

Impington Village College Model Aeroplane Club

Based near Cambridge we fly Free Flight, Radio Control and Control Line aircraft



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Website ivcmac.bmfa.uk

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This is a Cessna not a Bleriot



Gordon is pictured with his latest creation a 1911 Cessna. The first Cessna ever produced. It flew really well on its first outing and a video of that first flight is [here](#).

The model has Gordons trademark and hand made sprung spoked wheels.

Name that model



This magnificent scale creation spans 50" and was scratch built by Roy Bowron. But do you know what it is? Answer on next page.....

It is a Brewster Buffalo – a somewhat unknown and rather unsuccessful American WWII aircraft deployed in the Pacific theatre.

Whitman Special "Buster"



Another one of Chris Strachans masterpieces that took to the air in the sports hall in September flown by Gordon Hannah. This is a Pistachio model weighing just 6¼ gms and absolutely tiny. The model first flew in 2003 and hadn't flown since 2018 when Chris won 1st prize in the National scale championships.

The full size was also pretty small with a 15ft wingspan that flew in the air races from 1931 to 1954. A video of it flying is [here](#).

Easy Star flyaways

We were cursed by 2 Easy Star flyaways in July and August. One was Daniels at the Fulbourn field – we spent hours searching only to have it found by a resident about half a mile in the opposite direction from our search. This just goes to show that it's very difficult to say with any degree of accuracy where a lost plane might have ended up. Also, there is still value in putting your phone number on your models.

The other was at Impington where Alans trainer went AWOL and was last seen looping its way to the East in the general direction of Cambridge Airport.

This model also had a phone number on it but as of today there has been no sight or sound of it. The big question of course is can you read a phone number after combine harvesting, or will someone complain about some foam and electronics in their cornflakes?

Battery security

This picture shows a 2200 mAh 3S battery after being ejected in flight with accompanying total loss of control.....



No names no pack drill, but it always pays to secure your batteries well. No great harm done on this occasion, but more by luck than good judgement!!

Model flying sites

Dave Kay has valiantly carried on the task of searching for a permanent model flying site for the club and visited 12 potential sites over the year. Some were unsuitable, some were probably too far away and some were too expensive. We were probably looking for the impossible – the task was to find a site where we paid £500 a year and the site owner did all the maintenance – e.g. grass cutting. We have now decided to stop formally looking for a site, **but ask all members to flag up anything of interest.**

The club would like to thank Dave for his hard work over the last couple of years.

We do have an additional site this year at Waterbeach to add to the existing sites at Longstanton and Cottenham – giving us 3 sites we can use and don't have to pay for. In addition we have the site at Girton where we pay the parish council £333 per year and the Friday evening site at IVC where we pay £15 per evening session (bargain!). Why not try them out if you haven't already?

Matching plane and overalls?



Chris Caruana with his KeilKraft Talon powered by a PAW 2.5cc engine on a sunny Friday evening in the control line corner

Christmas Dinner 5th Dec

The dinner will be held on Thursday 5th December 7pm for 7.30 at the Holiday Inn Impington in the same semi private end of the restaurant as we had last year.

The cost will be £43 per person with a cash bar on the night. If you would like to come, please e-mail Alan Paul with your menu choices and car registration. Please then transfer £43 to the club or pay by cheque as we have to pay the hotel in advance.

Details and menu on website [here](#).

What is this plane?



The intriguing picture on the previous page was sent in by Peter Jude. It's from his Dads wartime archives and he worked on this aircraft which was powered by a Perseus 900hp radial.



He also worked on the similar Boulton Paul Defiant which had the early RR Merlin 1065hp engine. He worked on the rear gunners escape hatch on both and reported to Peter that the gunner had "no chance".

The aircraft pictured at the top is the rare Blackburn "Roc". Did you know that even existed? Maybe one for Clive to model – or has he done it already?

Get out your Tradflys

All junior members and many seniors will have a Tradfly – amazing free flight models that fly exceptionally well.



We want to break the world record for having the most Tradflys in the air at one time – the attempt will take place on Saturday 16th November in the sports hall at 3.30pm.

The current record was set by us at Duxford a few years ago and a video of the carnage is [here](#). Surely we can do better this time?

Pauls Pterodactyl



Not one to shy away from obscure and tricky models, this is actually Pauls latest masterpiece made from B&Q 3mm foam and painted with acrylics. It's powered by a 10mF capacitor. Clive provided the inspiration for this model by giving Paul some books which had the technical drawings inside.

It's a free flight Blohm and Voss P215 peoples fighter that was developed right at the end of the war but never actually flew. It was intended to shoot down British and American bombers and was to be powered by twin Heinkel jet engines.

Flyer IDs and Operator IDs

You may have received a new Flyer ID from the CAA – it's something we haven't had before if we did the RCC test (Registration Competency Certificate) via the BMFA instead of doing it via the CAA drone website. There is no change and nothing for you to do with this Flyer ID. The BMFA system will alert you to do the RCC multiple choice test every 5 years.

The Operator ID is the tax of around £11 you pay every year and the Operator ID is what you stick on your models. The same Operator ID goes on all your models. The change is so we come into line with commercial companies where they are the "Operator" and the individual "Flyers" are linked to the one Operator. We are both Operator and Flyer!!

The formation of British Airways

Airlines are also subject to mergers. British Airways is now part of International Airlines Group (IAG) an international consortium registered in Spain, but still operates as a separate company.



The above chart was seen at IWM Duxford (inside the Hermes in the Airspace hangar)