

Editor: Andy Blackburn

Contents

Parish Notices	1
Survey Results	2
Competitions	2
Contributors	2
A Few Lockdown Models -Dave King.....	2
The Lurker Industries Aviation Co. Ltd.: a Brief History – The Lurker	3
Origins.....	3
WW2	4
Fifties and Sixties	5
The 1970s.....	5
To the Present Day	6
Balsa Weight Charts – Andy Blackburn	6
Aero Aces Plans – Andy Blackburn.....	7
Letters to the Editor.....	8
One-Design Indoor Duration Competition Rules – Andy Blackburn.....	9
Indoor Duration Trophy – The Lurker.....	10
Trinity Dates 2020	11
Contributions to the Newsletter.....	11

Parish Notices

The latest, breaking news is that we can go back to Trinity starting on Saturday October 17th (hurrah!), but only at the new times of **09:00 to 12:30** (what!?? 09:00? On a *Saturday*?). I suppose that this is what they call “Having to suffer for one’s art”. The rest of the 2020 Trinity meetings will continue on the original calendar:

- Saturday October 17th
- Saturday November 14th
- Saturday December 19th

For the moment, we will have to do things a little differently. There will be 7 flying slots, for the October meeting we’ll start with FF so that there will be 4 FF slots and 3 RC slots, so the RC guys can have a lie-in. For the November meeting we’ll swap that around and start with RC so that there are 4 RC slots and 3 FF slots – unless we manage to get an extension to the flying time. And obviously, in view of the current Covid-19 situation, we’ll have to take precautions:

Precautions

Obviously, if you feel at all unwell, *please stay at home*. We will have to follow current government guidelines - so we have to wear face masks indoors at Trinity, wash our hands regularly and we should still practice social distancing (1 metre). John has also verified that the toilet facilities will be available as normal. There will also be a track and trace system in operation so you’ll have to leave your details, please cooperate with it as it’s for your own good.

Survey Results

The recent Trinity survey is hereabouts somewhere, it should be self-explanatory but it shows a gratifying level of support for the planned KK Elf and Battle of Britain events, with varying levels of support for casual competitions for Peanut, NoCal and Bostonian (in order of popularity).

Competitions

In view of the hiatus caused by Covid-19, the Battle of Britain competition will now be held in February 2021, which means that we can have <ahem> a Christmas Elf competition in December. The old ones are the best...

Contributors

I'd like to express my sincere thanks to The Lurker, Dave King, all the Survey respondents and Major Humphrey Cadwallader for their valued input to this issue of the newsletter.

A Few Lockdown Models –Dave King

Here are a few of Dave's recent efforts during lock-down...



1911 Caudron N peanut - Just waiting to add rigging wires. Bare airframe only weighed 6 grams but with covering, engine, prop and wheels it's now about 13 grams! At least it is very slightly nose heavy.



Comet Messerschmitt bf 109 16" span Dime Scale in the colours of the 109 flown by Franz Von Werra (The One That Got Away) and was shot down close to where we used to live at Marden in Kent. Battle of Britain competition entry.



Druine Turbulent peanut by Walt Mooney, so the actual nose outline is a bit suspect.



50% NoCal (8" span) of a P47, can't get it to circle small enough for use at home in the living room but it might be OK in the hall at trinity.



P30 Majestyk not yet tried as I am waiting for a button d/t timer from Mike Woodhouse. I need to test the 1/8" rubber that I have to see how many turns are safe on a 6 strand motor [Can't really be said to be an indoor model, but we'll allow it - Ed].

The Lurker Industries Aviation Co. Ltd.: a Brief History – The Lurker

{Following the surprising news that some people are unfamiliar with the Lurker Industries Aviation Co. Ltd, I have asked the current chairman to write a short history for the benefit of those readers who had – hitherto – been in the dark - Ed}

Origins

Lurker Industries is privately owned and has been since its founding in the 1930s as a Foundry & Light Engineering works. Its press releases are largely confined to product details so piecing together a detailed history is quite difficult although a personnel list believed to be from the early 1950s, below, was found in material released under the 50 year rule some ten or so years ago, and makes interesting reading. This probably dates from close to the end of the company's direct involvement in WD/Air Ministry work.

The Lurker Industries Aviation Co. Ltd. Staff.

Board Of Directors

Mr. T. Lurker.....Chairman of the Board
Directors
Lt. Col. Wm. Fraser-Jones DSO MC
Sqn Leader The Hon. Sir Percival Reeves Bart.

Mr. Cuthbert Brodie...Secretary to the Board.

Flying Staff & Test Pilots

Sqn Leader The Hon. Sir Percival Reeve Bart.
Mr. Bertram Worcester DFC & Bar
Miss Alice Featherstonehaugh.

Drawing Office

Mr. Norville Barnes-Norway.....Chief Designer
Mr. Albert MacPherson.....Model Maker
Mr. Jas. McPhail.....Draughtsman
Mr. Chas. McPhail.....ditto
Mr. Wm. Campbell.....ditto

Machine Shop

Mr. Wm. McQueen.....Foreman
Mr. Gavin McCleod...Tool, Jig & Pattern Maker
Mr Jno. Mackay.....Panel Beater
Mr Alex. Sweeney.....Welder
John McCleod.....Apprentice Toolmaker
Jas. Sweeney.....ditto
Vacancy for.....Apprentice panel beater

Paint Shop

Mr. Geo. Grantown.....Foreman
Mr. Hugh Jackson.....Signwriter
Miss Ethel Brown.....ditto
Mr. Fred. Thompson.....ditto
John Gibson.....Apprentice Signwriter
Gladys McWhirter.....ditto

Wood Shop

Mr. Per Andersen.....Foreman
Mr. Jno Pedersen.....Joiner
Mr. Gunnar Swenson.....Joiner
Mr. Peter. Horsburgh....Carpenter & Jig Maker
Wm. Pedersen.....Apprentice Joiner

Accountancy & Payroll

Mr. Arch. Chisholm.....Chief Accountant
Mr. Geo. Munro.....Snr. Accountant
Mr. Robt Anderson.....Snr Clerk
Mr. Henry Wilson.....Jnr Clerk

Personnel

Mrs. Euphemia Briggs.....Head of Dept.
Mrs. Agnes Crawford.....Sec. to Mrs. Briggs
Mr. Fred. Stoddart.....Clerk
Mr. Hugh Noble.....Clerk

Medical Staff

Mrs. Elspeth Dinwoodie.....Matron
Miss Prudence Entwhistle.....Under-Matron

Catering Staff

Mrs. Felicia Arbuthnott....Directors' Dining Rm
Mrs. Agnes Gordon.....Staff Canteen Head Cook
Mrs. Enid Patterson.....Cook
Miss Florence Walker.....Cook
Miss Edith Jones.....Cook
John Lawrie.....Scullery & Boot Boy

Transport, Motor Pool & Aero. Engines

Mr. Gregor Drummond.....Despatcher
Mr. Archibald Hughson.....Driver & Chaffeur
to Mr Lurker

Mr. Donald MacDonald.....Driver
Mr. Art. Blair.....Mechanic
Mr. Robt. Munro.....Mechanic
Mr. Jas. Stuart.....Parrier
Mr. Eric MacSween.....Cartwright

Douglas Blair.....Apprentice Mechanic

M.V. Titus Newt
Capt. G. L O'Rosso DSO R.N.

Assembly Shed

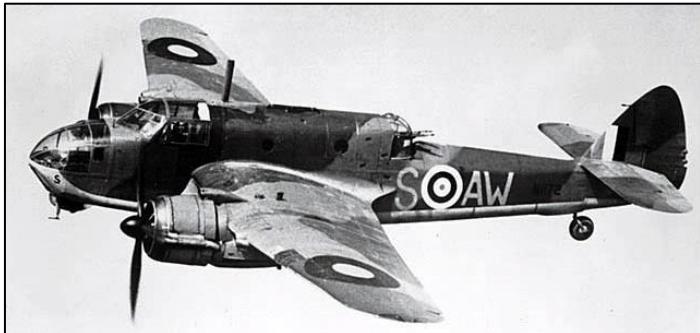
Mr. Hector Stewart.....Foreman
Mr. Owen McQueen.....Fitter
Mr. Chas. Winchburgh.....Fitter
Mr. Calum Broxburn.....Rigger
Mr. Donald Ross.....Rigger
Mrs. Rose Munro.....Seamstress
Miss Gertrude Wallace.....Seamstress

Vacancy for.....Apprentice Fitter
Vacancy for.....Apprentice Fitter

WW2

Given its origins it is unsurprising that the Co.'s main focus has always been in engineering and technical areas although during WWII the company was a primary producer of belt buckles and cap badges for what were then colonial regiments. It is known that the company also provided shadow factories for the

bomber programmes, but it has not been possible to find out with any degree of certainty which aircraft types were manufactured.



Given the relatively small size of the company's premises before and after WWII it is likely that the company was building sub-assemblies rather than complete airframes. However there are persistent rumours that a number of complete Bristol Beauforts were built, but no firm evidence for this has yet come to light.

Fifties and Sixties

In the very late 1950s the Co. completely abandoned its involvement in military aircraft work, which it had been winding down, in the face of the political obsession with unmanned missile systems which did so much damage to the British aerospace industry. With hindsight, this decision is probably why the company survived as an independent operation rather than being swallowed up during the aerospace industry consolidation of the 1960s.



It is rumoured that company representatives attended test firings of the Honest John missile system at Lüneburg Heath and were "extremely unimpressed" by the views of HMG's representatives who were present and were reported to be not amenable to reason regarding the necessity for manned military aircraft.

A small aeronautical research dept. was kept going in the 1960s under the combined direction of Messrs. William (Bill) Campbell, Robert (Rab) Fox & Geoffrey Luxford which resulted in a number of patents being registered for aircraft components. These earnt the company some welcome income from licencing deals but no products were ever brought to market by Lurker Industries.

The 1970s

In the early 1970s, the dust having more or less settled in the UK Aeronautical manufacturing sector, the corporation looked again at aeroplane manufacture and, following Airspeed's example, concluded that sailplane and training glider manufacture offered a good opportunity for profit, for minimal outlay, so created their Aviation Division.

Later in the decade the company became active in the manufacture of Microlight aircraft as a natural extension of the gliding leisure market.

After a few years of moderate, but not earth shaking, success it was decided to mothball the aero division because the market had become saturated and the rapidly expanding micro-computer sector looked as though it would offer a greater and more certain return on investment.

To the Present Day

In the last decade observing signs of recovery in the market for short run and one-off leisure aeroplanes it was decided that an independent company should be spun out of the moth-balled Aviation Division and a PLC using the trading style, "The Lurker Industries Aviation Co. Ltd." was formed. Given the interest in vintage sailplanes and the age of the few original airframes still flying the newly formed PLC is, for the moment, concentrating on building replicas of the more successful pre-war sailplanes although it has been known to produce mid-20th century single-engined types to order.

Balsa Weight Charts – Andy Blackburn

I've had a balsa weight chart on my workshop wall for decades, but the Blue Tack has finally given up the ghost and the original chart has fallen behind some fixtures where I can't conveniently get to it. And as the Balsa Cabin is now doing 1/20" balsa, I thought it'd be really easy to knock up some new balsa weight charts using Excel... Hah!

Turns out that "Possible, with some effort" is a better description; for instance, there are all sorts of issues associated with strings that have numbers and slashes and on my version of excel, *none* of the online-suggested fixes worked! I now know more about the ins and outs of Excel than is healthy, but I now have a couple of charts.

If anyone wants the original Excel files, drop me a line.

Balsa Weight Chart (sheet weight in grams)										
Sheet Size	Thickness	Thickness	Indoor	Contest	Medium-Light	Medium	Medium-Hard	Hard	Very Hard	
Inches	Inches	mm	lb/cu ft	lb/cu ft	lb/cu/ft	lb/cu ft	lb/cu/ft	lb/cu ft	lb/cu ft	
			4	6	8	10	12	14	16	
3 x 36	1/32	0.79	3.5	5.3	7.1	8.9	10.6	12.4	14.2	
	1/20	1.27	5.7	8.5	11.3	14.2	17.0	19.8	22.7	
	1/16	1.59	7.1	10.6	14.2	17.7	21.3	24.8	28.3	
	3/32	2.38	10.6	15.9	21.3	26.6	31.9	37.2	42.5	
	1/8	3.18	14.2	21.3	28.3	35.4	42.5	49.6	56.7	
	3/16	4.76	21.3	31.9	42.5	53.1	63.8	74.4	85.0	
	1/4	6.35	28.3	42.5	56.7	70.9	85.0	99.2	113.4	
	5/16	7.94	35.4	53.1	70.9	88.6	106.3	124.0	141.7	
	3/8	9.53	42.5	63.8	85.0	106.3	127.5	148.8	170.1	
	1/2	12.70	56.7	85.0	113.4	141.7	170.1	198.4	226.7	
	3/4	19.05	85.0	127.5	170.1	212.6	255.1	297.6	340.1	

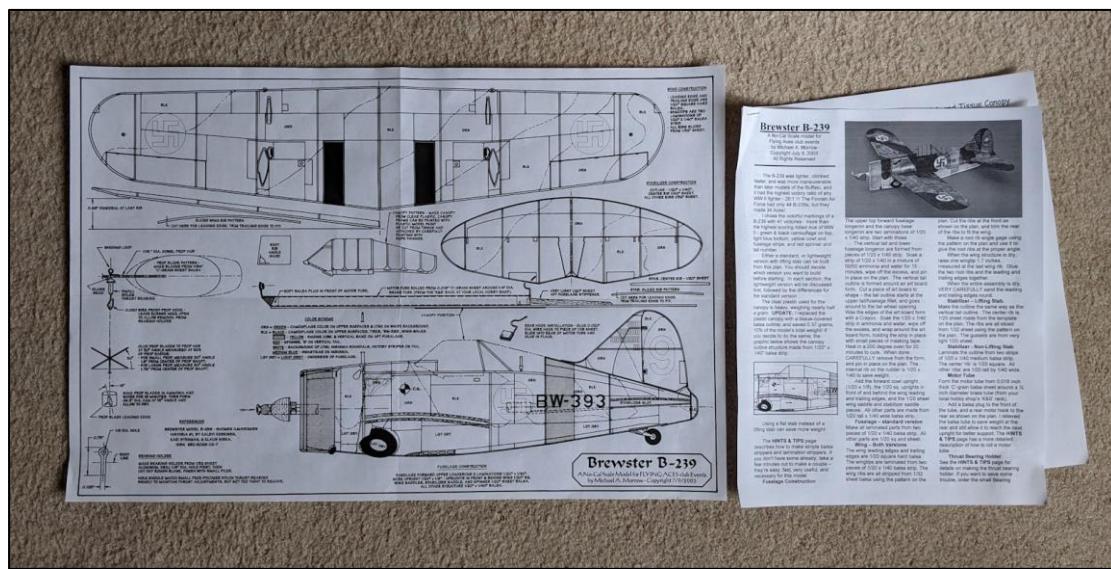
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			4	6	8	10	12	14	16
4 x 36	1/32	0.79	4.7	7.1	9.4	11.8	14.2	16.5	18.9
	1/20	1.27	7.6	11.3	15.1	18.9	22.7	26.5	30.2
	1/16	1.59	9.4	14.2	18.9	23.6	28.3	33.1	37.8
	3/32	2.38	14.2	21.3	28.3	35.4	42.5	49.6	56.7
	1/8	3.18	18.9	28.3	37.8	47.2	56.7	66.1	75.6
	3/16	4.76	28.3	42.5	56.7	70.9	85.0	99.2	113.4
	1/4	6.35	37.8	56.7	75.6	94.5	113.4	132.3	151.2
	5/16	7.94	47.2	70.9	94.5	118.1	141.7	165.3	189.0
	3/8	9.53	56.7	85.0	113.4	141.7	170.1	198.4	226.7
	1/2	12.70	75.6	113.4	151.2	189.0	226.7	264.5	302.3
	3/4	19.05	113.4	170.1	226.7	283.4	340.1	396.8	453.5

Aero Aces Plans – Andy Blackburn

Anybody searching for No-Cal plans on the Internet will eventually come across [Aero Aces](#), based in Seattle and run by Michael Morrow. There are a vast number of Flying Scale, Peanut Scale, Scale drawings and No-Cal plans available, as well as a few kits. None of the plans are free, you have to pay for them – there are other free No-Cal plans available, so the obvious question is, why should I pay for a No-Cal plan when I can get a free one elsewhere?...

A fair question, but let me show you a typical plan:



This is a No-Cal plan of a Brewster B-239 (F2A-1) Buffalo as flown by the Finnish Air Force in 1941-42; it really is a great plan – like the best plans, it's almost a work of art. It comes with comprehensive building, covering and flying instructions, and you usually get a short document containing hints and tips with the first order. This plan cost me \$5, two plans + postage cost \$16.

Ordering isn't straightforward if you're on this side of the Atlantic – what you have to do is have a look at the website and decide which plans you want, then

email Michael and ask how much the international postage will be for the plans (they do vary in weight/size). Then you have to get the money to him; the easiest way is to do this (unless you have access to a bank that will provide cheques payable in U.S. Dollars) is to carefully tape some actual dollars (corners only) to some card cut from a cereal packet and send it airmail.

This might sound like a bit of a palaver, and I guess that it is, but delivery of my plans only took 12 days, which – given the effects of Covid-19 on public services – is remarkably good.

Letters to the Editor

A letter has flooded in; I present it here exactly as it was received. Not completely sure what to make of it and I have some doubts about its authenticity, nevertheless...

The Editor,
The Trinity News-letter & Parish Notes

Bide-a-Wee,
Duck Pond Lane,
Lyver-on-the-Wane
Glos.

19th August '20

Dear Sir or Madam,

Re: Competitions

I note with some considerable concern not to say dismay and mounting irritation that the reprobate or reprobates in charge of entertainments at Trinity have neglected to consider any form of indoor duration types for the proposed round of competitions. This shocking behaviour and lack of thought is quite typical of the younger generation and its juvenile obsession with "scale" aeromodelling. Scale!? Pshaw! Proper aero-modelling is not concerned with appearance. The true aeromodeller is one who aims to make a flying machine that can stay aloft for as long as possible with as little effort as possible. We could learn a thing or two from those zen bubbleja chappies that Mrs Arbuthnott talks about. Jolly fine chap Mrs Arbuthnott, knows how to clean a house properly. Where was I? Oh, yes. Proper aero-modelling. Have a quiet word with the reprobates would you, with or without coffee, up to you, and get this sorted there's a good fellow, eh?

Yours faithfully,

Major Humphrey Cadwallader

I could point out that Elf, Peanut, Bostonian and NoCal events are all duration competitions, but I suspect that it wouldn't cut much ice. I suppose this means that we'll have to ask the regulars if they'd be interested in another indoor duration competition; it's difficult to establish the level of interest without having another (small) survey, so that's what we'll try and arrange at some point.

In the event that a competition is held, The Lurker has graciously volunteered to be the Competition Director (CD), and the following set of rules is proposed.

One-Design Indoor Duration Competition Rules – Andy Blackburn

The following rules are proposals only and are presented slightly tongue-in-cheek, but are designed to make the competition as fair as possible; I have assumed that the model in question is a Gyminie Cricket simply because they're inexpensive and quick to build, and in any case some people might already possess legal examples. Of course, some existing models will be as bent as a nine-bob note but it's really quick to make a new wing, for example...

1. The competition is open to models built from the [BMFA Gyminie Cricket kit](#) or built from the Gyminie Cricket Plan (here are direct links to the .pdf files:- [Gyminie Cricket Instructions](#) - - - [Gyminie Cricket A4 Plan](#) - - - [Gyminie Cricket A3 Plan](#)).
2. Any deviations from the plan (airfoil profile ribs, reductions in wood sizes, different propeller, etc.) detected by the CD will be dealt with, swiftly and harshly, by the CD's Minder, Mr Eric "Bonecrusher" Smith. No discussion will be entered into as Mr Smith Does Not Do discussion.
3. The standard [BMFA Red Dart](#) Propeller Unit as supplied in the official BMFA Gyminie Cricket kit must be used. The propeller blades may be scraped and/or sanded for the purpose of balancing the model or propeller blades.
4. The approved covering method is what is supplied in the kit (Japanese tissue) or equivalent¹. Plastic and other polymer coverings may not be used, Condensor paper may not be used. Mr Smith Does Not Like Condensor paper or plastic coverings.
5. The maximum length of the rubber motor is 15", measured as the length of the un-stretched loop of rubber. There is no restriction on rubber cross-section although it is assumed that competitors will start with a loop of 0.070" which can safely be wound to about 1700 turns. Braided motors may not be used².
6. All competition flights must be timed by someone other than the owner of the model.
7. All competition flights are timed to the whole second (i.e. rounding down, so that 43.99 seconds is recorded as 43 seconds).
8. Any number of competition flights can be made, the flight score will be the sum of the best two flights.

¹ I should point out that it **is** possible to cover indoor models such that they don't warp by pre-shrinking the tissue on newspaper and once dry, ironing the tissue with a domestic iron just before attaching to the structure.

² Because otherwise, motors would have to be weighed rather than measured.

9. In the event of a tie there will be a fly-off. The fly-off will be a simultaneous-launch event, the last model landing will be deemed to have won, second to last will be deemed to have come second, and so on. Anyone deemed to have launched significantly later³ in order to gain an advantage will be disqualified, and then dealt with round the back of the bike sheds by Mr Smith and his associates.

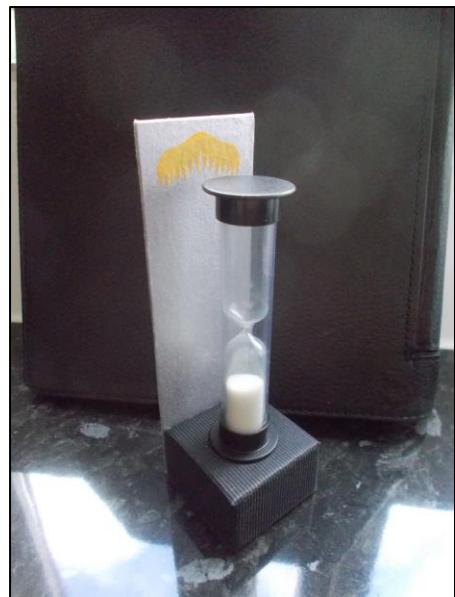
I know that some people are wedded to the idea of using plastic film for covering, but unless everyone does it, someone – probably me – will be at a disadvantage. And in any case, as discussed it's possible to cover a delicate structure with tissue in such a way that it won't warp by ironing the tissue and applying whilst still hot (and therefore dry).

(I did ask a friend why he didn't get his wife to help with the tissue-ironing, he said "*Because I have a very low pain threshold and I hadn't planned on spending the weekend in A&E?*"...)

The model could for example be an EZB (F1L) or similar instead of a Gyminie Cricket, it depends on what the majority want to do. It would be nice if a kit was available, though.

I would welcome other views on this matter, should you be minded to contribute to the debate.

Indoor Duration Trophy – The Lurker



I popped around to the Major's for a chinwag earlier and he's very kindly donated what he says is an old aero-modelling trophy of his for the "Major Humphrey Cadwallader Prize for Proper Aero-Modelling and Sporting Behaviour."

He says that it's The Deolali MFC's, "Golden Vulture Wing" prize for Model Sailplanes. However, I have to say that, much as I like the old fellow, the discarded brass plaque I found under my chair makes me think it might actually be the 59 Army Group Royal Indian Artillery Officers' Mess prize for Fastest Growing Moustache, 1946. Still, it was kind of him.

³ Shockingly, a well-known person was seen doing this at one of the fun competitions at a recent Indoor Scale Nationals...

Trinity Dates 2020

Here are the remaining Trinity dates for this year; the November and December dates should be regarded as provisional for the moment.

October 17

November 14

December 19 ← Christmas Elf Competition!

Contributions to the Newsletter

As you know, I'm always on the lookout for stuff for the next newsletter, and I sincerely hope that you will feel able to send a contribution at some point.

Keep calm, and take sensible precautions.