

Impington Model Aeroplane Club
Founded in 1946 by Ray Malmström

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

Update on Gordons Crusader

Gordon sent an update on his Crusader which previously featured in the newsletter.

I was given for Christmas a Derek Knight ducted fan. The article in Aeromodeller of a Chance Vought Crusader model with free plan by Ivan Taylor seemed an attractive model, but it was for a 35 mm diameter ducted fan whereas mine was 28 mm diameter. 80% and off to the photocopier - simples! Thus an 80% sized model was created.



First flights of the unpainted model were on Newmarket Heath and were superb. All that was needed was a vane inserted at the tail end of the tube to give a bit of downthrust. A few more flights and I continued to apply a painted finish to match the Profile Publication three views. These incidentally showed some variation from scale in the particular dimensions.

I chickened out of the Ivan Taylor system of applying filler to simulate a smooth finish and had to be satisfied with the 'hungry horse' effect when the ribs / formers showing through. This added a bit of weight but still showed promise.

Then a poor launch produced a power stall and a bit of a heavy landing causing nose damage. A rebuild of the nose made the model ready to participate in the electric free flight class of the Peterborough postal competition at the end of September. One good flight and then

another nose damaging landing - ugh. Another rebuild and ready to go. Check out the battery and running - all ok. Poor weather grounded it and then a week's holiday gave it a rest.

On my return I checked it out to find I had stupidly left the battery connected. Result, dead LiPo. I was hoping to fly it at the Old Warden Scale Day, so took it off to OW with the hope I could get a replacement battery there. I even took along my recharging kit. All to no avail, the 3S 240mAh seems to be a rare item and even scouring the various websites produced nothing. I have had to be satisfied with a bigger battery - 400 mah - with the additional weight penalty of about 15 grams.



All I need now is some fine weather for more test flights - dream on. The photos show the model and the snug fit of the original gizmos. Some surgery has been needed to get the replacement battery in.

Indoor flying

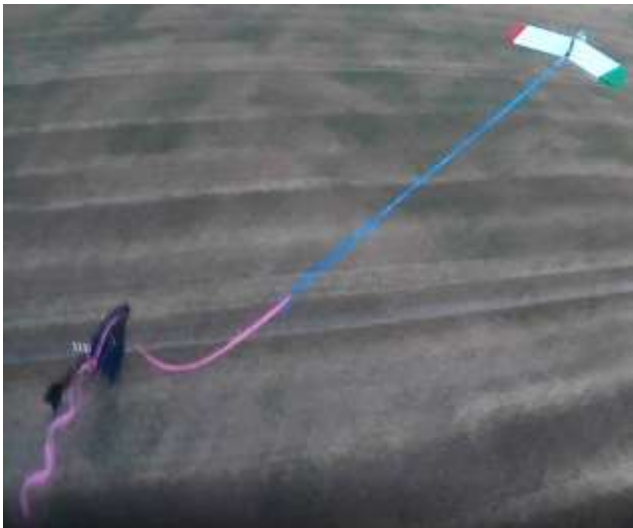
Despite the various rules and regulations we have had some good indoor flying in the Gropius Hall - 6.30 to 8.30pm on Thursdays and 12noon to 3pm on some Saturdays - **check the website for the latest info!**

On most Thursday evenings we have had about 10 people and it has worked really well and is a good safe environment which can cater for a few more as well.

A complex chain of events....

I can't fully remember what happened, but I was flying the Black mini AR Wing and chasing Trevors white wing whilst Kara was chasing both of us with her Quad.

I clipped Trevs streamer which wound itself round my prop and then Kara clipped the streamer which I was now trailing and that rather clogged her up and ruined her day!!



Pictured from Karas Quad, the Black wing cuts the white wings streamer.....



Whilst Trevs wing carried on serenely, my Black wing and Karas quad returned to terra firma rather earlier than planned. No damage!!

Bob Piggotts Oakington days

After seeing Alan Hoensch's picture of RAF Oakington, Bob Piggott reflects on his memories of the place during the war.

At the beginning of the war I was nearly 7 years old and I still have recollections of that news being given to me.

From that time on, aircraft overhead were a familiar sight and sound because I lived within sight of the Oakington hangar roofs.



In the beginning the aircraft were Blenheims, then came Wellingtons followed by my favourite Stirlings and later Lanks. It was a familiar sound to hear the planes taking off for their night raid but as time went on there was a greater desire to take a closer look at the airfield activities.

Having grown a bit and learned to ride a bike, me and my pals would cycle to Oakington, play a game of football with the local lads in a field adjacent to the airfield boundary fence, alongside the old Longstanton road.

When we saw activity at the dispersal points we would crawl under the hedge and watch the aircraft being bombed up. This spot was at the extreme bottom right of the aerial photo.

What was also of great interest to us lads was to visit crash sites near to our village of Cottenham. The first was a Wellington about 200 yards off Rampton road, in 2nd Bird's drove, directly opposite the last council house. This would be a few hundred yards due west of the present recreation ground flying site.

Another crash I can pinpoint was a Stirling that had slid across the Longstanton road, just outside the crash gate, missing the house that you can see on the aerial photo. At that time the Doggett family lived there and the lad attended St John's college choir school in Cambridge (My older brother was head choirboy at that time).

In the early days of Oakington airfield construction my father worked there as a bricklayer (John Wynn's father was also a carpenter on site at the same time). He told me that as the gang cycled round the peri track on their way home they would give a cheer to the crews as they taxied for takeoff.

On one occasion a German bomber attacked the airfield when he was on the scaffolding and he quickly fell to the floor. Eventually, at the age of 39, he was called up and served in the Pay Corps.

Other memories of my wartime youth are refreshed, for example a searchlight based off Histon road which was switched on when Gerry was about, the dummy airfield in North fen, seeing German POWs bussed to work, Italian POWs camped in Ten Acre off Histon road and free to roam in the village and an army unit on the village green.

Of course we also had the 'black out' and a time of food rationing. That's why I value the luxuries and freedom we have today. I don't know when the aerial photo was taken but I would guess it was when the heavy bombers were based there and to my memory Dakotas were never based there.

Ice cream anyone?

This is Johns "Ice Cream" which is a version of the Australian designed Nano Stick.



It weighs just 6g and John had to change the receiver as the original wouldn't bind. Well, that's under the CAAs 250g limit for registration then!!

For Sale

This is a kit for the Pat Pennyplane by Jiri Kalina. Cost £12.



You may have seen these flying as a few members have them. I rather greedily bought a spare, but I don't think I am going to build it so it's looking for a new home. The kit has everything including a fantastic pre built balsa prop and some good rubber.

These kits were as rare as hens teeth so contact me if you'd like it at alanpaul@outlook.com or see me at the club.

Cottenham Trio



This picture was taken by Mark Greens Mavic showing him in the middle plus John Clarke and Alan Paul pretending to understand the black magic.

If you press the return to home button, the craft climbs to 100ft and then comes back and lands on the orange helipad without human intervention - amazing!!

These DJI "drones" adopt a different flying technique to the little quads we also fly as they are really just high quality moveable aerial tripods. They stay where you put them when you let go of the sticks and with their GPS and camera capabilities can stay within a foot or 2 of where you park them and you can then move the camera to get your perfect picture or video in 4k high definition.

What's this then?



Can you name both aircraft? Answer at the end of the newsletter.....

In their Youth



We don't see this young chap flying control line these days – but he clearly did in his youth. Huge prizes on offer for naming both the man and his models.

Caption Competition



"Doctor – where shall I stick this?" Or can you come up with something better? And who is this pictured in 1991?

Tiers and Tears.....

The BMFA have confirmed what the impact would be on model flying in the various "Tiers" for Covid precautions –

Tier 1 – Indoor and outdoor flying allowed

Tier 2 – Indoor flying stops, but outdoor flying is still allowed

Tier 3 – Indoor flying stops, but outdoor flying is still allowed (same as Tier 2)

Answer to What's this then?

It's a Hercules refuelling from a Victor tanker in July 1982 somewhere between Ascension Island and the Falklands.

I took this photo during the first of 2 air to air refuellings where we started at 24,000 feet and with the Victors engines idling and the C130 on high power we "tobogganed" down to 2,000 feet before breaking off and heading to the deep south!! Quite an experience. This technique was used because in level flight the Herc could not keep up with the Victor.

From the Daily Mail..... Matthew Boddington escapes!!

BIGGLES CHEATS DEATH!

Pilot, 57, escapes
WWI biplane crash



Mangled: The wreckage of the biplane, built in 1969 for a Biggles film

A REPLICA First World War 'Biggles' biplane plummets to the ground during a mock dogfight with German aircraft. Incredibly, pilot Matthew Boddington escaped serious injury.

The 57-year-old, pictured below, was taking part in practice for the Duxford Air Show when his replica 1914 BE-2c crashed at Sywell Aerodrome, near Wellingborough, Northamptonshire, on Wednesday.

Mr Boddington, a member of the Great War Display Team, which appears at shows in Britain and France, suffered cuts, a cracked rib and a bang to the head. He remained in hospital yesterday. Team leader Gordon Brander said: 'Matthew's OK. There's nothing life-threatening. He's got a few bad cuts on his head. We have no idea what happened.'

The plane's co-owner, Steve Slater, said: 'Matthew is among the most experienced vintage air-

craft pilots in the country. We don't know why he lost control.'

Photographer Glyn Dobbs, who was watching the practice session, saw the two-seater biplane, which Mr Boddington was flying alone, spiral from the sky. 'It went straight down and then disappeared into a field. It was horrific,' he said.

The replica BE-2c was built in 1969 by Mr Boddington's father Charles for a Biggles film starring James Fox as the fictional RAF hero, but the production was cancelled. Charles was killed while flying another vintage biplane for a movie stunt two years later. The BE-2c was sold and discovered, badly damaged, at a US airfield.

Mr Boddington, who followed his father in becoming an aeronautical engineer, shipped it back to Britain and spent six years restoring it.



Mathew's father Charles was David Boddington's older brother. Charles died in 1971 during the filming of "Richthofen and Brown" in Dublin flying a replica SE5A, so his son Matthew had a narrow escape from a similar fate.



rama: The BE-2c plunges... but the pilot is able to pull the nose up slightly to lessen impact