Editor: Andy Blackburn

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Parish Notices

What a pain. As I write, Windsor has just moved from tier 3 to tier 4 and all flying has been stopped (even outdoors); my (entirely unofficial) estimate is that this situation will continue for 2 - 3 months, by which time all the "at risk" people will have been vaccinated. We have some dates agreed with Trinity so we can pick up indoor flying again at the next available opportunity, we just don't know when that will be. We're hoping to have some fun competitions in 2021 and we think we have most bases fairly well covered, but if you're a fan of Bostonians can you please make yourself known to The Management?...

Having said all that, it seems that this newsletter is a No-Cal special; that's just the way it turns out sometimes.

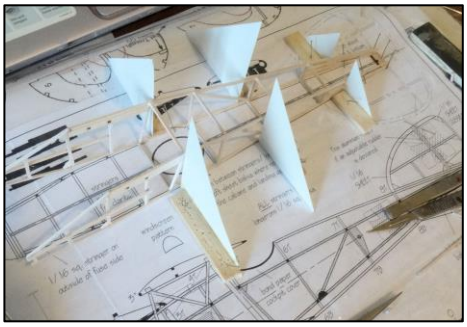
Christmas Elfs Delayed

We're planning to run the Christmas Elf competition at the first Trinity event of 2021, whenever that may be. The Lurker will be CD if Tony Calvert is unable to attend.

Contributors

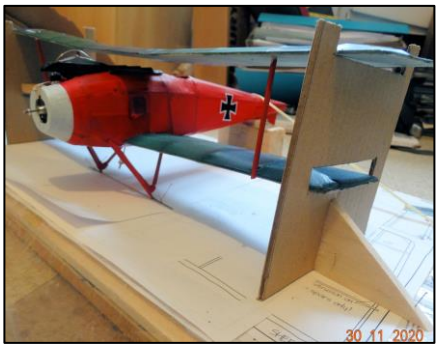
Many thanks to Robin Smith, The Lurker, Doug Hunt, John Winfield and Dave King for their valued contributions.

DPC Models 16” Albatros DII in Pictures – Dave King

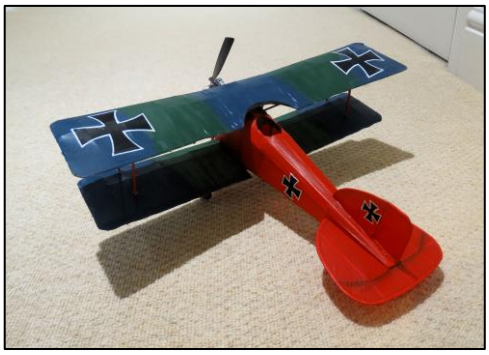


Basic sides being joined together over the top view using squares made from plasticard and 1/2 x1/4 balsa.

Installing the G63BB. This is the initial installation, after completing I found the prop rubbed on the front former and had to install a 1/8 ply spacer behind the motor.



Joining the wings to the fus. The jigs are made according to the side view and the the fus level fore and aft set the incidence and correct spacing.



Rear view, the green/mauve not showing too well, perhaps a slightly greener green would have been better.

Motor fairly well concealed, that may or may not be such a good idea. Spinner plunge moulded from celluloid. This will be glued to the ply backplate once access to the motor mounting screws to adjust down/side thrust is no longer required. Total weight 51.2gms including Basswood struts and wire in the front undercarriage struts. Colour scheme is that of Karl Allmenruder of Jasta 11.

Beginners No-Cal Competition – Dave King, Andy Blackburn

We have spent a considerable amount of time coming up with what we think is a fair set of rules for indoor No-Cal models that we hope will tempt almost everyone to have a go.

We considered simply copying the No-Cal rules to be used at the indoor scale nationals (described later - they limit the minimum model weight to 6 grams without rubber) but after some thought it became obvious that this would discourage "ordinary" aircraft configurations (which would require ballast) and would unfairly favour low aspect ratio subjects such as the Lacey M-10, Cassutt, Hosler Fury, etc., which would tend to put off people who have a religious objection to such aeroplanes, and also people who just want to have a go with their favourite aeroplanes to see what No-Cal competitions are like.

Dave King's Fike Model E No-Cal which he no doubt imagines will sweep all before it in competition. However, it has a "natural turn to the right", so we shall see [Wot, no tailwheel? No undercarriage fairings? Not really compliant with the rules… ☺ – Ed].

After some research Dave hit on the idea of:
a) Specifying a known plastic propeller (in this case, Peck 4 3/4" props because some people already use them) which would tend to push up the overall weight as well as limiting propulsive efficiency (and therefore duration); changing the prop is a quick and easy process if you want to convert it back to a conventional No-Cal.
b) Limiting the rubber length to a maximum of 1.5 x the hook to peg distance, which would limit the number of turns available (and therefore duration) to the point where a podium-worthy flight time looks available to all – this can also be easily changed.
c) Limiting the minimum wood size to 1/16" so as not to unfairly disadvantage beginners and people who have difficulty with smaller wood sizes. This makes some difference, but less than you might think if wood is selected carefully.

After some further consideration, we thought we ought to be kind to people who fly twins, because they need all the help they can get and in any case it might persuade people to fly some interesting models (Peter Smart has an Armstrong-Whitworth Whitley No-Cal – just saying…). Twins therefore have no special restrictions other than the minimum structural wood size.

Trinity Beginners No-Cal Rules – Dave King

The competition is open to recognizable profile scale models of full-size aircraft.

A. Design considerations:

1. Wing span: 16 inches maximum.
2. Aircraft with fixed landing gear must have each landing gear represented as per the original subject. Models of aircraft with retractable gear may be depicted with the gear retracted
3. All wing struts must be on the model.
4. Motor sticks/tubes shall not exceed fuselage or engine nacelle length, however, the prop may be positioned at the tip of a scale profile spinner if the real aircraft featured one.
5. For single-engined models, the propeller must be a plastic Peck (not Igra) item of not more than 5" diameter. Only one prop blade can be scraped or sanded, and only for the purpose of balancing. There are no restrictions for twins.
6. Surfaces may be single covered.
7. Canopies and windows may be represented with tissue or paper; clear material is not required.
8. Model must be recognisable to the CD, so a good colour scheme, control outlines, registration numbers, etc. will help. In in doubt, carry proof of scale (e.g. a photo, or a colour 3-view). Don't take the mickey because the decision of the CD is final, and he does like banning things.
9. Minimum wood size for model structure is 1/16"x 1/16". Laminated outlines are allowed provided that the final section is at least 1/16" x 1/16". These restrictions do not apply to the motor stick/tube.
10. Covering must be standard commercially-available tissue (VMC, Jap, Modelspan, etc.). Condenser paper and Mylar must not be used.
11. Max motor length for single-engined models is 1.5 x prop to hook. Braided motors are not allowed. There are no restrictions for twins. The winning model will be measured, and the CD will ban it if the rubber motor is too long; in this case, the second place model will be elevated to first position, and its motor will also be measured, and so on and so forth.

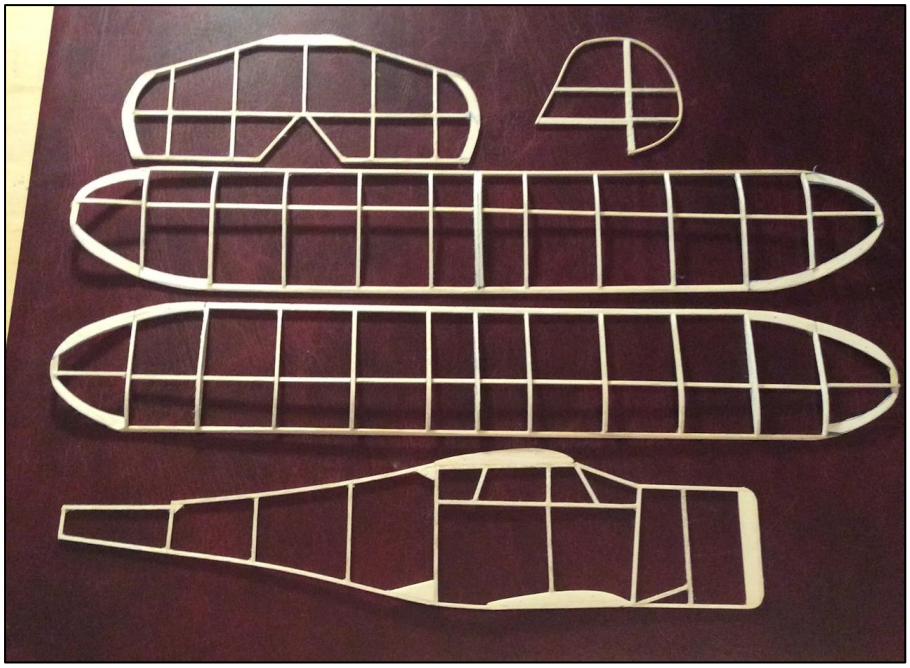
B. Official flight: defined as 10 second minimum; timer stops when model touches anything else (e.g. roof, ceiling, wall, floor, another model, person, ham sandwich, etc.). If the flight is less than 10 seconds, it counts as an attempt rather than an official flight. You can have as many attempts as you like.

C. Scoring: 3 official flights (which must be declared before launch) are allowed, with total time of best 2 to count. Times will be taken to the whole second (discarding part-seconds). The winner is the model with the longest duration over two flights that hasn't been banned for some minor infraction.

In the unlikely event of a tie, final places will be determined by a fly-off.

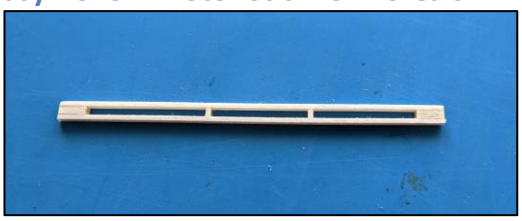
On the Workbench

No-Cal Beech Staggerwing – John Winfield

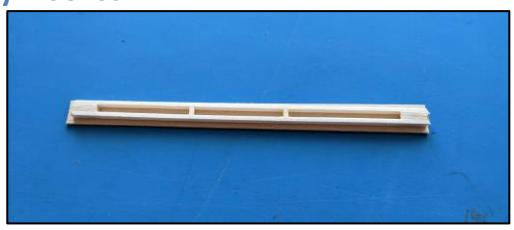


This is John Winfield's Beech Staggerwing No-Cal under construction – very good choice of subject (look at all that wing area!), uses the outline and wing section from the Easybuilt kit. Should fly very well indeed.

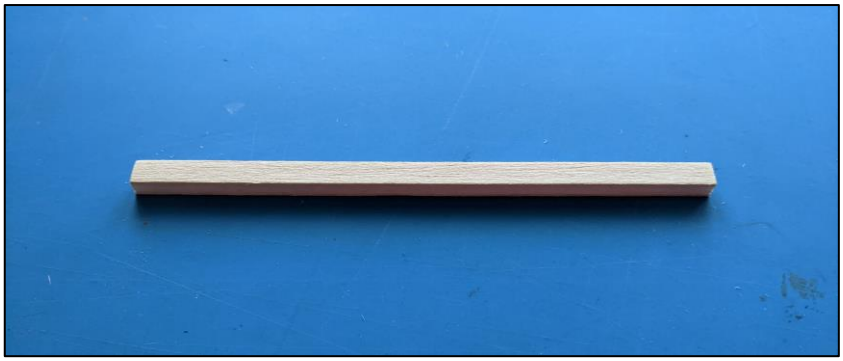
Easy Hollow Motor Stick for No-Cals – Andy Blackburn



Build a basic open structure from med-light 1/16" x 1/8" with medium 1/8" square at the ends.



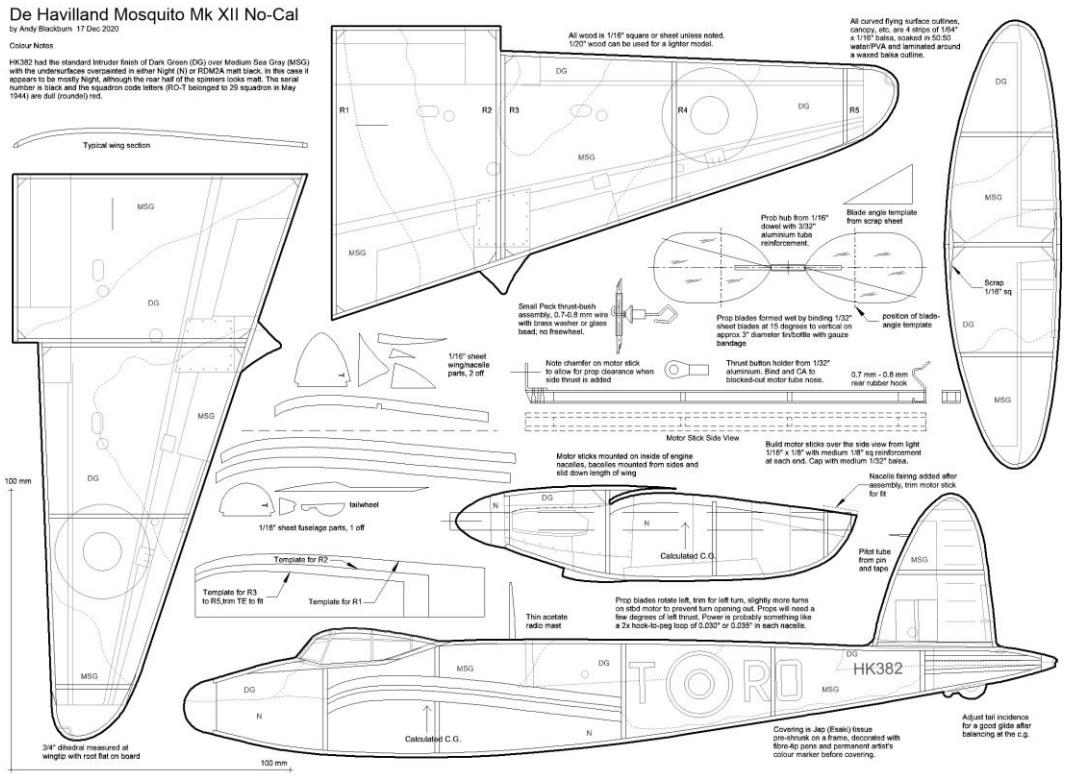
Cap one side with medium 1/32", keeping it flat whilst the glue dries.



Cap the other side with 1/32" in the same way. Finished motor stick is a little heavier than hard 3/32" x 3/16", but very noticeably stiffer.

No-Cal De Havilland Mosquito Mk XII – Andy Blackburn

Sometimes, one becomes what can only be described as obsessed with finishing a plan, particularly if it's one of one's particular favourites. I started drawing the plan shortly after a discussion with Dave King about whether he was going to allow wooden props (for twins only) in his No-Cal competition, because I wanted to see what was possible (not much, as it turns out!).

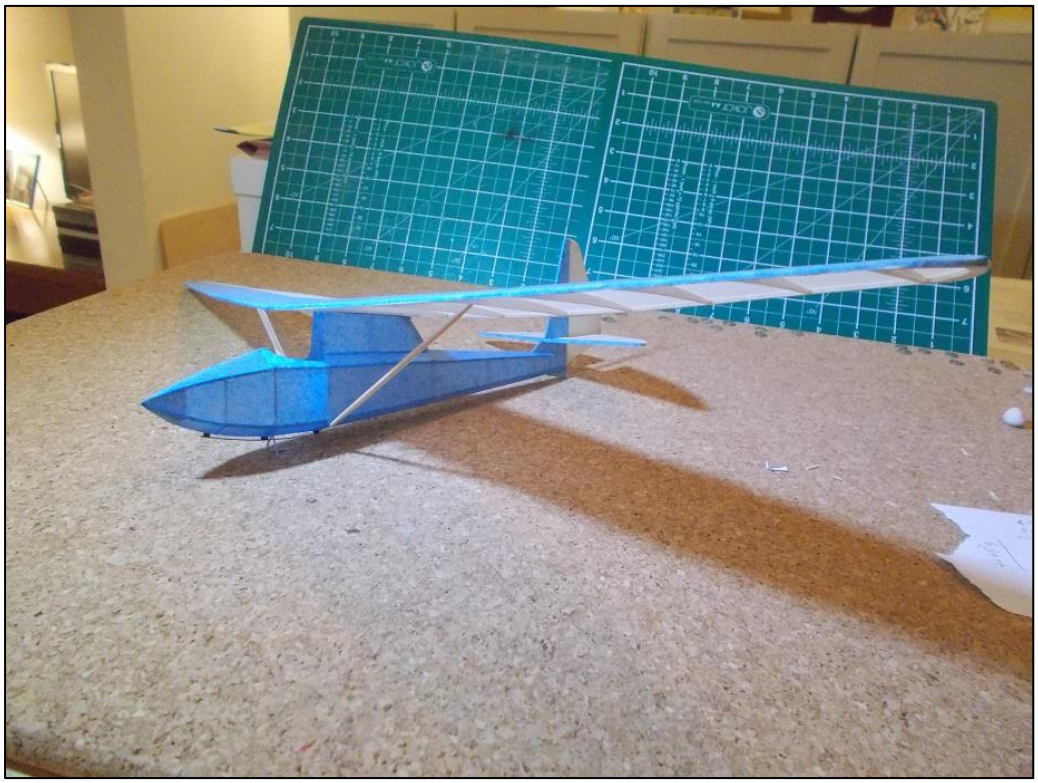


Of course, it can't be just *any* Mosquito, it has to be the mark XII with the thimble radome - earlier night fighter marks are cluttered up by the radar antennas, later ones have that rather vulgar bull-nose. Most Mosquito drawings are OK, but I spent a long time sorting out details that other drawings are a bit vague about, which required much cross-checking with photographs. It turns out that the reason that they're vague is that the detail in question is usually very difficult to resolve!

I read up carefully about twins and the stability of rubber models before drawing the plan and originally had the props rotating outwards, but was *strongly* advised by Peter Smart that unless I was going to fly it outside it was better to have the props rotating in the conventional direction and fly it in left circles. There will be a tendency for the circle to open out as the turns run down, but that can be fixed by having slightly fewer turns on the inboard motor.

Anyway, we are where we are with this plan; the model won't win anything (I invite you to consider, if you will, the titchy tiny propellers and the extremely short motor sticks) but if ever there are any style points on offer, it should be at the top of the list. Or at the very least, not at the bottom.

Bill Manuel's Willow Wren from Peter's Plan – The Lurker



It is with great pleasure that The Lurker Industries Aviation Co. Ltd. of Lechlade-on-Thames announces the rollout of its latest machine, a Willow Wren built under licence from a masterful design supplied by Smarts of Melrose.

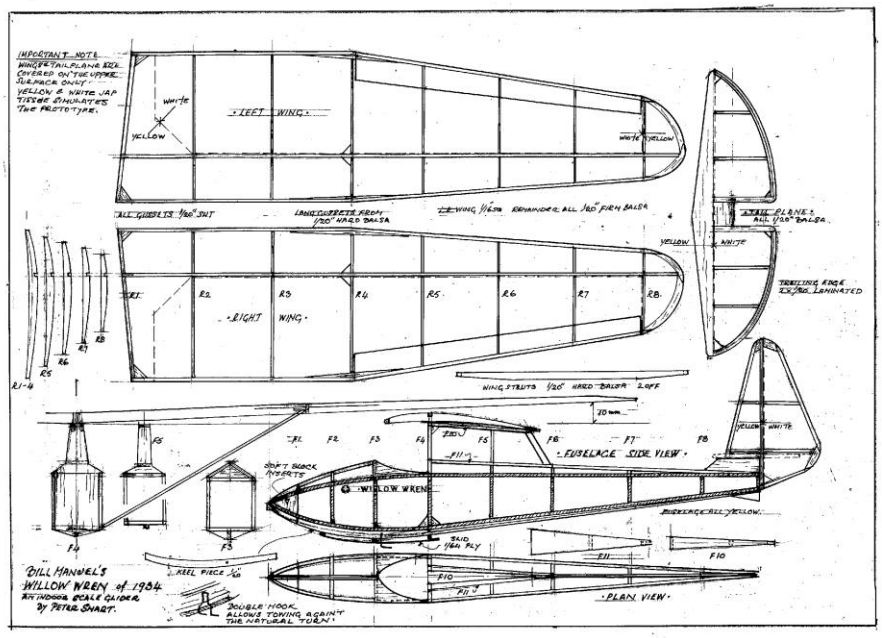
Nitty gritty:
Unballasted 4.48g, so call it 4.5 grams for everyday flying.
Ballast 1.02g, call it 1 gram for everyday flying

So for everyday usage initial flying weigh is 5.5g, which might need tweaking. Limited aviation has been committed (a test glide on to the bed) and it looks very promising; a nice slow glide, not quite long enough to establish the glide angle, but it looks shallow and from the very short tests it looked straight.

As some of you know I have a soft spot for Free Flight gliders and when I saw Peter Smart's delightful indoor models back in January, I was really taken with them. Peter eventually succumbed to my pestering and sent me his plan for the Willow Wren. I initially transcribed it to SVG format simply so that I could break out the sub-assemblies onto A4 sheets for easy printing at home and then... waited (and we all know why) until September until I could get my hands on the 1/20th sheet that David King had arranged to supply. A vote of thanks is due to David for going to the trouble of sorting out that order, especially for his effort getting lighter weight stock.

There's nothing to say about construction that this audience would find new or interesting, Peter's plan comes together very nicely and is no more difficult to

build than any other Peanut scale machine. It's probably not a Peanut according to the rules, but that's what the build feels like.



One little trick I tried which worked quite nicely was to use a glue stick (UHU, yellow tube) to hold together the rib blanks while I shaped them, rather than pinning them together. You have to be very careful about separating them after shaping and they need a wipe down with thinners to de-stickify them, but as a technique for fine ribs it works well. Certainly less painful than using pins.

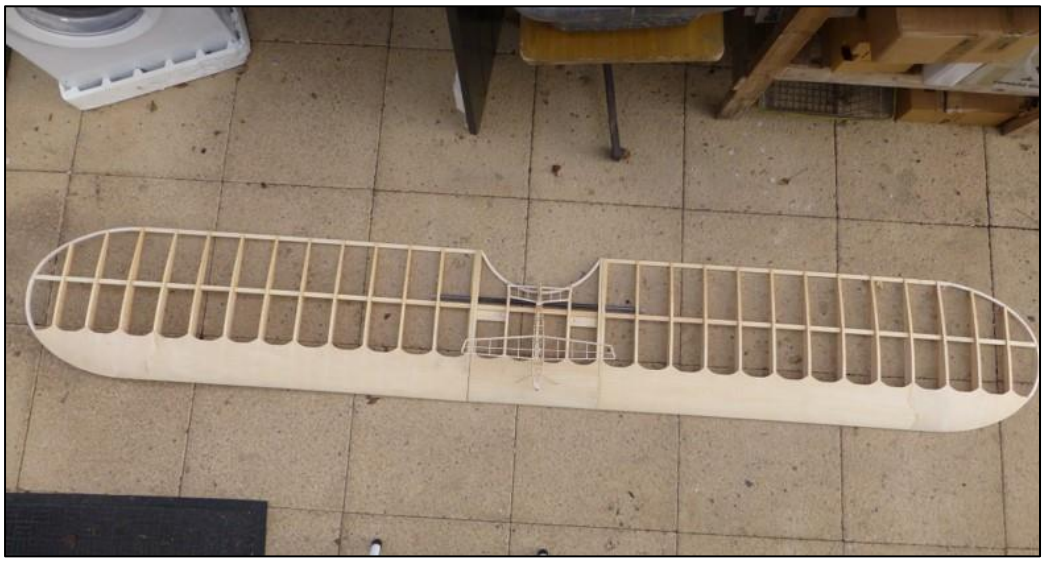
Going back to my affection for Free Flight gliders. I have been pestering the Editor of that *other, less select,* aeromodelling publication to publish more free plans for gliders since he published the "Tops 20" a year or two back and I mentioned to him that I knew of Peter's plan, which was a tried, tested and competition winning design, and that it would make an excellent free plan if he could persuade Peter to write up some accompanying text…

Well, that backfired spectacularly and I was "invited" to write some text for eventual publication. The good news is that given successful flight trials of my build and a fair wind, Peter's plan should appear in "Aero Modeller" at some point. Many thanks to Peter for the plan, and Peter and Andy B for reviewing the updated plan and text.

A final thought. If any of you have plans for models that fit comfortably on A3, or can be split easily across 2 A3 sheets may I encourage you to submit them to "Aero Modeller"? Especially if they are of types/scales which aren't commonly modelled. Andrew Boddington is running the operation pretty much single-handed and like our own dearly beloved Editor is always on the lookout for material to publish, and I for one would like to see more indoor models (and gliders!) published. You won't get rich, but you'll make other modellers very happy.

Definitely Not For Indoors – Robin Smith

This all came about as I was on the phone to my old friend Mervyn Tilbury. He knew I had nothing on the building board and said that his son Mark (Century UK) had asked if I might be interested in building something for him. He has recently started to import kits from a new supplier, Value Planes, and wanted someone to build one of them. I decided to give it a go and I was offered the Tiger Moth kit or the Nieuport 28. As I have now built enough Tiggys to fit out the Diamond Nine team I decided on the Nieuport.



When the box arrived poor old Postie nearly suffered a double hernia carrying it. I should explain that Value Planes seem to have overcome the balsa shortage by

only using balsa for the laminated wingtips and tail outlines. All the rest is from spruce or similar timber and plywood. So it was quite heavy.

The laser cutting and accuracy of parts is very good, the instructions not so. A nice glossy book with pictures but with more omissions than a Boris Johnson confessional *[Other party leaders are available - Ed]*.

So far I have built all four wings, top wing centre section, tail plane and elevators. I believe I have managed to avoid all the pitfalls not mentioned in the instructions as they all look OK. Time will tell when I get to the rigging, another subject ignored in the instructions.

Fuselage, fin and rudder to go, building well into 2021. I don't know what motor Mark wants to use but that's down to him as he is providing everything for the model. Motor range quoted on the box 60-120cc, don't know what rubber that would equate to!

This is definitely not a kit for a beginner or for the faint hearted but should be a very impressive model when finished. At 9ft 3"wingspan and target flying weight 18-20Kgs it dwarfs the poor little Elf.

Scale FF Indoor Starter No-Cal Rules – BMFA Scale Technical Committee

[I am indebted to the new STC Chairman Doug Hunt for this submission detailing the new No-Cal rules for the Indoor Scale Nationals. Readers will note that anything built for the Beginners No-Cal competition (see earlier) will also be eligible for the Nationals, although ballast may be required to meet the minimum weight and I'd advise the substitution of a better prop and more rubber – Ed.]

6.4.17 CLASS FFX7 SCALE FF INDOOR STARTER NO-CAL PROFILE

6.4.17.1 Eligible Models

Open to any lightweight rubber powered model that complies with the class specific General Characteristics below.

Scale accuracy is not important, but the model must be a recognisable facsimile of a full-size aircraft. If it is based on a less well known design, competitors are advised to present a photograph of the full size aircraft.

Proxy flying of models in this class will be allowed at the discretion of the STC.

6.4.17.2 General Characteristics

Maximum Wingspan ..... 16''
Minimum model weight excluding motor 6g
Motive Power..... Extensible Rubber motor(s)

The model must be constructed with a two-dimensional fuselage structure and may make use of a motor stick or tube arrangement to accommodate the rubber motor.

The model must have control surface outlines, window outlines and typical colour scheme and registration markings.

The model must have the full landing gear as per the full-sized aircraft. No one-dimensional profile gear is allowed. Models of aircraft with retractable gear may be depicted with the gear retracted.

Balsa wood and Japanese (or similar) light weight tissue shall be the main construction materials. The use of hi-tech materials such as boron, carbon fibre etc. is not permitted.

No mechanical means of varying the propeller pitch or wing incidence are permitted.

6.4.17.3 Documentation

No proof of scale documentation is required for this class of model but the onus is on the competitor to provide proof of existence of obscure subject aircraft, in the form of a photograph or drawing, should this be requested by the CD, timekeeper or other officials.

6.4.17.4 Static Judging/Appearance

Static judging is not undertaken on this class.

6.4.17.5 Flight Judging

Each competitor is allowed a maximum of 6 flights. An official flight is counted each time the model is released for a flight declared as official to the timekeeper.

6.4.17.6 Marking and Scoring

The score for each flight is the timed duration of the flight rounded down to the nearest whole second.

The overall score for the competition is the aggregation of the two highest flight scores.

In the event of a tie, final overall places will be determined by a fly-off.

Other Competitions

So, we're planning on re-scheduling the Christmas Elf competition for the first event of 2021, and thoughts are turning towards having a bit of idle fun with silly things to do during 2021 which – I hope – will be a significantly better year than 2020. Here's what we have so far:

- Month 1 - Delayed Christmas Elf Competition (CD: Tony Calvert or The Lurker).
- Month 2 – Peanut duration.
- Month 3 – Battle of Britain competition (CD: Andy B).
- Month 4 – Peanut duration.
- Month 5 – Beginners No-Cal competition (CD: Dave King)
- Month 6 – Peanut duration.
- Month 7 – Best Scale Model Non-Competition, with prize (CD: John Winfield), also Peanut Duration.

There are a few Bostonians occasionally flown by Trinity Regulars (I can think of 3), we'd like to run a Bostonian event but we do rather have our hands full with all the other competitions and in any case we know nothing about Bostonians, so I'd like to ask for volunteers from the floor to be the CD for a Bostonian competition; you won't get paid for it but you'll be doing something for the community…

Also, I wouldn't mind trying some other indoor FF competition classes if anyone is interested; I used to fly EZBs and Pennyplanes enlarged from the Aeromodeller Annual when I was at school (anyone remember Poco-P by Al Riches?) using (IIRC) elastic from an old golf ball in lieu of indoor rubber. Or we could have an indoor Dime scale comp, maybe…? Let me know if you want to try something and we'll see what we can do.

Trinity Dates 2021

Trinity have agreed the following dates for 2021, all subject to Coronavirus restrictions.

Date
January 16th
February 20th
March 20th
April 24th
May 15th
June 19th
July 17th
August 21st
September 18th
October 16th
November 20th
December 18th

Finally – I wish everyone a Merry Christmas and a Happy New Year!