

Editor: Andy Blackburn



*John Whatmore's B-25 No-Cal [Andy B photo]*

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## Parish Notices

### Flying at Trinity

Please refer to the last page of the newsletter for dates and times. When you arrive, please try and fill-in the corners and short edges of the hall first so as to leave a decent unobstructed area for flying.

## Calendar Changes

Somebody has just noticed that the September meeting clashes with an Old Warden event that many people will wish to attend, so the Calender has been moved around to suit (the Battle of Britain competition is now in October, see the last page for details). In addition, we're trying to get the September event moved to the week after (Saturday 25<sup>th</sup>); if this happens, everyone will be emailed.

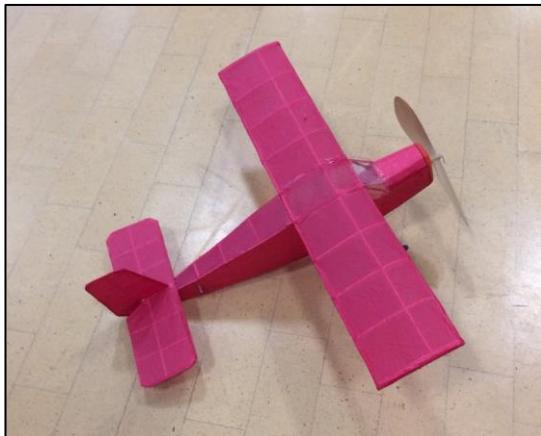
## Photos

Time is a little short at Trinity these days so I don't always get round to see all the new models, say hello and take photos; if you have a new model, you could short-circuit all that and just send me a photo and some details, if you wish...

## Contributors

Thanks to John Winfield, John Whatmore, Rob Smith, The Lurker, Dave King and Tony Calvert for their valued contributions to the Newsletter.

## Trinity 24<sup>th</sup> July



*Bostonian Boxcar by Dave King. Weight is 15g using 4 strands of 52 thou rubber. Trimming is ongoing [John Winfield photo].*



*Piper L-4 by Peter Smart, 16" span rubber powered [John Winfield photo].*

## No-Cal B-25 – John Whatmore



*[John Winfield photo]*

My B-25 is built to standard No-Cal rules, inspired by (but different to) the Bradley design. The span is 16 inches, weight came out at 8.2 grams.

I am in the trimming stage with it and Saturday 24<sup>th</sup> was its first outing. I started with two loops of 65thou rubber roughly two and half times the motor stick length. The props are Ikara fun fighter props cut down to fit. It stuffed in nose first on its last flight and now needs some TLC.

### No-Cal Rutan Varieze – Rob Smith



*[John Winfield photo]*

In an idle moment I came across a three view drawing of the Rutan Varieze and thought it might make a good No-Cal model. So I drew out a sort of plan and built one.

It spans 16" and weighs 8.3g. I don't know what prop it is but it's black and plastic and I had to cut it down to 4.25" to miss the trailing edge of the wing. The rubber is one loop of 75 thou about 2 times motor stick length.

It is very temperamental so I guess it's female<sup>1</sup>. I did manage to get a reasonable flight out of it eventually so I am hopeful it will be OK. The hardest thing to remember is to wind the rubber the wrong way as it's not a reverse pitch prop. Of course I forgot this a couple of times resulting in a Tony Hancock moment (Magnificent Men in their Flying Machines).

### Trinity 21<sup>st</sup> August



*John Scates' No-Cal Junkers Ju 87 Stuka, quite hefty with all that furniture but looks very, very good in the air [photo by The Lurker]*



*Jim Mollison's D.H.80a Puss Moth modelled in peanut form by Jon Markovitz [photo by The Lurker]*

### No-Cal Notes

Just a note to say that I managed to get a flight of about 1 minute 20 seconds from my No-Cal Zero by reducing the rubber size to 0.050" and winding to 1500 turns (1600, then backing off 100). The motor will break at 2600 turns so is still too thick – I'll try 0.040" next time out. I remain hopeful that flights of a couple of minutes might be within reach.

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<sup>1</sup> The editor would like to distance himself from this remark as his wife kindly proof-reads the text...



*Mike Stuart's outdoor scale Curtiss Seagull [photo by The Lurker]*



*Peter Smart's peanut Focke Wulf 190D looking suitably menacing [photo by Andy B]*



*The Lurker's Lacey M-10, built from a Peck kit [photo by Andy B]*



*Peter Smart's remarkable B.E.2e won the "Subjective Scale" non-competition [photo by Andy B]*



*The Lurker has finally persuaded his Walt Mooney-designed Chiribiri No. 5 to fly nicely from a ROG [photo by Andy B]*



*John Whatmore's Harrier is from 2mm Depron with electronics from an Eachien E010 micro quad. AUW not including battery is 20.4 grams [photo by Andy B]*

### Subjective Scale Non-Competition Results

John Winfield ran a kind of airborne beauty pageant where people voted for what they thought was the best scale model of any type, which was won by Peter Smart for his rubber-powered B.E.2e.

The full results were as follows:

Peter Smart, FF B.E.2e (6 votes)  
Rob Smith, RC Bristol Scout (2 votes)  
Rob Smith, RC Tiger Moth. (2 votes)  
Jon Markovitz, FF Puss Moth (2 votes)  
The Lurker, FF Chiribiri No. 5 (2 votes)  
Mike Stuart, FF Corben Super Ace (1 vote)

### Battle of Britain Rules Summary – Andy Blackburn

The much-delayed Battle of Britain competition is nearly upon us (although it has been delayed again, to the October meeting) so I thought it might be useful to summarize where we are with the competition, because the rules have been relaxed somewhat to make things easier and simpler.

#### Rules Summary

There's no particular scale; the rules originally had a maximum wingspan but we've dropped this as larger models usually fly too fast to manage a circle within the confines of Trinity, so it's self-limiting. It'll be interesting to see what will fit in the hall.

The competition is open to any "proper" rubber-powered model (profile/No-Cal models are not allowed) of any aircraft that was in service with any air force over the time period of the UK official Battle of Britain dates (from 10 July until 31 October 1940). If you like, you can enter two models but they have to be from opposite sides (Axis or Allied - Vichy France and Finland count as Axis).

The rules are structured like traditional peanut scale rules - flight points are awarded based on duration, 10 second bonus for ROG, each model gets a flying placing (1st, 2nd, 3rd...). Static points are awarded based on a public vote (similar to what John W did at the August event, but with a top three, so each model gets a static placing (1st, 2nd, 3rd...). The final results are the total of the flying and static placings, highest flying place works for tie-breaks.

There is one extra wrinkle; if you model an aircraft that actually fought in the battle (defined as being on the [BofB Wiki Aircraft List](#)) the model will get a static placing bonus of +1 (so, it would lift a 3rd to a 2nd). I do encourage people to examine the list carefully as there are some surprising candidates that should be capable of very good flights.

## Notes on Subject Choice

With respect to choice of plan/kit, I have the following observations:

1. There's nothing wrong with a WW2 peanut if it's built lightly; my own entry will be a peanut scale Peck A6M2 Zero, which weighs 13g without rubber.
2. Dime scale models are very lightly built and at 16" span or less are very suitable for flying indoors at Trinity. You can't really go too far wrong with a dimer. My back-up (i.e. unfinished) entry will be a Boulton Paul Defiant (undercarriage retracted), covered in black tissue.
3. Some of the VMC models will work if built very lightly (the Messerschmitt bf109E is known to work without a u/c, the Hurricane might be OK as well) but you will probably have to substitute some of the wood to reduce the weight.
4. Any of the Veron/Keil Kraft designs should work if you a) use light wood and b) change the structure to be more like a Dime scale model with 1/16" square wing leading and trailing edges and built-up tails – the Keil Kraft Lysander would greatly benefit from this treatment. Also, move the rear peg forwards and consider using thinner (1/20") stringers...
5. Finally, you could roll your own if you had enough time; a Peanut or something like a Dime scale model, built lightly. I am reliably informed that a Dime scale WW2 fighter will weigh 20g or less even if comprehensively airbrushed, and obviously less if not painted.

## Bostonians at Trinity – Tony Calvert



*Own-design Nesmith-Cougar-based Bostonian by Dave King, weighs 19.5 grams [Dave King photo]*

It is proposed to hold a 'Bostonian' free-flight competition at the Trinity indoor meeting on November 20th.

Why Bostonian? Bostonians are a semi-scale blend of scale proportions and endurance. Most make up as very pretty models looking scale but built for duration. The class originated on the Eastern seaboard of the USA but migrated to the West and it is this class that we are concerned with. The A.M.A set the rules of what are now known as Western Bostonians, the rules for the Trinity competition are based on these

(outdoor) rules so that models should survive the rough and tumble of flying at Trinity.

## Trinity Bostonian Rules

1. The model must be built to a minimum weight of 14g without rubber (20g for biplanes).
2. Maximum projected wingspan shall not exceed 16".
3. Maximum wing chord shall not exceed 3"

4. The diameter of the propeller shall not exceed 6"
5. The length of the model excluding the prop. but including any thrust bearing shall not exceed 14"
6. The fuselage structure must include a box which has minimum dimensions of 1.5 inches x 2.5 inches x 3.0 inches. The box must be enclosed within the fuselage structure and be covered so as to restrict free air movement through the box.
7. The fuselage must have a transparent windshield and side windows of at least 1 sq. inch each. An open cockpit is permitted but the windshield must meet the 1 sq. inch rule and project at least 3/4" above the top of the fuselage.
8. The model must have at least 2 wheels of at least 3/4" on separate legs and be able to support the model for take-off and landing.
9. Flying surfaces must be covered on both sides or be solid with a maximum thickness of 1/16" at the maximum chord position.
10. The total projected area of the secondary horizontal flying surface (e.g. tailplane) shall not exceed 24sq inches excluding that inside the fuselage.
11. Canards and biplanes are permitted.
12. Materials for the build are up to the competitor in keeping with the rules outlined above. Foam materials (depron) e.t.c are permitted.

The competition will comprise 3 nominated flights with the duration from each totalled; the competitor with the highest score will be declared the winner.

For the purpose of the Trinity competition, hand launching will be allowed but each ROG flight will carry a bonus score of 10 seconds. Up to two collisions (wall/ceiling) will be permitted after which the flight will be disqualified.

Any disputes will be resolved by the CD, and the decision of the CD will be final.

There are many designs to be gleaned on the Outerzone site and in old magazines, unfortunately at present there seem to be no easily-accessible kits available, the Peck kit being discontinued at the present time.

### **2021 Trinity Dates/Times and Events Calendar**

For the moment, flying starts at 09:00 and finishes at 1:00 with the usual FF & RC half-hour slots. Flying at Trinity is essentially a sport-oriented exercise; just turn up, pay and fly. However, there will sometimes be some "just for fun" competitions of an informal nature, where these are run they will be fitted-in around normal sport flying so that people who do not wish to participate will be able to carry on undisturbed.

<b>Date</b>	<b>Event</b>	<b>Contest Director</b>
September 18 <sup>th</sup> <b>(TBC)</b>	<No official competition, normal flying>	-
October 16 <sup>th</sup>	Battle of Britain Competition	Andy Blackburn
November 20 <sup>th</sup>	Bostonian	T Calvert
December 18 <sup>th</sup>	Christmas KK Elf	The Lurker / T Calvert