Impington Village College Model Aeroplane Club

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

Newsletter July 2026

Website ivcmac.bmfa.uk

edited by Alan Paul
alanpaul@outlook.com

Round the Pole

We were visited once again in April by the RTP gang. Our own Roy Bowron had been very prolific in the building department.

Roys nice Beaver is from the Dumas kit and the Chipmunk is another kit model – both beautifully built.

This is an ME323 Gigant with 6 working motors. It flew well round the pole.

Video of them both here.

80th Anniversary RC Day

This was held on Sunday 17th May. We probably set the wrong date because not many turned up. However those that did had a good time with streamer towing, carrier deck landings (almost) and Limbo.

Video of the larking here

Radians Revenge

2 recent Radian mishaps. One ended in a tree at Girton and was then stolen by persons unknown never to be seen again.

The other was Alans whilst night flying at IVC. There was a loud bang from the plane which was a bit disconcerting, but what followed was worse – the whole nose fell off the aircraft and was left dangling by the 3 motor wires!!

On closer inspection, one of the folding prop blades had detached and the resultant vibration had severed the nose. There was limited control with a very aft CG and the plane had a very inelegant landing. Thanks to Marco and Guio for finding all the bits.

The plastic hub had failed leading to one blade flying off. As seen in the picture, the other blade hub had a crack in it as well. Greg had already pre-empted this issue by retro fitting an aluminium hub to his Night Radian.

Outdoor Free Flight

Miracles do happen and we have had a couple of good Friday evenings recently.

A crowd of FF enthusiasts.

Nigel with a very nice new Stinson Voyager from a Dumas kit.

Away she goes – the Stinson flew very well and will also fly indoors.

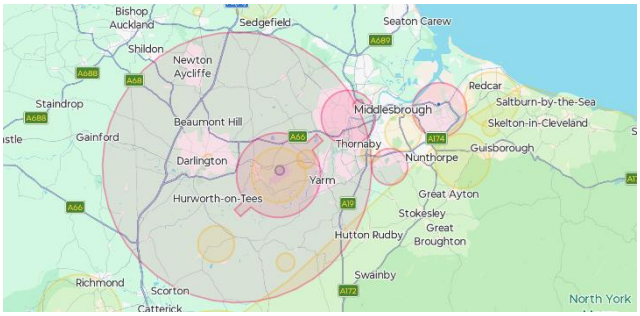
This picture was taken with a phone doing multiple exposures. Some new fangled tech really does work!!

Clives Comper Swift

This is Clives Comper Swift with the original registration from 1932.

The pilot looks pleased with himself. The aircraft now lives at Old Warden as part of the Shuttleworth collection as G-ACTF and flies regularly at air shows.

Amazon Darlington trials



The large red circle is the ground to 700ft exclusion zone for the drone delivery trials. The BMFA is working hard to ensure this sort of thing does not impact us as model flyers.

Not all it seems?

This is Chris Stewarts CL Peacemaker which was flying at IVC recently. Chris uses an electric motor and RC control for the throttle.

Do you recognise the Skyleader RC system from the 1970s? Well looks can deceive because Chris has converted this to modern 2.4GHz control with a clever Arduino based modification inside and a tiny 2.4GHz antenna poking out the top – the old 35MHz antenna is just for show!

Modern Vintage Model

This is David Stophers current project which we will no doubt be seeing on a Friday evening soon. David writes –

It's an original design by Vic Smeed in 1950 called the Shove H'Penny, modified recently and sold as a 'short kit' by MVM. Plan was a freeby in Dec 25 AeroModeller I believe, but MVM have a download with additional details/mods.

It's not a perfect kit, so needs a builder's eye when creating an electric RC version.

Current build progress

I'm planning for film covering of flying surfaces and hybrid balsa/foam covering for fuselage- what can possibly go wrong? I like the idea of an Easystar type plane without the ubiquitous Chinese foam. So far all the extra wood and other bits have been scroungable from the 'will be useful one day' boxes.''

Owens Aeroscout

Owen Budd pictured with his Aeroscout. Owen started off with one of the smaller mini Aeroscouts, but has progressed rapidly with his full size version.

I think we can say that like the Easystar, the Aeroscout is a great trainer with wheels that is also a good sports model that can do most aerobatic stunts.

Girton Fete – Sat 11th July

Put the date in your diary – we will be doing RC and CL flying demos all day. Volunteers to talk to interested spectators or to fly are always welcome. Pilots need to be pre-approved and listed on the display permit. Contact Alan if you want to fly on the day.

Radio Control 1953 – Do it yourself……..

A couple of months ago we showed a MacGregor set from 1977, but 20 odd years before that you had to make it yourself with High Tension batteries and valves.

RADIO CONTROL NOTES By Howard Boys

A SPECIAL EASY TO FOLLOW ARTICLE FOR THE BEGINNER

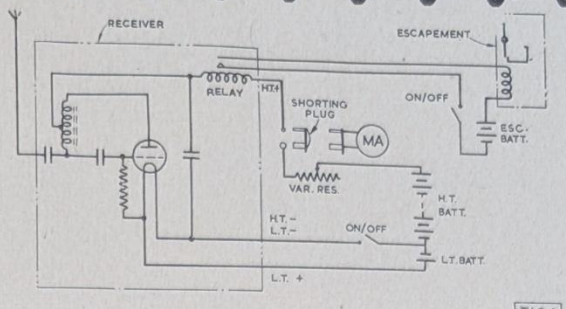


FIG. 1

IT seems time to give the beginners another break, so let us deal with the installation of the equipment in a model.

Fig. 1 is a diagram of the wiring up, and Fig. 2 is a photo of the same thing in actual bits and pieces. The receiver in the diagram is shown so that an intelligent beginner can see the whole set up, and it is not intended to be used for constructing a receiver, so please do not write in asking for more details of this receiver. We must assume that the receiver exists, either home made, or a commercial set. If commercial it will probably have a diagram that should be followed so that batteries are connected up correctly. There are different types of receiver and escapements and actuators, but they are not very popular at present.

The receiver has to be fed with high tension and low tension electricity, and this is obtained from batteries. The high tension is usually 45 volts or more, and hearing-aid batteries will supply this. Low tension will usually be 1½ volts and flashlamp batteries will do. We need some sort of on-off switch and a convenient means of measuring the H.T. current flowing as a check on the working. A polarised two pin plug and socket is as good as anything for this with a 0–5 ma. meter. A polarised plug is one that will only go one way round sot hat when connected to the meter correctly in the first place it will always plug in the right way round so that the positive pole of the meter goes to the positive pole of the battery. With some receivers a variable resistance is needed in the H.T. lead so that this can come between the socket and the H.T. battery. Two receivers not needing this resistance are the Ivy and the Aeromodeller hard valve, though there would be no harm in putting them in, and in fact some people like this extra control. This resistance is usually 5,000 ohms but some receiver circuits call for a higher value.

The receiver may have wires already attached, or it may have terminals to which wires must be soldered. Whichever it is, wires are run as shown,

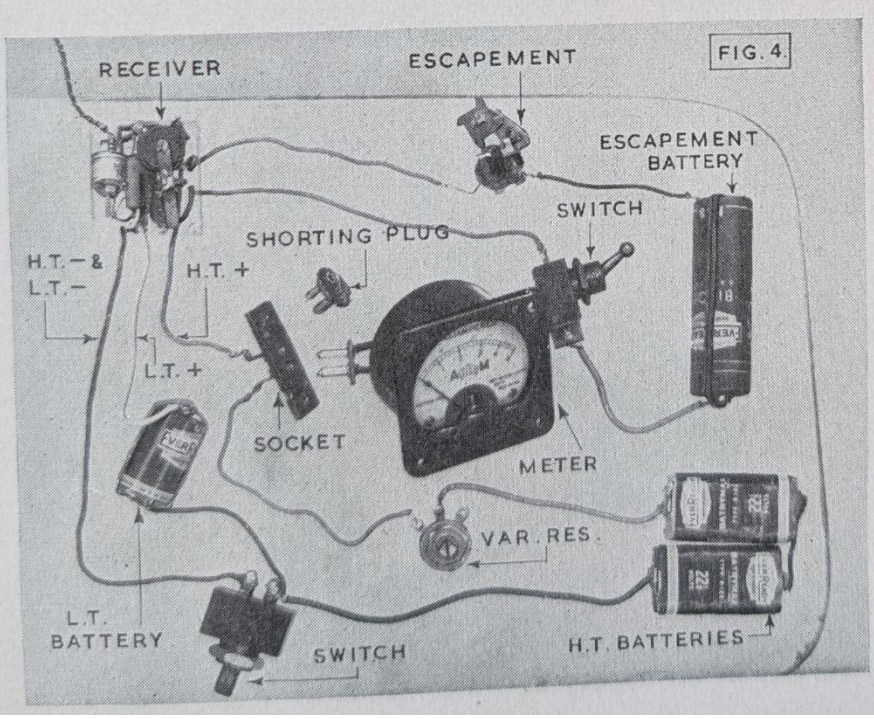


FIG. 4.

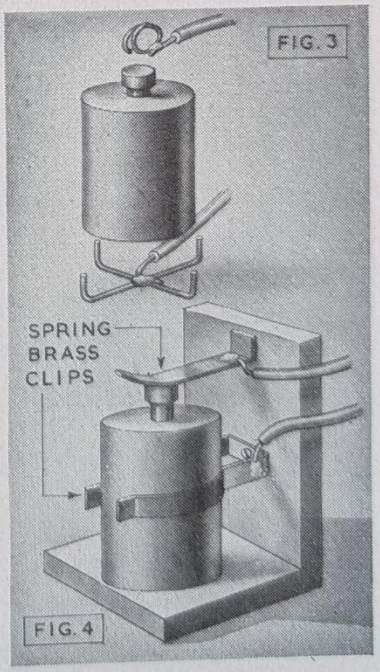


FIG. 3