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Parish Notices

John W has re-booked the April meeting in order to avoid an unfortunate clash with the Indoor Scale Nationals; the April Trinity meeting is now on April 11th; this is Easter Saturday so you might need a special pass; I know I will. I'd like to thank Tony Calvert, Laurie Kirby, John Winfield and Dave King for their input to the newsletter.

A Few Notes on Trinity Going Forward – John Winfield

Trinity school are happy to continue our use of the Sports Hall under my stewardship; we will be flying every month and I have assumed responsibility for all costs. We had an excellent attendance at our January meeting which has put us on a strong financial footing. In the near future, based on finances we will have a free session. This will not be advertised in advance!

The April meeting has been moved forward to April 11th to avoid a clash with the Indoor Scale Nationals.

I want to put a cap now on new flyers; we are averaging 20/21 with a book of about 30. I intend to keep the hall as safe as possible for models, which means keeping the walls clear of furniture to approximately 60%. The facility now exists for a one hour extension to the meeting (the hall closes at 4pm). This extension will cost £35, if any person or group is interested, please contact me - please note that the cost (£35) must be borne by the group requesting the extra hour.

Finally, can I remind everybody that membership of the BMFA (i.e. insurance) is a condition of our use of the hall.

Elf Competition – Tony Calvert



A Keil Kraft Elf. The propeller has to look like this in order to be legal – none of your special high-performance jobs in a bid to squeeze a few extra seconds out of it – this means you, Brian! 😊

It is proposed to run a series of one design fun competitions, the first competition to take place will be for the Keil Kraft ELF, a 16" span basic rubber duration model from the 1950's. The competition is for duration only.

The model may be constructed from a kit which is readily available from the VINTAGE MODEL Co. or from SAMS, or built from a plan which is available for download from the OUTERZONE site. No modification or deviation from the original plan will be permitted. Size and wing section must be as original design. The model must use a 6" commercial Peck plastic propeller (as supplied by SAMS) or a similar pattern 6" propeller as supplied in VMC kits; no other propeller is acceptable.

The competition is planned to take place during the Trinity meeting of May 16th 2020. The format will be as follows:

1. 3 flights will be permitted with no maximum on times achieved. The sum of the 3 flights shall be the final score.
2. A bonus of 10 seconds will be added to each competition where the model achieves a R.O.G.
3. An additional bonus of 5 seconds will be added for each competition flight that achieves a landing on wheels and remains upright (e.g. doesn't tip up on its nose).
4. Only ONE collision with wall, roof or furniture is permitted for each flight.
5. More than one collision will result in automatic disqualification for that flight.

Trinity Meetings

I must confess to being so busy at the January meeting that I completely forgot to take any photos or ask for details of anyone's model – you just can't get the staff. I do have, though, this photograph from Steve Haines that was taken at the Christmas meeting by the nice young lady on reception:



The rogues' gallery in festive mood. Would you buy a used vehicle from any of them?

Berinsfield

I did manage to visit Berinsfield in January where I learned that it is most unwise to reduce the noseweight *and* add another 150 turns when one's model was a mere four or five feet from the ceiling furniture on the previous flight. I was a bit busy with trimming stuff (I also learned that my 109G NoCal appears to be a bit light on tail area and has lost some washout) but I was quite taken with Laurie Kirby's Veron Wittman Buster, which is about 16" span so is the perfect size for small halls.



This damage is probably from the recovery pole. That'll teach me not to be reckless.



Veron Wittman Buster - tried to take some in-flight photos with a phone, but it didn't really work (Laurie Kirby photo).

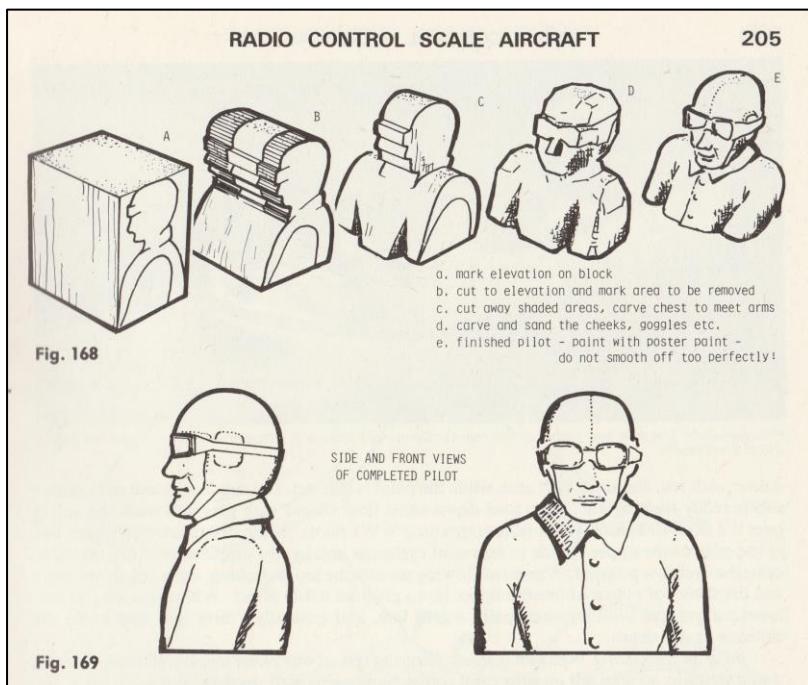
Lightweight Peanut Pilots

Now that the dust has settled on the Scale Technical Committee's huge rules shake-up of most classes, and of the Peanut/Pistachio classes in particular, it's clear that for the average or first-time competitor there are a number of advantages; because of the huge importance attached to the flight score and the way the final score is calculated, if your model isn't going to achieve 50 second duration from a ROG then it pretty much doesn't matter what it looks like, or whether it has a pilot – if you can squeeze another second of flight time out of it by adding another 20-30 turns or changing the rubber, that's worth the equivalent of about than 4.5 static points, or about one and a half pilots!

However, if you think that your model *might* achieve the magic 50 seconds from a ROG under the ceiling height on the day (and it only has to do it once) then its final placing will depend very much on the static points, and there are an extra 3 points available for the taking if you can provide a convincing pilot figure.

Carving

The question, of course, is how to do it without shooting yourself in the foot by adding too much weight? Well, most of you may be aware of Gordon Whitehead's excellent work, "Radio Control Scale Aircraft" which is well out of print but is still – as far as I can see – the bible of RC scale. There's a piece in there about how to carve pilots from balsa:



The vital piece of information missing from this picture is what size to make it; if you measure your head from the chin to the top of your head, it's nominally about 10 inches (about 25.4cm for the younger generation) so since you know what the scale of the aircraft is, you can scale the drawing above to the right size.

I still have a Peck Zero which is a bit of a pain¹ for which I produced a pilot using the above method out of blue foam, rather than balsa; the pictures below

¹ The best it's managed so far is about 22 seconds because it's prone to the usual low wing phugoid (dive/zoom) flight path, I have one more shot at making it behave (scale size stabilizer and forward c.g.) and if that doesn't work I'm setting fire to the bl**dy thing!

describe the details but the important point is that the final pilot figure weighed less than 0.1 grams.



Basic blue foam block with the correctly-sized front and side view temporarily stuck to it. It's usually easiest to cut the side out first with a sharp scalpel and then tack-glue the front view back on.



Sanding blue foam with sanding sticks or needle files is really easy, I discovered that it's very, very easy to over-sand the head, so had to make another one. Hardwood dowel is vital to give something to hold on to whilst sanding. Be fairly gentle with the sanding, otherwise the head might well come off!



This is the pilot bust after a couple of coats of acrylic varnish and a base coat of white Tamiya acrylic. Make sure it's rock 'ard before painting.



This is Ensign Yoshimura in his office; he was going to be Captain Yoshimura but in view of the appalling way that he's flying his aeroplane, he's been demoted.

Painting

A word on painting; firstly, you don't have to be Michelangelo to produce a pilot bust, particularly if it's under a transparent cockpit canopy – any half-way reasonable rendition will be fine and it'll still be better than a commercial pilot because although a Dave Banks pilot might look better than yours, any extra points will probably be subtracted again under the workmanship section,

because it's a bought-in item. And in any case, a commercial pilot will probably weigh about a gram (ten times heavier).

Secondly, you might think that you can't possibly paint something that small, but you'd almost certainly be wrong; there are a great many videos on YouTube describing how to paint small military diorama figures, and if you can buy some good brushes with a good set of paints (Vallejo are highly thought of because, like oils, you can layer the paints whilst still wet. Tamiya acrylics don't really work with this process because they form a dry skin too quickly, and the first coats are dragged by the brush when you apply the second coat).

If you can get a reasonable handle on a couple of painting techniques then it's not difficult. Here are some good starter videos:

[Painting Figures Faces - Step by Step](#)

[LETS PAINT: 1/35 Faces Beginners Tutorial](#)

[How to build and paint 1/35 scale figures](#)

Of course, you don't have to go to the lengths that these guys go to in order to get a good result (I certainly didn't where Ensign Yoshimura was concerned), but the techniques and advice on materials/brushes will stand you in good stead when painting pilots.

September Battle of Britain Competition



In view of their impeccable performance at last year's WW1 kit scale competition, I'm pleased to announce that we have managed to retain the services of Messrs Vance and Townsley as administrators of the Battle of Britain Walnut+ Scale competition later this year. This is very good news because it means that I now don't have to worry about it!

In summary, the competition will be run like a peanut competition for models of up to 19" span, or (at the request of Peter Smart) 22" if it's a twin. Static scoring will be on a mass voting system, there will be bonuses for a ROG and a small static bonus for models of aircraft types that fought in the battle and have a contemporaneous colour scheme – see the [Wikipedia Battle of Britain Aircraft List](#) for the list of qualifying aircraft.

Prizes!

In other news, I'm pleased to announce that we have, through generous corporate sponsorship from an anonymous donor², managed to acquire a couple of prizes for the event; in no particular order:

² Well, if you must know, there was an element of gentle persuasion involved; I hesitate to use the word "blackmail" because it's such an inelegant term...



A Keil Kraft Stuka kit from VMC. It has laser-cut parts, and includes colour scheme drawing from later kits. These are known to fly well but will obviously benefit from built-up tail surfaces – unless you have a stash of 4lb/cu ft balsa!



A VMC Spitfire kit. Normally – being Spitfires – these come out a bit heavy but this particular kit was made with indoor-quality wood so should be flyable indoors. Having built one, I think it would also benefit from a little more negative incidence on the stabiliser to slow it down a bit.



A VMC Hurricane kit. An easy-to-build kit and flies well, it might benefit from a bit of negative tail incidence as on the Spitfire. If the kit scheme doesn't appeal it needs only a very few very simple changes to represent any Mk I from the prototype K5083 to any of the MKI series production - or if you're prepared to lengthen the nose by 3/8" just behind the exhaust pipes (just needs new front keels), you could do a MkII-IV.

10-Step Trimming Process – Dave King

Came across this 10-step trimming process the other day, thought it might be interesting to readers of the newsletter:

<http://www.gryffinaero.com/models/ffpages/tips/10step.html>

Trinity Dates

2020

February 15

March 14

April 11 ← Note the new date to avoid a clash with the Indoor Scale Nationals

May 16

June 20

July 18

August 15

September 19 ← Battle of Britain Competition, now with prizes

October 17

November 14

December 19

Contributions Always Welcome...

I have made some minor progress in sorting out an indoor R/C model in that a) I have determined that it will have to be a biplane with undercamber for reasons of wing area/flying speed and b) it will have to be about 18" span or less, otherwise I'll have difficulty keeping it away from the walls, but that's as far as I've got. So, I'm – as ever – short of RC stuff if you've done anything related to indoor RC flying (or FF, of course), please send me something for the newsletter – even if it's a letter of complaint! Thanks!