

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

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## International Fame?

We recently had an e-mail from reader Adrian Culf in Ottawa, Canada who wanted to build a Tiddler. Mick Flack quickly sent him a copy of the plan and we seem to have the makings of an international postal competition!



Mick with his Tiddler.....

## Spotted at North Weald

A couple of super size scale models – yes, these really are models and flew beautifully with a standard transmitter!!



Pitts "Thor". This 87% scale model has a 650cc engine and a 68" 3 bladed prop. Almost makes you want to jump in it for a flight – but check the pilot out first.....



Fokker DR1. This is 65% scale with a span of 4.8m. It took off in about 10 feet and has a home brew 550cc engine. You can actually buy this model as an ARTF kit!!

## Fashioned from Foam? Yes!!



Alan Hunter looks pleased with the performance of his foamy flyer. This is the Magnum Reloaded kit. Nice pilot with her hair in the slipstream.



## Girton fete 8<sup>th</sup> July

The club had a good presence at the Girton fete and quite a few people showed interest in joining the club and may turn up on Friday evenings. The aim of the day is to repay Girton Council for the use of their field and to drum up new members.



John Copsy entertained the crowd with some great control line aerobatics



Tony Welch flew his excellent CL Spitfire including an inverted landing which got a huge round of applause



Tony prepares his virtually indestructible CL trainer which went down a storm with young and old. Electric powered with throttle by RC. A prize if you can identify the legs in the background.....



A good range of CL Aircraft were on display



And a range of standard RC Foamies



In the gaps between CL demos, Alan flew a variety of RC Aircraft for the assembled throng.



A variety of drones, engines and a flying wing on display.



## Richard Staines reflects.....



After seeing this photo in last months newsletter showing Mick and Margaret Staples at the 1979 CL Scale Nationals which Mick won, Richard writes....

Re the last picture in the July issue I can add something to that. I was at those Nationals helping my very good friend from the period, Gerry Gibbons of Spalding compete for the first time in CL scale against those august modellers named and shown. Gerry's model was that in the near foreground but my memory and recognition skills do not allow me to identify it .... others will I'm sure. I recall the friendliness of all especially from Mick & Margaret, as to us, a newbie to the event and his helper, they were the elite.

Unfortunately Gerry passed away some 12 years ago and I inherited his RC glider Silent Dream which he never had the opportunity to fly due to illness, which in his memory I renamed "'Gerry's" Silent Dream'. Many of you will have seen it and now know the story.

The story continues however because when I moved from South Lincs to Longstanton some 10 years ago, found IVCMAC and attended my first evening in the Gropius Hall as a stranger, one of the first to greet me was Margaret and then Mick as they recalled those CL days so many years before. I was unfortunately the bearer of sad news re Gerry, a photo of whom is pictured below from those days taken flying free flight scale on Barkston Heath our local field as members of Grantham & District MAC.



Gerry Gibbons at Barkston Heath

## Dates for your Diary

**Sunday July 30<sup>th</sup>** - BMFA CL Centralised Stunt at Girton

**Friday 4<sup>th</sup> Aug** – Radio Control "Climb and Glide" comp. Any model will do. 10 sec power and then the longest glide wins (time not distance)

**Sat 26<sup>th</sup> Aug to Mon 28<sup>th</sup>** - Power Nationals at RAF Barkston Heath

## Mick Staples 1979 Bulldog

Continuing the story from the archives last month and from Richards recollections above



Micks CL scale winning Bristol Bulldog took to the skies at Impington on 14<sup>th</sup> July nearly 40 years after the Nationals win in 1979. This time it was flown in the capable hands of Tony Welch.





How did he do that? Tony Neal, Chris Strachan and Michael Marshall study Mick Staples scale Bristol Bulldog!

## Bostonian Competition

Michael Marshall reports on the competition -

The Bostonian competition planned for the 9th June was held over because the chosen evening was too windy. However play resumed on the 7th July, an evening that was not much better, but there were only two competitors. It was the usual format, one model, five flights, best three to score and a one minute max.

Bruce Lindsay did succeed in making a max with a flight in excess of one minute. Michael Marshall might have equalled this but his model disappeared into the trees lining the hospital for a score of 53 seconds. It was quite a competitive evening between Bruce and myself with help from Margaret Staples wielding the stop watch.

|                 |                  |         |
|-----------------|------------------|---------|
| 1 <sup>st</sup> | Bruce Lindsay    | 139 sec |
| 2 <sup>nd</sup> | Michael Marshall | 133 sec |



Bruce, timekeeper Margaret and Michael at the Bostonian competition. Thanks to Paul Craske for taking this photo.



Michael puts on a few extra winds and on this flight, the model cleared the big trees by the hospital and landed halfway up on the other side!! Bruce's pole came in handy and the model lived to fight another day



Bruce gets his Beaver ready



## Under 25" Competition

Michael reports on this competition –

The final competition to take place at Impington was for models where the wing span did not exceed 25 inches and this was on the 14 July (Bastille Day). Dare I say it again but usual format with a one minute max.

There was a little more competition for this event with four competitors and an interesting assortment of models. Phil Haines was flying a 25 inch model, the famous King Harry, circa 1942 and Michael Marshall a Tubby II, just a little smaller from the same period. Chris Strachan was competing with a smaller scale model the Veron Tomtit, and Bruce Lindsay another Veron - a scale Auster. Conditions were not exactly ideal, just a bit breezy, but we were all out to win.

|                 |                  |         |
|-----------------|------------------|---------|
| 1 <sup>st</sup> | Bruce Lindsay    | 135 sec |
| 2 <sup>nd</sup> | Michael Marshall | 129 sec |
| 3 <sup>rd</sup> | Phil Haines      | 100 sec |
| 4 <sup>th</sup> | Chris Strachan   | 98 sec  |

Three of the competitors models are shown below. Sorry Bruce, I missed you!!



Chris Strachan



Philip Haines



Michael Marshall

## Ren Cup at Newmarket

Michael Marshall reports from the Ren Cup held at Newmarket on 21<sup>st</sup> June -

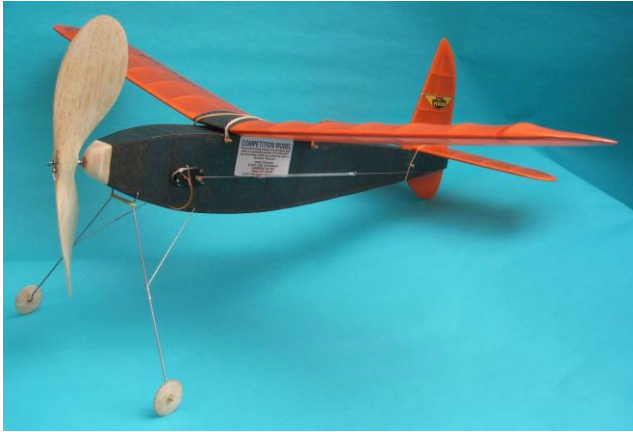
The intention has always been for this competition to take place at mid summer and we were on target this year with the 21 June, almost. As it happened we just got the tail end of the mid summer heat wave and Newmarket racecourse was fairly quiet with a light breeze blowing towards the race course services. Probably the best direction. The competition was for P30 models or any other rubber model where the wingspan did not exceed 25 inches. The maximum was set at two minutes with three flights. Despite the ideal conditions numbers were down on previous years with five stalwart competitors.

Chris Strachan took the lead flying a Veron Fledgling followed by Phil Haines flying a P30. Chairman John Wynn was there with a Mick Staples P30 and Michael Marshall with his King Harry. Chris had already told me that his Fledgling would out fly my King Harry and he was right. Ray Fella flew a beautifully made Keil Kraft Eaglet, perhaps one that he had on the shelf for some time? Thanks to Andrew Moorhouse who was busy with the binoculars and stop watch.

Congratulations all round. Bottles of wine were presented to the first three competitors.

|                  |              |
|------------------|--------------|
| Chris Strachan   | 5 min 4 sec  |
| Phil Haines      | 3 min 1 sec  |
| John Wynn        | 2 min 44 sec |
| Michael Marshall | 2 min 24 sec |
| Ray Fella        | 2 min 17 sec |





Chris Strachans winning Veron Fledgling

## Alternative Aerotows

Or the tale of two fools in a field.....

I'll bet you never thought this was possible – a drone towing a glider up and then releasing it at 400 feet. Both models returning gracefully to earth.



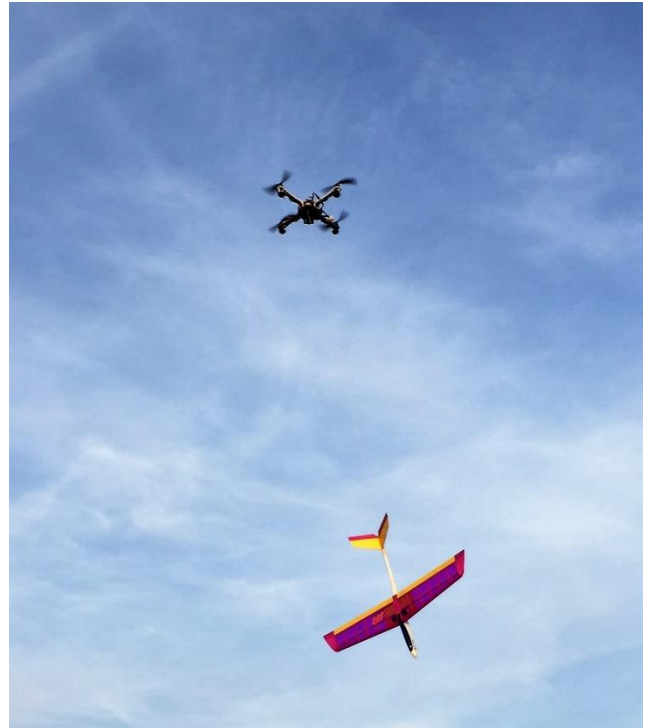
Trevor contemplates his DJI Flamewheel 450 Quad whilst Brians Nano Floh glider awaits its fate



Take the strain!! The Quad has plenty of power and easily lifts the glider which raises its back end rather inelegantly into the air



Off she goes. Spinning in a way that might give the pilot a headache, glider and Quad reach for the sky



As high as you dare!! At about 400 feet, the line holding the glider is released at the Quad and the glider heads for home. Interestingly on all the flights I witnessed, the Quad was down on the ground ages before the glider.

The most important thing here is to ensure you don't tangle the line in the quads rotors!

Congratulations to the 2 fools in the field for pushing the boundaries of aeromodelling.

## Spotted at the FF Nationals



Mick Smith with a superb Sopwith Snipe for Mills 1.3. Photo Bryan Gostlow. Mikes website at [www.freeflightscale.co.uk](http://www.freeflightscale.co.uk) is a useful reference site

## What's this then?



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

## A cat amongst the pigeons

By Bryan Gostlow.

This continues his article in the Nov 2016 newsletter "Moving away from wood" where he mentioned that Rolls Royce wanted a clean aircraft and bought a Heinkel He70, fitted a Kestrel and blew the socks off anything the RAF had at the time. This the story behind Heinkel having such an advanced aircraft -

In late 1931 the first surprising news reached Deutsche Lufthansa about a new single-engine mail plane that achieved a maximum speed of 162 mph with an all-up weight of 5,200 lb and a fairly weak 500 hp engine. It had been built

in America by Lockheed and bore the name "Orion".

In truth the "Orion 9" could cruise at 205 mph. At that time Lufthansa flew the Heinkel He 58 aircraft on their mail/passenger runs and this had a cruise speed of just 119 mph. Heinkel met with a worried Schatzi, the engineer who was responsible for the technical development of Lufthansa. "Well, now what do you think of the American?"

Worse news followed when in May 1932 Heinkel read that Swissair had put a Lockheed "Orion" into service on the Vienna-Zurich line.



Swissair take delivery of a Lockheed Orion 9B

Heinkel was asked, "Are you in a position to build in about six months a fast plane with the same performance as the 'Orion' for Lufthansa?" There was some scepticism about just how fast the Orion was and Milch, managing director of Lufthansa, agreed with Heinkel that he should develop a fast plane for two pilots and four passengers with adequate freight space and a maximum speed of 177 mph. This was to be the He 65, a cantilever low-wing monoplane with fixed undercarriage, but within months it was clear that something much faster and cleaner was called for.

Heinkel began work on the He 70 - the guaranteed performance was 195 mph maximum and 178 mph cruising speed. It was obvious that these guaranteed performances were to be exceeded if possible. Several features of the design were revolutionary. It featured retractable undercarriage and tail skid, glycol for cooling so that a small retractable radiator could be used, wing surfaces needed to blend into the fuselage with rounded flowing fillets. Much of the design was intuitive with butt-jointed skins and flush riveting, even going so far as to countersink door-handles, fittings and footholds, but there was no time for wind tunnel testing. It was rolled out in November 1932.





Heinkel He 70 - a clean machine

They dared not retract the undercarriage on the first flight and faired over the openings on the underside of the wings with plywood. The great day came for us when test pilot Junck returned from a high-speed flight and announced "225 mph but I think she's got a lot more in her." A few days later the machine, with its rather small engine, was to reach 234 mph.

On the first cross-country flight, the engine broke an oil pipe. The oil ran out along the fuselage. Heinkel was standing on airfield when the machine landed and noticed that the soot from the exhaust had amalgamated with the oil, making wonderful visible streamlines. He could see at once where the design of the crucial wing fillet was not perfect. Without the oil and soot they would never have discovered it so quickly.

Heinkel wrote, "Take a look at that. Let's try a soot test. Paint the whole fuselage with oil. Arrange for some soot to be released behind the cowling in flight. We shall see the aerodynamic faults if there are any." The following day pipes with nozzles were attached to the cowling. These pipes led into the cabin and to a fire-extinguisher which was now filled with soot. The plane took off on a long cross-country flight, over Hanover to Leipzig.

When she arrived back a few hours later she was quite unrecognizable, but they had achieved what was wanted. The cabin windows were pitch-black and when at last the door opened, a couple of chimney-sweeps appeared. Only their eyes gleamed white. Kohler, the pilot, gasped and sneezed black dust from his nose. On the flight the rubber connector had somehow come unstuck, without his noticing it. Just before landing in Hanover he had tried out the extinguisher and from then onwards had seen nothing but

black. The cabin was full of soot and they could not see a thing. With the greatest difficulty, they touched down but in their condition did not dare get out of the machine until the aerodrome inspector arrived. He had heard rumours of the new fast "Heinkel" and could not understand why it should look so black. "I can understand that a fast machine can look black outside," he said seriously and thoughtfully, "but I don't see why it should be so black inside."

They made off as quickly as possible, fastened the rubber tube on once again and carried out the test. Now they were back. Everyone roared with laughter but then carried out the necessary improvements on the machine, filling all the spots where the streamlines were disturbed with balsa wood.

News of the He 70 and its performance quickly spread. France in particular was very disturbed with the speed it had reached for at that time the fastest French fighter plane did hardly more than 180 mph. The French publication *Aeroplan* wrote, "a pursuing French fighter would be like a fat man trying to run after a motor-car." But *L'Air* busied itself with the far more interesting question as to what speed the He 70 would be capable of if, instead of being fitted with the BMW engines of hardly 600 hp, it was equipped with the latest high-performance engines now being built in France, England and America. An He 70, if fitted with the Gnome-Rhone 900 hp engine, would certainly reach a speed of 275 mph.

The He 70 was briefly exhibited at the Paris Air Salon in November. Heinkel received a letter which ran: "We in Supermarine Aviation were particularly impressed, because we have not found it possible to achieve such a smooth surface finish even on our Schneider Trophy machines. The fuselage of the He 70 exhibited in Paris has been widely discussed here in England. Some of us think that this is a flush-riveted metal fuselage, filled and painted, whereas others feel that such a smooth surface could only be achieved using plywood. Whether or not you are able to reply, I should like to express the fact that your aeroplane has for very many of us set a standard and that many of our future machines will owe much to it, because you have built the first really Streamlined Aeroplane."

It follows that Heinkel had every reason, therefore, to be hopeful when a Rolls-Royce representative arrived at his factory. The proposal was short and concise. "Mr Heinkel," he said, "I have not come here to pay you any compliments, but at the moment there is no



machine in the world today up-to-date enough to test our latest 810 hp Rolls-Royce Kestrel V engine except your new He 70. We should like to obtain one of your machines so that we can display our engine all over the world. What do you say to that?"

Rolls-Royce had searched for a "clean" airframe to work with, bought the German He 70 and installed a Rolls Royce Kestrel. They found it could reach 260 mph with six people on board - this at a time when the Hawker Fury frontline fighter, also Kestrel powered, flew no faster than 223 mph at best.

## Answer to What's this then?

It's a section of the Iraqi supergun that was in the news in 1990. It was seized during shipment from the UK and is now on display at Duxford.

## Hello, Hello, Hello.....

Do you know the law regarding the flying of all model aircraft below 7kg? Here's a gross oversimplification for your delectation.....

1. Do not endanger any Person, Property or Aircraft
2. Only fly if reasonably satisfied that the flight can be made safely
3. Maintain a direct line of sight with the model (for FPV aircraft below 3.5kg and lower than 1,000ft, an observer can do this)

For models with cameras, the following additional laws apply

- a. Don't fly over or within 150m of congested areas or an organised assembly of people
- b. Don't fly within 50m of people, vehicles or structures not under your control (30m when landing). Club members count as being under your control!! Yes, really!

## Radio flying at Cottenham in July



A happy band of flyers enjoying the summer sunshine with light winds at Cottenham on 5<sup>th</sup> July. Norman counted 11 modellers with a total of 19 aircraft. Amazingly all 19 models were different, so variety must be the spice of life.



From the Archives.....

A 1953 advert for Aeromodeller. Wish it was that price now – 7 ½ pence (I think!!)

*All  
Model  
Aircraft  
Enthusiasts*

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AERO MODELLER**

**MONTHLY FROM ALL NEWSAGENTS 1'6**