie's personal pilots! Graham told me Bowie didn't much like being flown. I know Graham was a very proud dad.

Graham's interest in models not only included aircraft but more recently trains. He built both steam and electric ones and had a raised track around his garden, which I know Norman and he and a few others used.

Graham will be sorely missed by the Wynn family and I'm sure by club members who knew him.



Graham with his model railway

Barnstorming in the 70's



Here is Gerald Cooper with his DB Barnstormer at Waterbeach. Powered by an Enya 60 it was an impressive beast.



Gerald flies under the limbo at an annual event between the Cambridge Club and the Ramsey club at Waterbeach. The competition was the "Bone of Contention" and the trophy was a ham bone mounted on a plinth!!

Gerald recalls that one of his passions is photography which he started in the late

1940's. His first camera was a bellows type bought by his father for 6d in a jumble sale which he managed to install in the model.

With a roll of Ilford FP4 installed and an amazing servo driven mechanism attached to a gear wheel on the hand advance lever to advance the film (several servo travels per shot), focus set at infinity and exposure at 1/60th of a second he took to the air!!



This is one of the shots taken of Waterbeach airfield. Amazing result really – just think how things have moved on over the years!! Later on he fitted a more up to date Nikon camera to the plane.

Well done Gerald.

Interesting scale subject



Spotted at the Duxford summer airshow recently, this plane flew in a very spirited fashion and the simple but effective grasshopper undercarriage handled the grass landings very well.

Who will make a scale model of it? It's a Dutch Fokker S-11 instructor which first flew in 1947.

Plummet of the month



After some successful flights with streamers – [see video here](#) – this was the result of a much too perfect stall turn where the model descended into its own streamers resulting in a complete tangle that descended out of control vertically into the ground. The amazing thing is that this model lasted 10 years, but this was one crash too many!!

Girton fete

The club did control line and radio displays at the Girton fete on 9th July – thanks to all those who took part and who came along for support and to talk to the crowd. At several points we had quite a few watching.



We had a good static display and a variety of glow, diesel and electric powered planes flying.

More pictures next month – if anyone has any photos, please let me have them.

1957 Aeromodeller guide to a first Radio Control plane

Make sure you follow these instructions to the letter!!

LICENCES

Radio control enthusiasts are reminded that a licence is necessary before they may operate transmitting equipment. For details apply: Radio Branch, Radio and Accommodation Department, G.P.O. Headquarters, London, E.C.1.

CONVERTING AIRCRAFT TO RADIO CONTROL

BUILDERS looking for radio-control designs frequently wish to convert other models not designed for this type of flying to R/C use. The main requirements are fuselage space, strength, and the stability required for radio flight. A list of convertible models is given below, but many of these require structural alterations before being suitable in every respect.

Wing construction normally needs little modification except for the strengthening of spars and attachment points. Substitution of spruce mainspars is adequate in most cases, with a little sheeting and gusseting of the centre section. Increasing the size, in particular the depth, of balsa spars, will answer in many cases if convenient sizes in spruce are unavailable. With a design featuring a relatively flimsy wing an additional top spar and leading edge sheeting may be advisable. A small degree of strengthening may also be necessary with the tailplane.

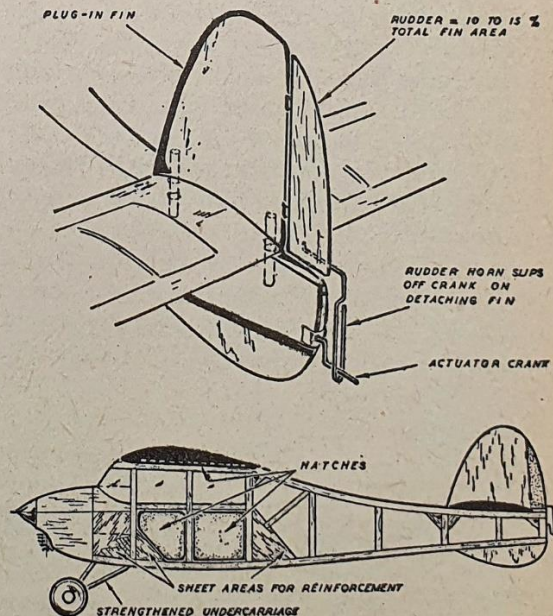
The fuselage usually requires access hatches, with local strengthening as well as a general heavying up. Areas of sheet offer the best solution. Try to avoid weak points, especially beneath the wing trailing edge and tailplane leading edge. The undercarriage and its attachment normally require stiffening up, and it is desirable to fix the fin permanently in place. Where this is impossible, good keys should be used, and the rudder horn/actuator coupling should be as sketched. A rudder area of approximately 10% of the existing fin area, with 15° of movement each side, will normally provide adequate control.

Models which could be successfully converted are:

SCALE: FSP/388. D.H.C.2. Beaver, FSP/135. D.H. Gipsy Moth, FSP/425. Prestwick Pioneer II, FSP/503. Luscombe 8a Sky Pal, FSP/531. Auster B4 Ambulance.
SPORT: PET/493. Debutante (M), PET/346. Frankenstein (M), PET/460. Popsie, PET/308. Wren (M), PET/291. Ethereal Lady, PET/225. Bowden Contest, PET/268. Black Magic, PET/337. Buck's Duck, PET/504. Mercury IV, PET/280. Eros, PET/492. Brook's Biplane, PET/262. H.V.450, PET/414. Phoenix.

GLIDER: G/370. Leprechaun, G/260. Fillon's Champion, G/283. Sunspot, G/306. Thermalist, G/379 Hoverking.

The designation (M) means that equipment smaller than most commercial sets should be used. Other designs may be suitable for really miniaturised equipment.



BEGINNERS PLEASE NOTE

If you have never built a radio control model before, choose a proved design and fit rudder control only. Every radio flier, including experienced pilots, has found rudder control quite enough to cope with at first; the next step, engine control, can follow when you have a few hours experience.