



Impington Model Aeroplane Club

Founded in 1946 by Ray Malmström

June 2021

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

edited by Alan Paul
alanpaul@outlook.com

Iron Bees

John Cosey was flying his Iron Bee No2 at IVC recently and it was fascinating to hear the history of this model



Johns Iron Bee

There were only 5 made – all designed and made by Chris "Tiffer" Adams for club racing. He never flew them but always got Fred Clark to grab the handle.



The picture shows a motley crew at Oakington during a club race. Tiffer Adams is in the middle back row. If you look carefully you may be able to spot some current and past club members and put names to faces.

Moira Neal took the photo - it was processed in the Neals darkroom. She also had to repair Freds finger after a slicing incident whilst adjusting the needle valve!! Fred is holding No2 which is now John Coseys.

On the field



Stuarts own design P20 "The Captain". Seems there are in fact 3 Captains in the club now....

Stuart designed this to fit in the IVC field and it was flying very nicely on the night.



Pauls Sparrowhawk and a Westwings biplane. These have been hanging around in his shed for a while and got an outing on a nice evening.

The biplane needs some more trimming as it was diving in the turns!!



Gordons Fokker DVII at 22" span from an Aerographics kit. He bought it at a club auction and it was missing much of the wood, but at least he had the plan. Turns out he thought he was buying a Fokker but was sold a Pup!! Nice model.



Steves Control Line Dalotel with an OS46LA up front. It's got a special stub exhaust called a tongue muffler which keeps the weight down at the front. Video [here](#) and see the postscript and obituary on P4 ulp!!!

Who's winding?



And what's the model? Answer at the end of the newsletter.

Club Trainer



As you will remember we bought a club trainer last year with a grant from the county council youth support team.

Pictured above after some successful flights is the oldest junior in the club!! Pete was getting back in the saddle after a long lay off and it was a good opportunity to test out the trainer plane.

If any juniors or even older but young at heart members want to fly it, let me know. I will tempt fate by saying it's indestructible.....

Duct



Mark Saunders designed and built this ducted fan RC jet. It certainly looks the part!!

It has a 64mm ducted fan unit, a 40A ESC and retractable undercarriage.

It has now been test flown at Girton and flies like it's on rails. Great design work Mark!!!

There is a full article about how Mark designed and built it on the website articles page [here](#)

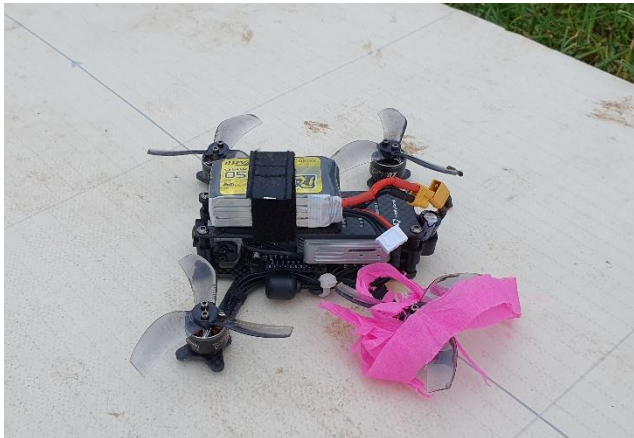
PPPPPP

There is an expression – Prior Preparation Prevents P*** Poor Performance.

Clearly Trevor and Alan were not adhering to this when they attached streamers to their DJI quads.



Forward flight wasn't a problem and the streamers streamed!!



Coming to the hover was a big mistake and resulted in a premature return to earth!! These quads need all 4 motors spinning to fly properly. Later we discovered that if the chasing quad caught up with the lead quad, much the same happened.....

Easy Star formation flying



We then had a more successful attempt at formation flying – video [here](#)

Chutes away (sort of!!)

This is almost a non story from the editor as it didn't get off to a great start.....



My first attempts had the parachutists attached to the top wing. I jokingly said "I wonder if they will get caught up in the tail".



After a couple of good releases, one did get caught and deployed fully acting as a sort of unintended de-thermaliser. Luckily I found that if I kept some power on I could fly the plane in a sort of controlled dive.



After putting the servo release under the fuselage, the problem was resolved!!

Can you fix it Steve?

As reported earlier, Steves Dalotel was going great guns and the following week he was doing some excellent hourglass figures when the unthinkable happened.....



We all heard an almighty "thump" and rushed over to "commiserate". Steve was putting a very brave face on things and doing his bit for the environment by picking up all the pieces.

Steve said it was pilot error. He was getting on so well he had the luxury of being in a vertical dive and having a little think about whether to pull out upright or inverted.

Whilst puzzling over the answer, he forgot to do either and it piled in vertically!!

Control line aerobatics leaves you 5 feet from disaster at every pull out from manoeuvres so this is a bit of an occupational hazard!!

Tip of the month

Do the switches on your transmitter always seem to work loose? If so you may have thought about gluing them in place.

Don't use superglue for this, as if it migrates into the switch itself you are in trouble. Tighten the switch ring and then put a blob of hot glue to glue the fixing ring to the Tx case.

This stops it working loose and can always be peeled off later if required.

Go to Jail?



Peter Judes Spyhawk landed in the new bit of fenced off area by the RC Pits – Luckily the cunning and ingenuity of club members got it out!!

Staggering about



Spotted at Girton, Paul Burlings very nice RC conversion of CC Lees Staggerwing. The motor is a Bell 2419-18 with a 9x5 prop and Paul can get 25 minute flight times on a 3 cell 2200mAh battery. It flew really well.

Safety Corner

A reminder to all RC pilots flying at IVC that we need to ensure we call out when Taking off, Landing or retrieving from the active flying area. Actually, the general safety standards have been pretty good so keep it up.

Answer to Who's winding?

It's Gordon Hannah and the model is his Sopwith Triplane.

From the Archives.....

Do you remember the days of licences for RC equipment? Gerald dug out what must be one of the last licences issued in 1979. It certainly has some amusing and rather dated requirements!!

HOME OFFICE WIRELESS TELEGRAPHY ACT, 1949 MODEL CONTROL LICENCE

Date of issue: - 4 JUL 1979

Renewable: - 4 JUL 1984 and every five years thereafter

Fee on issue: £2.50

Fee on renewal: £2.80

1 (1) Licence Gerald Eric Cooper

of

(hereinafter called "the Licensee") is hereby licensed, subject to the terms, provisions and limitations herein contained, to establish and use a station for wireless telegraphy anywhere in the United Kingdom (hereinafter called "the Station") for the purpose only of controlling the movement of a model vehicle, vessel or aircraft, by means of the emission of electromagnetic energy from sending apparatus, and the reception of such energy by receiving apparatus in the model (which sending and receiving apparatus are together comprised in the expression "the Station").

(2) Limitations. The foregoing licence is subject to the following limitations:

(a) The Station shall be used only with emissions which are of the classes specified in the Schedule hereto, and are within the frequency bands specified in the Schedule hereto in relation to those respective classes of emission, and with a power not exceeding that specified in the Schedule hereto in relation to the class of emission and frequency band in use at the time.

(b) The Station shall be operated only, (i) by the Licensee personally, or (ii) in the presence of and under the direct supervision of the Licensee, by any other person authorised by him.

2 Non-Interference and Frequency Control and Measurement

(1) The apparatus comprised in the Station shall be so designed, constructed, maintained and used that the use of the Station does not cause any avoidable interference with any wireless telegraphy.

(2) A satisfactory method of frequency stabilisation shall be employed in the sending apparatus.

(3) The frequency of the sending apparatus shall be verified at such times, and by measuring equipment of such accuracy, as may be necessary to ensure that the emissions are within the authorised frequency bands.

(4) The use of spark sending apparatus is specifically forbidden.

3 Inspection. The station and this Licence, shall be available for inspection at all reasonable times by a person acting under the authority of the Secretary of State.

This must have been before 35MHz became available as the only approved frequencies were 27MHz and the UHF band at 459MHz.

Of course we now mainly operate on 2.4GHz without the need to check who's flying due to the locked in nature of the new technology.

There are still many people flying on 35MHz and in some ways it's a better frequency with longer range and better penetration of obstacles like trees etc. Just watch out for those long antennas!!

THE SCHEDULE

| Frequency Bands (MHz) | Classes of emission (See C below) | Maximum Effective Radiated Power (Watts) (See A & B below) |
|-----------------------|-----------------------------------|--|
| 26.96 to 27.28 | A1, A2, F1, F2 | 1.5 |
| 458.5 to 459.5 | A1, A2, F1, F2 | 0.5 |

For the purpose of the Schedule

A Effective Radiated Power (ERP) is the mean radio frequency power multiplied by the gain of the aerial in the horizontal plane.

The mean radio frequency power (RFP) will be taken as that delivered to the aerial and generally for the unmodulated condition, but in the case of systems in which the application of modulation causes an increase in the effective carrier power, apart from any change in power due to redistribution between the carrier and the side bands, this will be allowed for.

B RFP, ERP will be assessed either by measurements or by calculation from characteristics of the types of apparatus used, at the discretion of the Secretary of State.

C The symbols used to designate the classes of emission have the meanings assigned to them in the Radio Regulations annexed to or in force under the Telecommunication Convention.

D "The Telecommunication Convention" means the International Telecommunication Convention signed at Malaga-Torremolinos on 25th day of October 1973 and the Radio Regulations and Additional Radio Regulations in force thereunder, and includes any Convention and Regulations which may from time to time be in force in substitution for or in amendment of the said Convention or the said Regulations.