

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

edited by Alan Paul
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Technical drawing of an RC airplane with various parts labeled: SHEET COVERING TO CHOSE, USE OF BALSA, SCRAP SHEET FULL IN, CEMENT LIBERALLY, 3" x 1/2" STRINGER, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. Other labels include: TAILPLANE, TIP FINS CLUE TO END SIDE OF TAILPLANE, SHARPER MATCHSTICK PRESS IN & GLUE, SOFT WIRE SAID PRESS IN & GLUE WELL, W.C.P.P., THE G.C., LEAVE UNCOVERED. ADJUST TIMER WITH LONG NOSED PLIERS, INSTEAD OF USING A TUNER YOU MAY GRADUATE THE FUEL TANK. A FULL TANK RUNS THE MOTOR FOR APPROX. 12 MINUTES.



A motley crew of RC flyers gather on the rather scorched grass on a recent flying session at Cottenham. An ideal site with the sun behind you and a bit of shade from the hedge

Control Line revisited.....



Andy Halmshaw gets back into control line flying with his very fast flying wing.

Phoenix from the ashes?

Well, a Max Thrust Riot to be precise. Richard Holland asked Alan to help with a friend's son's Riot which he'd had for a few months but there was no one to help him fly it. What could possibly go wrong.....?

We had a very successful few flights at Cottenham and on the second day the young lad was taking off and landing by himself. After 4 good flights the model was packed up but then the fateful words were uttered – "Can we have just one more flight?"



The result of "Just one more flight" was a vertical dive into the ground on finals as a result of pushing the stick the wrong way.

The plane was repaired and on the next flights suffered a radio range failure and another pile in. The receiver was a Lemon in more ways than one.

Alan rebuilt the model a second time with a new Spektrum receiver and electric motor donated from Trevors "Pandoras Box" of model bits (also known as his house!). Worth a visit if you can't get to Inwoods.....!!

This was a fairly agricultural repair, but does show that what looks like a write off can often be resurrected!!



The Riot rebuilt a 2nd time with ply reinforcing on the nose!! Not pretty, but straight and true.....

No range anxiety this time and the model flies as well as it did originally. Tough models these!!

CLAPA Champs

John Copsey reports from the CLAPA champs at Buckminster on 23rd / 24th June. He stayed in a local Travelodge and got very little sleep!!

Just got back from CLAPA Champs at Buckminster. It was an interesting weekend.

Friday pm - practice quite windy (about 15 - 18 mph). Used Green Goddess to practice low pull outs (and keep my powder dry!). This was a bit too successful!

Friday evening - mended Green Goddess!

Saturday am - First F2B flight. 23 entrants. Hot & sunny but wind about 15 mph slowly increasing through the day - 710.9 points - a bit disappointed.

Saturday pm - Second F2B flight. Still hot but overcast (good, no sun to contend with). Wind speed reached 20 mph steady, 30 mph gusts. Terrified, but got 768.2 points. 2 hours later still traumatized, but I beat Dick Stepney for first time.

Sunday am - Third F2B flight. Several entrants dropped out. Very hot & sunny with dusty thermals popping up. Wind 1 to 3 mph. No line tension - awful flight.

Sunday pm - Fourth F2B flight. Even hotter, even sunnier, light wind changing direction. Better engine run but very poor flight due to tiredness. Saturday flight scores to count.

Later pm - Award ceremony, came 18th out of the 22, Dick Stepney 17th, Brian Turner 5th, Eddie Sharp 20th. (one flight only). SURPRISE! I was awarded Spitfire Trophy for 'Most Improved Flier' during 2017/18. Brian Turner won Concours Cup for prettiest model.



John with the Spitfire Trophy for the most improved CL Aerobatics flyer in 2018

Auf Weidersehen Gotthelf

I'm sure it won't be long before we see his smiling face and lovely models back at Impington or Old Warden, but he has taken the plunge and uprooted himself to a new life in the West Country.

He confided in me that he picked his new house due to proximity to local model flying clubs - well, what other criteria are there?



Ready to launch.... Wait.... Now!!



His Flying Flea flew well (try saying that quickly!!)



Pussycat duel with Richard



More time for this I expect....

As a parting shot, he won the RC Limbo competition and the prestigious (but returnable) propeller trophy which we still have to get to him. Good luck Gotthelf and see you soon!!

Tree Retrieval techniques

When John Streets Waltz found its way into one of the many tall trees at Impington, the challenge was just too much for Peter Jude to avoid!!



Peter disappears up his extending ladder with his 50ft pole!!!

The model was at least 70ft up the tree and despite many attempts, Peter had to give up. We then relied on the wind to bring it down.

Amazingly, the wind did its work correctly and the following day Peter found the model about 100 yards into the field on the far side of where we fly!! Good job Peter.



John soon had the model back in his workshop and ready to fly again. Good models these.

Under 25" Rubber comp

Michael Marshall reports -

The competition took place on the 6th July on what may have been one of the best summer evenings so far. Hot and sunny with little wind and that coming from the Chivers fields behind the school. The competition was for rubber models with a wing span of no more than 25 inches which gave scope for a wide range of models.

We used the usual format of five flights with the best three to score and a maximum set at one minute. Bruce was first to fly with a Viking, followed by Michael with the famous King Harry, then Chris with a Felix and Phil Haines with a P20. John Upton was then encouraged enough to fly with his Viking.

Only Chris managed to max out on his first and third flight and this was sufficient for him to win. Thanks to Tony Harper for being ready with the watches. An evening enjoyed by all those who took part.

The results were -

1st	Chris Strachan	174 sec
2nd	John Upton	145 sec
3rd	Michael Marshall	126 sec
4th	Bruce Lindsay	115 sec
5th	Phil Haines	110 sec

Alan was on hand and took some photos shown below -



Chris Strachan with his winning Felix model. A Vic Smeed plan in Aeromodeller some time ago.



Phil Haines launches his P20. This was originally built by Mick Staples and is a lovely looking model.



Bruce launches his Viking – one of Rays designs that always seems to fly well outdoors



John Upton sets his model free – not his Viking which he used in the competition but I think this was a Sparky Junior



Chris launches his Felix. The fused D/T burning nicely whilst Chris smokes the remainder!!



Michael launches his King Harry into the fantastic calm summer evening



Then manages to be nonchalantly looking the other way as it circles over his head.....



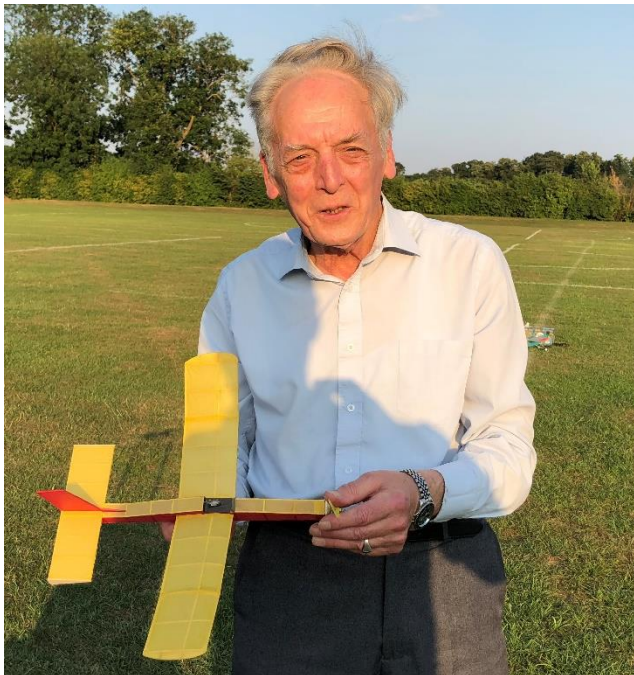
Michael keeps still as the King Harry completes its flight and hits him on the backside!!



Phil winds his P20



This was Chris Strachans other model on the night - A 1934 Jimmy Allen series "Skokie"



Bruce Lindsay with his Ray Malmstrom Viking



Michael shows great flexibility whilst bending over his King Harry.

RC Climb and Glide Comp

This was held on 20th July - a rather windy evening which probably brought the number of entries down a bit.

3 attempts were allowed. Climb under full power for 10 seconds and then glide. The total time from launch to landing (aka hitting the ground) was recorded and the best score was to count.

Richard turned up with his high performance electric gliders with an eye on the prize. The CD was looking forward to applying a draconian handicap when Richard muttered the infamous words "B*****s I've left the

transmitter at home, so was unable to compete!!

Alan had 2 models – a Waltz that climbed and descended very slowly and a Stuntmaster that climbed and descended very fast, so neither were really much good.

Tonys Tomboy looked up for the job, but the wind really put it off its stride.

Peter put his venerable Spycrow into the air and it did remarkably well and he was looking like the winner for a while.

Then along came Stuart armed with a Riot which turned out to have the best of both worlds – it climbed like a rocket and floated down like a floaty thing.... He was the winner by quite a margin.

The results were

Stuart Marsden	Riot	72 sec
Peter Jude	Spycrow	46 sec
Alan Paul	Waltz	45 sec
Tony Neal	Tomboy	25 sec
Alan Paul	Stuntmaster	24 sec

It was probably a competition for a better evening, but a bit of fun anyway!

Dates for your Diary

25th – 27th Aug – Power Nationals at RAF Barkston Heath

Who's winding?



This Bostonian flies well inside and out, but who is winding it? Answer at the end of the newsletter

Tiger Tiger.....

Trevor did a spot of full size FPV at Old Warden at the end of June. Old Warden was hosting a charity Moth fly in and the pilots were ready willing and able to take people up for a spin for £95 donated to good causes.



A view of Old Warden that most of us haven't seen before. Trevor manages not to drop his camera!!



The instrument panel of the Tiger. Wot – no satnav!! That's a proper compass though....



After seeing the pictures, Bryan has decided to restore his dad's 66" span RC model Tiger Moth that's been hanging up in his shed for years, so we hope to see that flying soon!!

What's this then?



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

Caption Competition



Paul Craske spotted this one – it could be the winner of the spot landing competition

Answer to What's this then?

It's a Heinkel A2 Salamander spotted at IWM Duxford recently

And the Bostonian winner was Bruce Lindsay

Mystery of the Mildenhall stolen C130 Hercules

With thanks to Chris Hinson and "The mail on Sunday"

The sight of a Hercules C-130 transport plane starting up its engines was nothing unusual, even at 5am. RAF Mildenhall in May 1969 was the home of the United States Air Force's 36th Airlift Squadron, and it was flying missions around the clock. Yet there was something about this particular aircraft that vexed Staff Sergeant Alexander, that morning's flight supervisor.

He had not seen a pilot boarding the plane, only a mechanic. And if there was no pilot at the controls, why were the propellers turning? Alexander drove to the front of the aircraft and looked up at the cockpit, where he was startled to see the face of Sergeant Paul Meyer, who was indeed a mechanic, not a pilot. Worse still, Meyer was gesturing violently at him to get out of the way.

To his horror, the power to the roaring engines increased, the Hercules lurched forwards and Alexander, fearing that he was about to be crushed, swiftly got out of the way. Bravely, Alexander followed the plane as it rumbled down the taxiway in an effort to get in front of it, but finally decided against such a dangerous manoeuvre. Frantic calls went around the base. The security patrols were reluctant to shoot out the tyres, as they were unsure as to whether that was the correct procedure for stopping an aircraft.



At precisely 5.08am, just as dawn was breaking over the Suffolk countryside, the Hercules left the ground. Meyer started banking left almost immediately, his wingtip dangerously close to the ground, before righting himself and thundering into the sky. The rogue plane was last seen heading in a south-westerly direction, piloted by a man who was drunk, had not slept all night, and barely knew how to fly a light aircraft, let alone a Hercules.

It was many hours later before the plane was finally spotted once again when wreckage was seen floating 20 miles north of the Channel Island of Alderney. Yet even now, there are many unanswered questions from that bizarre day. Why had the mechanic stolen the plane? And how had he managed to fly the giant Hercules unaided?

Perhaps more significantly, how exactly did it crash? Was it pilot error or, as some suspected at the time, could it have been shot down by the Americans themselves, desperate to save face and avoid a potential tragedy? Intriguingly, the official United States Air Force report mentions that an F-100 Super Sabre supersonic jet fighter was scrambled from RAF Lakenheath shortly after Meyer took off 'in an effort to assist Sgt Meyer', but was unsuccessful in establishing visual or radio contact with him.

With the transport plane being tracked by radar for all but 20 minutes of the flight, it seems surprising that air traffic control teams were unable to supply the whereabouts of the Hercules

to the pilot of the Super Sabre. Was the report covering up the unpalatable truth that the fighter jet had shot down Meyer?

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NARRATIVE DESCRIPTION OF ACCIDENT

On 23 May 1969, at 0508 CET, Sgt Paul A. Meyer, AF19799948, did, without authorization, taxi and take off from RAF Mildenhall, England, C-130E aircraft number 37789, which subsequently crashed in the English Channel at coordinates 5000N, 0205W. Sgt Meyer is still missing and presumed dead of injuries sustained when the aircraft impacted the water.

Part of the official report

A stolen Hercules flown by a drunken novice was potentially heading for French towns and villages. Did the Americans take drastic action to pre-empt untold death and destruction? Certainly, it is possible to see the logic of such drastic action. But then, why cover it up?