

Impington Village College Model Aeroplane Club

Based near Cambridge we fly Free Flight, Radio Control and Control Line aircraft



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Website ivcmac.bmfa.uk

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A good model for Fridays?



Malcolm Bates pictured with his e-flight Conscendo UMX powered glider. This turns out to be a great model flying on a 2S 300mAh lipo for 10 minutes or so. Not only can it stooage around sedately, it has a fair turn of speed and can "do the book" of aerobatics!!

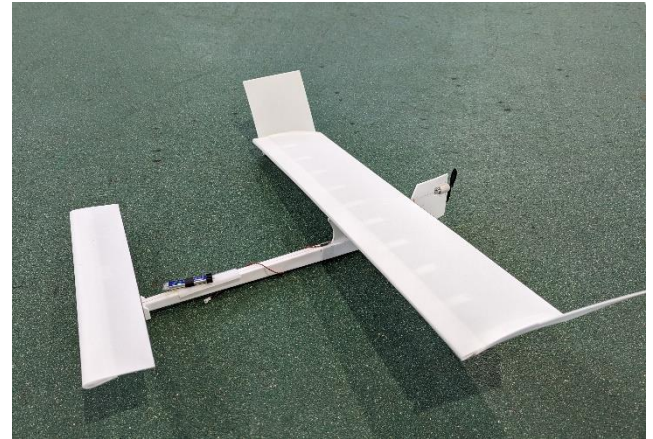
When we were young



Do you recognise this handsome chap holding a Malmstrom designed Airflo glider in about 1959.....

It is of course Peter Jude.

Vector foam RC Canard



This is John Poleys own design canard made from 2mm Vector foam. It has a pusher prop with vectored thrust and proved a tricky blighter to get trimmed out. Great effort!!

Bootiful..... or not?



5 indoor planes being transported back from an indoor flying session at Impington. Only 2 of them needed repairs after mid air collisions.

How many can you pack in?

Indoor flying ideas

Now that the indoor flying has finished for the summer, if any regulars have any ideas for improvements for next winter, please let me know and the committee can discuss them.

Ray Malmstrom Cup for F2b

The Ray Malmstrom cup for CL aerobatics is being held at Girton on Sunday 2nd June.

Whilst the 'Main Event' will be a 3 round competition for F2B pilots, there will also be a 'Clubman' contest for aspiring CL Stunt pilots to get a taste of what it is all about. Any amount of help and encouragement will be available in a friendly, fun competition.



John poses in front of the scoreboard at Girton



An impressive line up last year

Clubman level is suitable for anyone who is capable of flying a CL model, and the competitor chooses what manoeuvres they wish to perform.

The more stunts you can do, the greater your points score will be, so come on and start practicing. Contact John Copsey for more info and have a go on Friday evenings!!

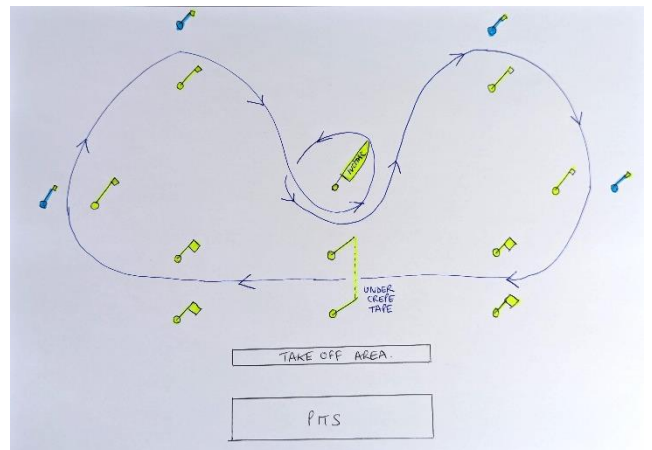


Any model will do for the Clubman event

Drone "racing" is popular!!

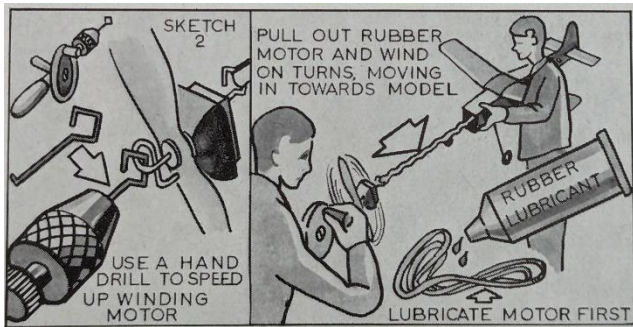


Also, despite a windy start to outdoor flying on Fridays, there has been a massive interest in the new drone flying area where various courses have been set out. If you haven't seen this before, come round the corner and take a look!!



And for all you drone flyers, design your own course and give it to Daniel and we will set it up for you. We have 12 x 6ft yellow poles, 8 x 3ft blue poles all with flags plus a large 8ft feather flag and 100 marker cones.

How to wind your motor



Another great example of Rays artistic abilities.

Tony Harper remembers....

I found Bob Piggotts memories of wartime RAF Oakington, which appeared in a 2020 newsletter, quite fascinating. I don't have any wartime memories like Bob, but Bob's memories really got me thinking.

I have a memory of me sitting in my pram being told that those aeroplanes overhead were, what my mum called Cambridge planes. I learned much later that they would almost certainly have been Tiger Moths of No 4 Flying School from Marshalls.

Another memory would be when I was about five or six years old. It is of an aeroplane flying quickly from left to right passing over another on the ground which caught fire. I was too young to identify these aeroplanes but was reliably informed in later years by my dad that it was a Mosquito dropping an imaginary bomb on a derelict B.17 at Mildenhall. I do remember that the fire seemed reluctant to burn but when it did get going it was impressive. It must have been one of the first RAF "At home" displays although I can't find any details of it. I had been taken to Mildenhall on my dad's bike, sitting on a little seat on the crossbar. It wasn't the first time dad cycled there. The first three were before I was born. He went to Mildenhall in 1934 to watch the start of the MacRobertson air race. His second visit was to see King George V review the RAF in 1935 on the occasion of his Silver Jubilee. The third was when duty called and he cycled to Mildenhall to join up in 1939.

Aeroplanes featured highly in my childhood, with so many airfields around it was never quiet day or night. I had quite a nice collection of Dinky aeroplanes. Most of these had belonged to a cousin who "grew out" of playing with them - still can't understand how that could happen. My favourite was a B17

flying fortress made by Timpo Toys closely followed by the Dinky Avro York. I also enjoyed playing with small chuck gliders. One in particular, made by FROG called the Aero Scout which was a favourite and only cost 6d but it did fly well. It was in 2018 that I saw one for sale in an Old Warden car boot sale and I couldn't resist it.



The Aero Scout was probably my first introduction to aero modelling although it was more model flying because the Aero Scout just slotted together. Anyway, whether it was modelling or just flying I leave that for you to decide all I know is it started me on a fascinating journey in this amazing hobby.

Chip off the old block?



2 fantastic Chipmunks built in his usual record time by Clive Anderson. Mick Flack lent the plan to Clive on the basis that Clive would build him one - the one on the right.

The one on the left is WG479 which attempted to fly round the world in 1996 but encountered problems in Russia - how strange? The mission was completed in 1997 and one of the pilots was Sqn Ldr Ced Hughes who ran the Air Experience flight at Cambridge airport for many years! What beautiful models Clive makes.

Enforced absence.....

Gordon Hannah sent in these photos which are the result of a bulk kit purchase at the recent BMFA auction, and being immobilised as a result of a hip operation.



A very obscure aircraft – can you identify it?



This is a Fokker DVIII in unusual post WW1 Polish markings. By the time you read this they will both have flown hopefully! The yellow winged model is an American Eaglelet 31.

What's this aircraft?



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

Embracing the dark arts.....



Normally seen flying very expensive DJI quads both indoors and outside, Kara looks very pleased with the Tradfly she built. Rather annoyingly it flew perfectly straight off the board and better than some of ours – well done Kara!! Its registration is the first plane in her logbook – Cessna 172 G-UFCB, seen below at Cambridge.



Lego winding stooge



Junior member Heaths Tradfly stooge – nice!!

110 year old model plane



Well to be fair only the mahogany propellor still remains to this day. This model was made in 1914 by Peter Judes grandfather who was a cabinet maker by trade as a present for Peters father. Peter quite rightly reckons it never flew, but what was the model based on?

Round the pole

Our friends from the RTP club came from all points East and West to fly in the sports hall in April and 2 club members flew their RTP models.



Roy flew his Blohm & Voss BV141 asymmetric model. It was scratch built just a few weeks ago and flew well but needs a bit more rudder offset before the next session.



David flew his FW190 from the Guillows kit but re-engineered with a profile fuselage. It flew nicely but David got a bit enthusiastic with the throttle and it needs a small cosmetic repair!!



Roy also flew this Contra-Gyro and writes – it is a half-size version of a 27" rotor disc diameter concentric autogyro originally designed as free flight for 0.5 to 1cc engines. It is from an old Aeromodeller plan (December 1956) and was designed by Wg Cdr Laurie Ellis DFC.

I chose to use that plan because it gave very clear information how to make and set the rotor incidences. Anyway it works very well and I learned a lot about autogyros.

Answer to What's this then?

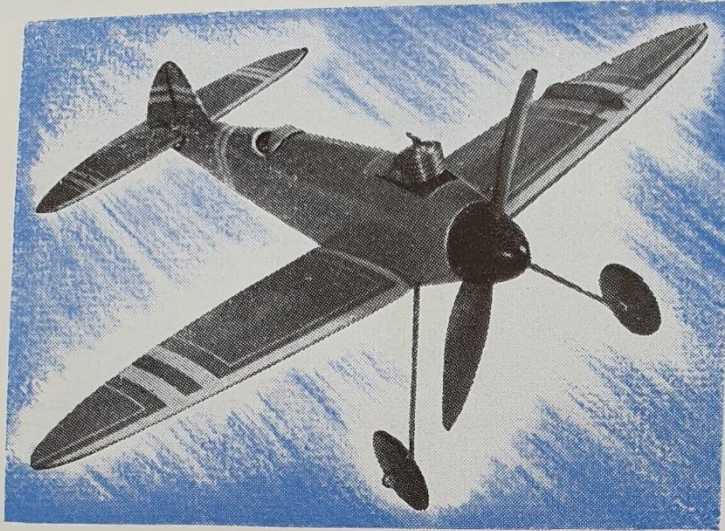
It's an F4 Phantom at Duxford

From the Archives..... Who had one of these, or still does?

KEIL KRAFT

CONTROL LINE TRAINERS

Rugged, easy-to-build models for the beginner



PHANTOM

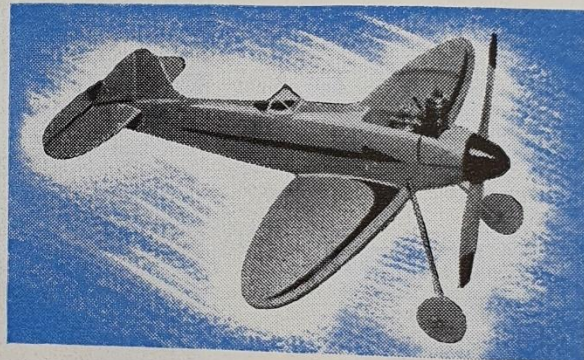
Still the most popular beginners C/L. trainer, the PHANTOM features all-sheet construction for long life and easy repairs. The kit is absolutely complete and even includes parts for a control line handle. Among the prefabricated components are the wing panels, tailplane, fin and fuselage sides. *Suitable Engines:* Allbon Spitfire, Javelin, Mills 1.3, E.D. 2 c.c., Elfin 1.49, and similar capacity motors.

Wingspan 21"

PHANTOM MITE

A smaller version of the famous Phantom—for up to 1 c.c. motors. Similar in appearance to the larger models, this kit also features many shaped parts. Makes an ideal team race trainer in view of its sturdy construction and easy-to-fly qualities. *Suitable Engines:* Allbon Spitfire, Dart .5 c.c., E.D. Bee, E.D. .46, Mills .75 and similar motors.

Wingspan 16"



EeZeBILT CHAMP

This attractive control line trainer—for motors up to 1.5 c.c.—takes only a few hours to build as there is nothing to cut out, no wire parts to bend or even any soldering required. Designed to accommodate the E.D. Bee, Mills .75, Elfin 1.49 or Allbon Javelin, *without any modification at all.*

Wingspan 20"

