

Editors: Andy Blackburn / Lurk



*Steve Haines All-Conquering Gloster Gladiator [AB photo]*

## Table of Contents

Parish Notices – Andy B.....	1
A Christmas Elf Competition - Lurk.....	2
EasyBuilt Gloster Gladiator – Steve Haines.....	3
Moore's Marvellous (CO <sub>2</sub> ) Motors – Lurk.....	4
Trinity 25 <sup>th</sup> September – Andy B.....	5
Trinity 16 <sup>th</sup> October – Lurk.....	5
Battle of Britain Competition – Andy B.....	8
BoB Comp Observations – Lurk.....	9
A Chimp's Guide to Printed No-Cal "Skins" – Lurk.....	12
Thoughts on Future Competitions – Andy B.....	14
2021 Trinity Dates/Times and Events Calendar.....	15

### Parish Notices – Andy B

#### *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.

#### *Bostonian Competition Delayed*

Tony Calvert has had to delay the upcoming Bostonian Competition until next year, probably the February meeting. At least this might give some people some time to build one...?

#### *Editors and The Newsletter*

The sharp-eyed reader will have noticed by now that Lurk is Co-editor for this edition of the newsletter; we're going to see how it goes for the moment. Also, we're looking at the possibility of reducing the number of issues each year to somewhere between four and six; discussions are ongoing.

### *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 Steve Haines and Pete Heywood for their valued contributions to the Newsletter.

### **A Christmas Elf Competition - Lurk**



*The Lurker's Elf in flight [Andy B photo]*

I noticed a certain amount of quiet trimming and testing of Elves at the October meet, but in case it had slipped your mind there will be the second, and more timely, Elf comp in Dec.

As there weren't many ROG flights last time, we're going to split the event in two. The main event will be for hand launched flights only and will be run as last time, three flights with a 5 second bonus for a nice landing and the subsidiary event will be a simple, "best 3 ROG" flights.

As before the use of an independent time-keeper is optional, entrants may record their own times, you're all grown-ups and I trust you, but as deputy CD I will be available for anyone who wants a time-keeper. An entry slip should be included with this newsletter if you wish to print your own but I'll be bringing spares with me.

Prizes, don't get excited, they won't be that special, will be awarded to the top three in both the main and the subsidiary competition.

Last time some people had trouble sorting out a suitable indoor motor and didn't record any qualifying times. If that was you, try a 16" to 18" loop of 3/32" as a starting point. A turn count of up to 1400 (80% of max turns for a 16" motor) should give a decent ROG flight within Trinity's airspace for a model weighing about 14g without rubber.

Something else worth mentioning is that, despite its small size, the Elf really is a creature of the open air and most seem to need quite a bit of rudder to circuit safely within Trinity's bounds. Gurney strips, or a trim tab as suits you. They also need quite a bit of down thrust, mine has a 1/16" shim – which is why the attached, updated, copy of the plan now shows the nose plug as a three-fold lamination of F5 rather than the previous two.

The updated version of the plan is a result of my build, but the changes are minor. Tweaks to the LE cut-outs on two or three of the rib sections and a few notes that (I hope) will make it easier to build.

#### [EasyBuilt Gloster Gladiator – Steve Haines](#)



*[AndyB photo]*

A few notes on my EasyBuilt Gloster Gladiator kit – it's 18" span, finished weight is 36g without rubber. Brown on Green tissue on tissue finish has been used to create camouflage. There's a moveable rudder and elevator for trimming, and it's fitted with a D knight adjustable nose button as it seems to need a lot of down thrust

Power at the moment is 140 thou rubber 1.5 times prop-to-hook length.

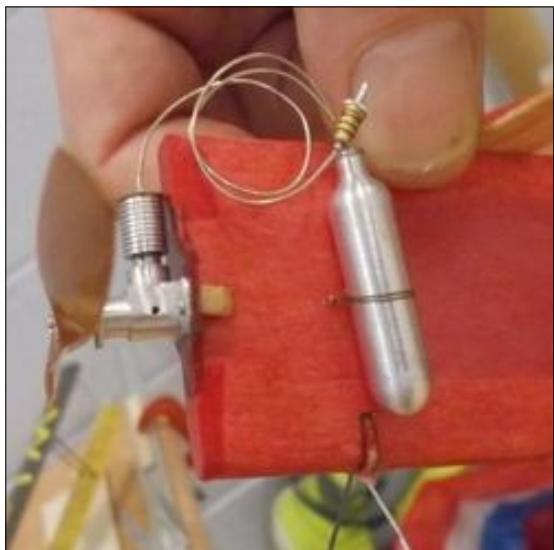
### Moore's Marvellous (CO<sub>2</sub>) Motors – Lurk

Those of you were at the Oct. meeting can't have failed to notice Gerard's CO<sub>2</sub> powered models, but what you may not know is that he makes his own motors.

For those of us who have only just discarded knapped flint as the cutting tool of choice this is engineering wizardry of a high order. Most of his motors are copies of TelCos but other oddments, such as US Brown's can be found. Don't know about you, but I'm *very* impressed (All photos in this section by Studio Lurker).



*Not only motors, but tanks too!*



*The motors for this twin were made as a matched pair*

## Trinity 25<sup>th</sup> September – Andy B



Dave King's Mooney-designed Druine Turbulent  
[AB photo]



John Whatmore's all-sheet Piper Pawnee had several unplanned contact-disassembly events...  
[AB photo]



Nick Peppiat's Sorta Korda Bostonian was extremely impressive. Perhaps one to watch at the Bostonian competition?  
[AB Photo]



Peter Smart's SE5a flies nicely, think it might be from a Peerless plan  
[Lurker Industries Photo]

## Trinity 16<sup>th</sup> October – Lurk

We welcomed a couple of new faces this month, Gerard Moore and his Dad. Gerard is a bit of a CO<sub>2</sub> specialist, see above, and had several interesting models with him including a Siemens Schuckert & Tiger Moth. The Tiggie appears to be wearing a fictitious registration.

His Dad, sorry Mr. Moore senior I didn't get your name, had a much loved Peanut Turbo Porter which I meant to photograph, but didn't.

Gerard also gave us a new aeromodelling game, hunt the thrust bearing. Hours of fun for all the family, especially at Christmas.



*Gerard Moore's Siemens-Shuckert  
[Photo: Pete Heywood]*



*...and his Tiger Moth [Photo: Lurk]*

There didn't seem to be much RC activity again this month, but one RC model that caught my eye was Rob Smith's Bleriot. Unfortunately a UC breakage meant that it only made the one flight.



*Rob Smith's Bleriot ... [Photo: Lurk]*



*... with true to scale landing damage. [Photo: Lurk]*

There were also several Bird Dogs being trimmed and flown, as well as the odd Gyminnie Cricket. The Bird Dogs all seemed to be reluctant to climb and it'd be interesting to hear from those of you who were flying them what configurations of rubber you were trying out.



*A flight of Bird Dogs [Photos : Pete Heywood]*



*At the other end of the complexity scale from jewellers' lathes we had Pete Heywood's Zen approach to No-Cal winding stooges. [Photo: Lurk]*

### **Battle of Britain Competition – Andy B**

We had the much-delayed Battle of Britain competition on 16<sup>th</sup> October, which seemed to go reasonably well; I confess to being a little concerned that we wouldn't have enough entrants but as it turned out, I needn't have worried as we had seven entries – and I'm extremely grateful to the other six people who took part.

Steve Haines managed a convincing win, I *think* I'm correct in saying that he was the only person to manage a timed ROG with the attendant 10 second bonus - Mike Stuart's Ki-27 might have ROG'd a couple of times, but (as is generally the way) not on timed flights.

Here are the full results:

Position	Model	Flyer	Notes
1	Gloster Gladiator	Steve Haines	First in Flying
2	Spitfire K5054	Peter Smart	First in static
3	Nakajima Ki-27 "Nate"	Mike Stuart	Retired damaged
4	A6M2 Zero	Andy Blackburn	Went off-trim :-(
5	Bf109E – red/white spinner	Dave King	Flights a bit wild...
6	Bf109E – yellow nose	John Winfield	No flights timed
7	Hawker Hurricane	Tony Calvert	No flights timed

#### BoB Comp Observations – Lurk

Would you be surprised to hear that those who had brought trimmed models fared considerably better than those who didn't? Thought not. Steve Haines had been quietly persevering with his MK II (?) Gladiator prior to the competition and took a well earned 1<sup>st</sup> position as a result. John Winfield's & Dave King's Messerschmitt bf 109s, both finished to a high standard, were coming together by the end of the session, although at times Dave's looked as though Ernst Udet was at the controls. Tony Calvert is also to be thanked for taking the time to build and enter a model even though he didn't manage to get any timed flights in.

No-one seems to have told Peter Smart that small free flight Spitfires are difficult to trim and don't fly well, especially indoors, and although his MK I (DW-L) did suffer a high speed head on collision with the wall, losing everything ahead of the engine firewall, both it and K5054 were both flying extremely well.

Mike Stuart's Ki27 (Nate) was another one that looked beautiful and took off nicely from ROG, but he was of the opinion that Trinity's airspace was too small and it folded the port wing following contact with the wall. Mike was able to repair it, but the wing incidences were slightly out and the result was an even wider circuit and a folded starboard wing on the next flight. Mike is now rumoured to be working on a What-If carrier based version of the Ki27 where the wings fold *intentionally*...

Finally, a selection of photos....



Steve Haines' Gloster Gladiator [Photo: Lurk]



*Peter Smart's Spitfire Prototype [Photo: Lurk]*



*Mike Stuart's Ki-27 (Nate) [Photo: Pete Heywood]*



*Peter Smart's Battle of Britain Memorial Flight [Photo: Lurk]*



*John Winfield's Bf-109 [Photo: Pete Heywood]*



*Dave King's Bf-109 [Photo: Lurk]*



*Tony Calvert's unfinished MKI Hurricane*  
*[Photo: Pete Heywood]*



*The winner receives some highly deserved congratulations... I think. [Photo : Pete Heywood]*



*Peter makes a dive for the Ju87 kit...*  
*Photo: Pete Heywood*



*...and Mike picks up the Hurricane.*  
*Photo: Pete Heywood*



*And last, but not least, the CD's A6M*  
*Photo: Pete Heywood*

## A Chimp's Guide to Printed No-Cal "Skins" – Lurk

(or ... How on earth do I start drawing one?)

Dave King's No-Cal initiative seems to have inspired quite a few of us to have a go, mostly using existing designs, many of which come with tissue skins/patterns.

However ... it's almost guaranteed that there will come a time when you either want to design your own from scratch or put a fresh skin on an existing framework and while you will get very good results with felt pens & crayons, it's more difficult to render the fine detail such as the informal badges & other legends. A word of warning, creating a printable skin won't save *you* any time unless you build multiple models from the same plan, but if you share it, it will save others lots of time.

First things first. You don't need a single artistic bone in your body. Skins are glorified colouring-in jobs, the sort of thing you did in primary school with books and crayons and like them the real trick is *not to go over the lines*. The rest of it is just getting to know how to use some very cleverly written computer applications.

You will need a decent 2-D drawing application. I use Inkscape ([www.inkscape.org](http://www.inkscape.org)). It's (genuinely & legally) free and runs on Windows, Linux & Mac, but there are others as good or better out there. Inkscape is a vector drawing tool so is excellent for rescaling, but it doesn't have a spray-can tool as most people understand it, however there are ways around this. See later.

For the sake of simplicity I'm going to talk about Inkscape in this whistle-stop tour, but drawing applications are much of a muchness so most of what follows will apply to other products.

The hard part is getting an electronic copy of the plan, a PDF scan will do. If you've got that then the rest is just colouring in. So let's start with the hard part – how you proceed really depends on what sort of file you have (DXF/PDF/SVG); *You have a CAD DXF file*.

This is the easiest starting point. Inkscape can import most DXFs without trouble, but I have found that importing the DXF into LibreCAD (also free and available for multiple operating systems) and saving it as an SVG (scalable vector graphics) file is the most reliable way of doing this.

Something I particularly like about Inkscape is that you can simplify (reduce the number of points used to represent) a line. Very many DXF files seem to represent curves as polygons with dozens and dozens and dozens of points. By simplifying curves (and straight lines) you get a better fill when you come to the colouring in step.

*You have a PDF file*

Not a dead loss, but you've got a tracing job ahead of you. Import the PDF into Inkscape and use the Bezier (a very clever line drawing) tool to trace over the

outlines and when you've finally done that delete the underlying image and save the result as an SVG file. This could take quite a few hours.

Bezier line drawing tools (many drawing applications have them) are very, very handy. You can trace a curve by simply drawing a straight line between the end and start point and then "bending" the line to fit, a bit like steaming stringers. Complex and reflex curves can be drawn by drawing straight lines from one inflection point to another and then bending the segments between them.

There are all sorts of little things like adding a "layer" on top of the PDF image for the traced lines and grouping traced lines so that you have fragments that can be moved around as one sub-image and using keyboard shortcuts for fine grained positioning that I've skipped over, but I don't want to get bogged down in the details of how one particular application works.

#### *You have an SVG file*

At last. At this point it really is just a case of making sure that you know what the colours are and that the areas you want to fill with those colours are closed (all the boundary lines join up) and using the application's fill tool (usually represented by a paint can being tipped) to fill the areas in.

#### *Setting Colours*

You'll need to know the RGB values for a colour. That is the proportions of red, green and blue to mix up for the colour. For armed forces aircraft a quick web search either by Humbrol, Tamiya, Revell paint No. or by US / German / RAF standard number will turn up the right (or nearly right) values. For civilian aircraft, Inkscape and others have a colour picker tool (usually looks like an eye-dropper or pipette) which you can use to grab the average RGB values of an image area. You may need to tinker with the values you get. Having got the values you can set the pen or fill tool.

You may also want to play around with the colour's opacity (density). Sometimes the default 100% setting is too bold, setting it to a lower value, say 75% can give a much more realistic appearance.

#### *Sprayed / Smudged Areas.*

This is Inkscape-specific; Inkscape's spray tool scatters clones of the currently selected object - it is not a spray brush. A reasonable approximation to a sprayed area can be created in Inkscape by using the freehand line drawing tool to outline the required shape and filling it, then applying percentage blur to the filled area.

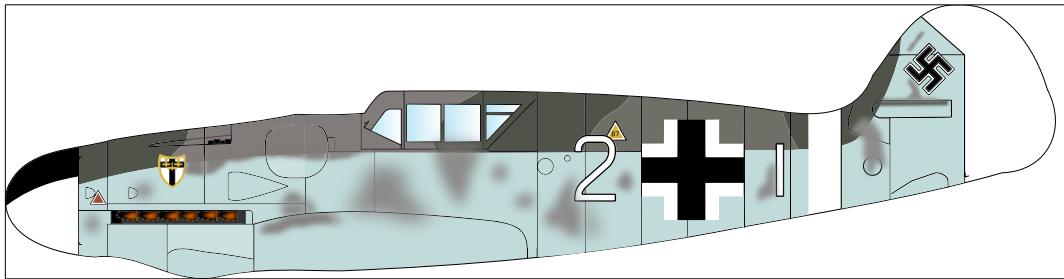
#### *Filling Areas*

This may be an Inkscape oddity, but I get the best, closest, fill to a boundary line by zooming in until the area to be filled occupies as much of the screen as possible without being cropped.

#### *Serials & Other Markings*

Most drawing applications use the typefaces (fonts) installed on the computer and many (USAF Amarillo, Stencil, etc.) can be found on the web (search using the keywords "font" and "truetype"). If you can't find a good match for the typeface used, or it's a freehand slogan, you can always trace the serials using the

Bezier and other line drawing tools at high magnification and because it's an SVG<sup>1</sup> file you won't get jaggies when you resize it. This is what I did for my Slingsby Prefect and have done for other models.



*Detail from Andy's No-Cal bf109G skin*

Generally speaking if you're doing any fine detail, unit badges, filler cap labels etc. create a large image and scale it down to fit. They're much easier to trace/draw as larger images and you'll get a much more convincing result when you scale it down.

That's pretty much it. If anyone would like a quick demo – it's usually easier to understand these things when you're shown them in action – let me know I'll bring my PC along to Trinity and go through the main points. Alternatively, have a poke around on the web, there are lots of tutorial articles and video clips to be found.

#### **Thoughts on Future Competitions – Andy B**

I know that not everyone is interested in competitions, although there seem to be a few people who are inclined to enter anything for a bit of a laugh, as long as it's not too much bother – the best one was probably Dave King's No-Cal competition, which turned out to be great fun.

Running a conventional competition is a fair bit of work to make sure everything runs smoothly, but it's quite rewarding. Even so, my feeling is that we probably had a few too many competitions this year, probably because after COVID there was a tendency to ram as much as possible into the remaining 2021 dates.

I think we should probably try for 3 or maybe 4 competitions during 2022, including the Bostonian competition in February and maybe another Beginners No-Cal because it was such a hoot last time. And perhaps (depending on the level of interest) another themed scale competition with everyone voting for the static position and flying marked on duration; maybe WW1 or Golden Age?

What do you think? The editors would welcome formal or informal communications on the matter.

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<sup>1</sup>Put simplistically an SVG file stores the drawing as a collection of instructions to draw lines from here to there rather than as a grid (bitmap) of coloured dots like Microsoft Paint and some other drawing applications. So when you resize an SVG you always get smooth lines rather than the crossword grid effect you see with bitmaps.

## **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 pastime; 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 (if any)</b>	<b>Contest Director</b>
November 20 <sup>th</sup>		N/A
December 18 <sup>th</sup>	Christmas KK Elf	T Calvert / Lurk

The 2022 dates are under discussion, people will be emailed when they've been agreed.