



**Club President and long serving member John Wynn**  
**17<sup>th</sup> Feb 1940 – 28<sup>th</sup> Dec 2024**



Our past chairman and president John died peacefully at home on 28<sup>th</sup> December after a long illness.

As long time chairman of the club and a member since he was a boy, John was always ready to offer his friendly advice to everyone and helped to uphold the Ray Malmstrom motto of "Friendship, Flying and Fun". We all really appreciated his guidance and wisdom in helping to steer the club into the modern era whilst maintaining its traditions and values from the Ray Malmstrom days when he first joined the club.

Many members have paid tribute to John, the most common being that he was a true gentleman and always willing to offer friendship and help to everyone.

John was an accomplished full size pilot and aircraft owner and overleaf are some details of his very rare Aviamilano F14 Nibbio (kite in Italian).



John bought the aircraft from a Swiss owner and flew it back to the UK in the 1980s. Only 10 of these aircraft were ever built back in the 1950s. It's an all wood and fabric aircraft but with retractable undercarriage and a powerful engine delivering good performance with a cruise speed of up to 200mph.



John at the controls of his Nibbio

The aircraft was re-registered G-OWYN and John got the designer Stelio Frati to sign the aircraft after it was repainted.

His friend Garry Flack built a peanut and pistachio version, but these are sadly no longer in his hangar, although as expected Clive Anderson still has a flying model of it that he built many years ago from John's plans.

Here are a few of the personal tributes from those who knew him over very many years along with some more photographs from the club archives.

## **John Copsey**

I first met John Wynn in the Art room at IVC during 1956/7 when I was 14, my friend Fred Clark had turned 13 and we discovered the wonderful world of balsa wood, balsa cement and diesel fuel. Somehow, we survived that and were mentored by John and a chap called Bob Crisp amongst others. We were encouraged by Ray, into the wonderful world of the construction and flying of control line and free flight models. Those were happy carefree days which included flying 3 or 4 in a circle competing in 1/2 A Team Racing (unsilenced IC engines) on the IVC school playground (now the bus park), imagine that today!

Some Radio Control existed, but mostly in the form of either single channel (sequential escapement by rubber band) later progressing to Galloping Ghost (don't ask!). Anyway, it was far too expensive (not to mention heavy and unreliable) for us in those days.

John and the others were only 3 or 4 years older than Fred & I but seemed almost adult to our young eyes. They inspired us and gave us our first taste of creativity and the confidence to use it.

John and I had a further shared interest in Jazz (during the Trad Fad) and I recall John having a flying wing style model (very early Combat model) with "Petite Fluer" on one side and "Monty Sunshine" on the other. These are references to Chris Barber's 1959 No 1 hit and his then famous but later disgraced clarinet player. Just listened to it on YouTube and brought a lot of memories back.

A little later John had learnt to drive and had access to a van. This enabled trips to Cranfield (probably still RAF in those days) for the South Midland Area gala. I also remember a joint (Cambridge club and IVC MAC) coach trip to RAF Debden in Essex, at 5/- (or £0.25) per head. Some members could not afford such a high price and went by push bike.

Rest in peace John and thanks for the ride, it has been and still is a blast



John with a Gymminie Cricket



## **Gordon Hannah**

I first met John both as a member of Cambridge Round Table - those were the days when Round Table was a vibrant organisation for under 40 year olds - and also as a member of IVMAC. He was already an established member of both and made me welcome as an 'in comer' back in 1979. We also had a common connection with the construction industry, so it was not surprising that we got on so well together, culminating with our joint interest in indoor scale.

Right up to recent times John was active in the indoor scene and attended last year's Nationals, I think this time as an observer, although he may well have joined in the usual mayhem of the 'team race' around the tethered balloons. This must have been quite a comparison with his 'serious' involvement in team racing. Others will know much more than I on his activities in this sphere of modelling.

What a master of all types of modelling! With such cheerful modesty - we shall all miss you John.



John pictured in the centre with his Pussycat at an indoor competition Dec 2017

## **Paul Hoey**

John exemplified the heart of the model flying community through his warmth and easy friendship. Easy to talk with and always willing to share his experience. Moreover, once I knew he had built the Impington Gym I always teased him about the 'model catchers' otherwise known as roof girders.

Thank you John for all you have given us and your legacy will live on.

## Garry Flack

John was the best "mate" that you could have, always willing to help, encourage and pass on his vast knowledge of aero modelling to me and others.

I remember John from about 1992 and I have many happy memories of our vintage team racing, sport flying and free flight indoor scale, getting into the half A final at the Nationals and twice winning the air race at the indoor scale nationals.

I recall John driving up to Manchester one Sunday, where we were flying team race to support and encourage us and after a few hours driving back home again.

I remember John's red Renault van that he converted to a camper van, soon nicknamed John's WYNNEBAGO!! John recalled being woken one morning to seagulls clattering across the roof whilst parked on the coast.

A member of IVCMAC from his school days, he was a great supporter of the club and stepped up when the club needed a chairman and was latterly made President.

With John and Heather living just around the corner from me and we often popped around for a cup of tea or maybe something stronger. Happy days.



John and Garry with their Team Racers in July 2021



### **Peter Jude**

He will be sorely missed. I remember John's father's firm built my family home on Cottenham Rd in the late 1950s. John also bought my 1935 MG-PB from me in about 1966.



A youthful John after buying Peter's lovely refurbished MG-PB in 1966

### **Stuart Marsden**

Such sad news, a true gentleman

### **Christine Strachan**

Chris would have been sad to hear this, thank you for letting me know.

### **Clive Anderson**

Very sorry to hear that John had passed away. I often chatted to him when he was flying. He was telling me that he had at one time flown his own aircraft and then gave me a copy of the plan for it. I still have the model of it that I built. What a nice man he was and I will miss seeing him at the Saturday afternoon flying sessions.



John holds court at a Birthday Bash in 2016

### **Margaret Staples**

So sorry to hear about John. He was such a gentleman and always made me feel so very welcome whenever I visited the club after Mick died. He will be sadly missed.

### **Tony Neal**

Such sad news, John was one of the first to join the club.

### **Phil and Ros Haines**

We will never forget John's friendly and helpful nature. He always welcomed us at the club, and at the Christmas party, John and Heather always made sure that there was a nice seat for us! We will never forget John. We will always miss him.

### **John Street**

Very sorry to hear the sad news



John almost ready to launch at the indoor scale national champs 2018