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Parish Notices

I thought it might be wise to publish a short interim newsletter, mainly to remind everyone that we're still planning to have a competition for KK Elfs at the December event (they can't possibly extend lockdown that far, there'd be a riot!).

The KK Elf rules (originally written by Tony Calvert) are on the next page, and I should point out that a number of hints and tips for those building and/or flying an Elf (including rubber size, recommended turns per inch, etc.) were included in the Spring/Summer 2020 Issue (Vol 1 issue 4) of this Newsletter.

Procedure for Flying at Trinity

I know all this has been said before, but it probably bears repeating:

1. Before you turn up at Trinity, you must let John Winfield know that you'll be attending so that he can confirm numbers to Trinity staff.
2. Observe Social Distancing at all times while on Trinity property, and wear a mask indoors.
3. Please do not be offended if you are requested to modify your behaviour; John has made a written commitment to Trinity that we will respect their conditions, and we obviously want to ensure our future use of the hall.

Christmas Elfs

If you have a Keil Kraft Elf, please consider entering the Christmas Elf competition at the December Trinity event...

Contributors

Many thanks to Tony Calvert, The Lurker and Dave King for their valued contributions to the newsletter.

KK Christmas Elf Competition Rules – pp Tony Calvert



John Holman's Keil Kraft Elf

The model may be constructed from a kit which is readily available from the Vintage Model Co, or built from a plan which is available for download from the Outerzone website. No modification or deviation from the original structure will be permitted, other than moving the motor peg forwards to suit your winding stooge.

Size and wing section must be as original design. The model must use a 6" commercial Peck plastic propeller 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 event of December 19th 2020. The format will be as follows:

1. The competition will be for duration only, each competition flight must be timed by someone other than the owner of the model. Times are for whole seconds only (i.e. 20.99 seconds counts as 20 seconds).
2. Each flight must be declared as a competition flight attempt *before* the flight is timed. Three competition flights will be permitted with no maximum on times achieved, the sum of the 3 flights shall be the final score.
3. A bonus of 10 seconds will be added to each competition flight where the model achieves a R.O.G.; timing will start from release and the flight will count as a competition flight if the wheels leave the ground at any point.
4. An additional bonus of 5 seconds will be added for each competition flight that achieves a landing on its wheels and remains upright (e.g. doesn't tip up on its nose).
5. Only ONE collision with wall, roof or furniture is permitted for each flight.
6. More than one collision will result in automatic disqualification for that flight.

Air Accident Investigation Branch Report Pfalz D.III – Andy Blackburn



No: 3/22

Ref: EW/N87/03/08

Aircraft: Pfalz D.III 1282/17 built from a 16" span DPC Models Kit.

Year of manufacture: 2019

Date and time (GMT): 18 January 2020 at 1315 hrs

Location: SU 47436, 68473 - Newbury, Love Lane Indoor Aerodrome

Type of flight: Trimming

Persons on board: Crew – 1 Passengers – Nil

Injuries:	Crew - Nil	Passengers – N/A
Nature of damage:	Half of spinner broken off, spinner backplate detached, undercarriage spreader bar broken and port wheel axle detached from the undercarriage structure.	
Commander's age:	60 years	
Commander's total flying experience:	52 years, although prior to 2017 had not flown indoors since approximately 1984.	

Synopsis:

The pilot had previously successfully flown the aircraft indoors from a hand launch and was experimenting with a slightly thicker rubber motor as the previous rubber was insufficient to perform a ROG.

Given the expected increase in torque from the heavier motor, the rudder trim tab was removed and the rudder bent to produce a wide left turn on the glide.

The pilot (unwisely, with hindsight) elected to fly on 80% maximum turns in order to facilitate a take-off; the aircraft took off successfully, attaining a decent altitude but unfortunately the left turn on the glide was insufficient to prevent it flying into the wall, damaging the spinner. The aircraft recovered into a 45 degree dive but failed to pull out before contacting the gymnasium floor, damaging the undercarriage.

Recommendations:

In the circumstances, damage to the spinner was unavoidable but it is considered that all or part of the undercarriage damage could have been avoided if a shock-absorbing undercarriage structure had been installed.

The board noted that this whole sorry episode could so easily have been avoided had the pilot exercised a modicum of restraint before rushing into a potentially-hazardous situation by using nearly full power without any lower-power taxiing runs.

Air Accident Investigation Branch Report Chiribiri No. 5. – The Lurker



No: 4/22

Ref: ET/N106/01/77

Aircraft: Peanut Chiribiri No. 5. Built from Mfr's plan

Year of manufacture: 2020

Date and time (GMT): 16 Oct. 2020, 1030

Location: SU 47436, 68473 - Newbury, Love Lane Indoor Aerodrome

Type of flight: Trimming

Persons on board: Crew – 1 Passengers - Nil

Injuries:

Crew - Nil

Passengers – N/A

Nature of damage:

Near total failure of undercarriage framework on landing. Partial separation of lower rigging.

Commander's age:

58 years

Commander's total flying experience:

Twelve (12) years.

Note. All hours prior to 2017 (1973-1982) were on unpowered aircraft. Pilot is considered inexperienced on powered aircraft and was rated below average on last assessment.

Synopsis:

The Aircraft entered a rapid stall on a fast hand launch, followed by steep dive with partial recovery of control before impact. The undercarriage framework was insufficiently robust to withstand a hard landing.

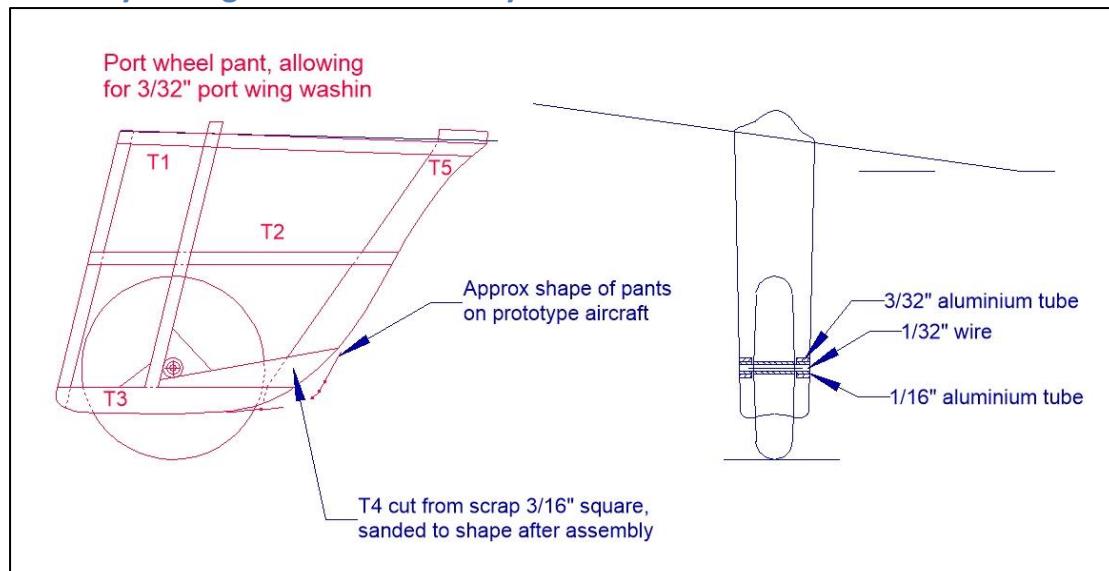
Recommendations:

It is recommended that the undercarriage framework be either :

- i) Reinstated as per MFr's original design with reinforcement of frame joints using epoxy adhesive rather than cyano and thread (or other strapping), or
- ii) Redesigned and rebuilt incorporating shock-absorbing elements

It is further recommended that the pilot be strongly advised to undertake further dual instruction on powered aircraft before resuming solo flying.

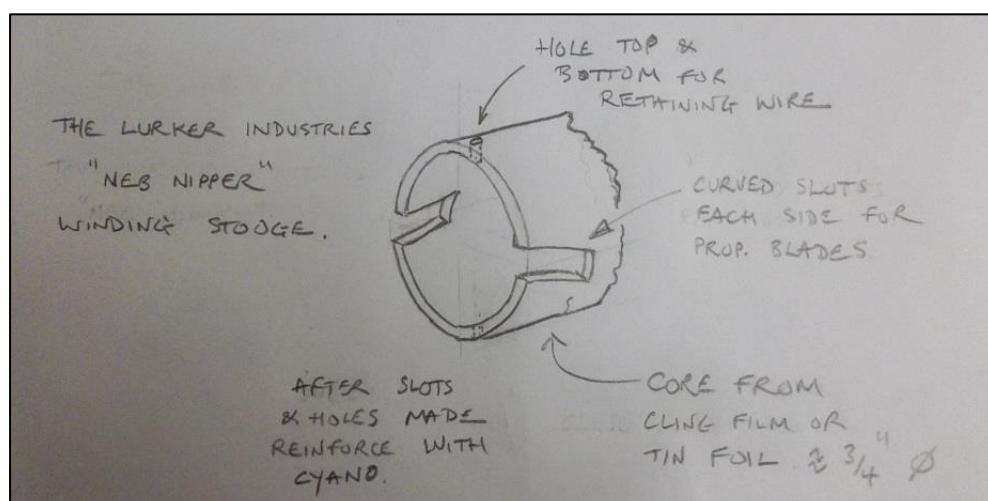
Probably Asking For Trouble – Andy Blackburn



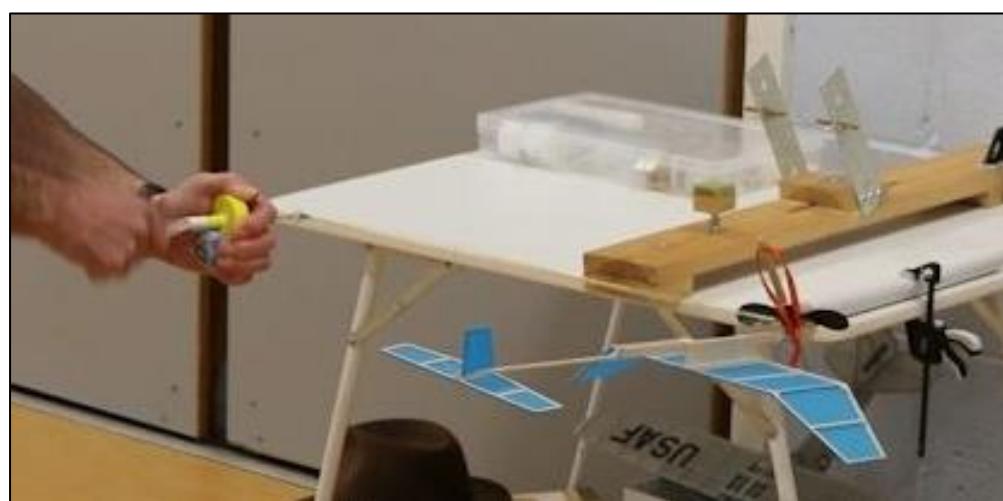
I can't help thinking that in the light of the two previous Air Accident Investigation Branch reports above, I'm asking for trouble with this modification to Walt Mooney's peanut scale Miles Sparrowhawk. I think it would be very wise to somehow arrange for the axle to move by a few millimetres, possibly using a carefully-cut piece of 1/16" ply slotted for the axle, with suspension provided by a small foam rubber cushion.

Lurker Industries 'Neb Nipper' Winding Stooge – The Lurker

This is the latest winding stooge from Lurker Industries, intended for duration indoor models. Pictures show all. *[I have no idea why it's called a 'Neb Nipper', although I am given to understand that 'Neb' means beak or nose. – Ed]*



The stooge is made from the type of cardboard tube usually associated with kitchen items such as aluminium foil.



The stooge in action

Competitions

So, we're having a Christmas Elf competition at the December event, 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.

Peanuts – Andy Blackburn

I think we'll reinstate the unofficial peanut duration competition, which is so low-key it hardly counts as a competition – we only started it as a bit of fun to see what was possible under a 22 foot ceiling, there's no prize other than the grudging admiration of your fellow competitors and in any case it gives me something to put in the newsletter... ☺.

If you fancy having a go, just get someone to time your flight and then write it on the results sheet – whilst observing social distancing protocols, of course.

Best Scale Model Non-Competition – Andy Blackburn

The idea for this originates from PSS competitions where – of necessity – everything has to be fairly simple; everyone on the hill is given a bit of paper and over the course of the day they look at the models that are flown and then eventually they give their assessment of "Best" model or models (where "best" is in the eye of the beholder, it could be an impressive flight from a tricky subject, or just a model that you like) to the contest organiser – so, it relies on the "wisdom of the crowd". But it's simple and it works.

So, what we're going to do at some point is to have a similar "best model" competition; nobody need do anything different but people will be asked to keep an eye on other models being flown, and then some lackey (probably me) will come round to everyone and will ask for your vote for the "best" scale model flown during the day. The winner will be announced before everyone goes home, and – thanks to John Winfield – as a prize the winner will receive one (1) free attendance at Trinity, worth up to £15.

No-Cal Competition – Dave King

A No-Cal Competition is to be held at an indoor event during 2021, using simplified FAC rules with a view to equalising things.

1. Max wingspan 16".
2. Models may be civil or military
3. Propeller (or airscrew dependant on how pedantic you want to be) not to exceed 4.75" diameter, and must be a Peck (not Igra) item. The weight of this, as opposed to a nice thin balsa prop, will save you having to add nose weight, isn't that thoughtful!? And in any case, the model will be easier to trim with the smaller prop.
4. Minimum wood size 1/16"x 1/16" (i.e. no using your 1/20" Lurk)
5. Covering to be standard tissue. Condenser tissue and Mylar are banned.
6. 3 timed flights with total time of best 2 to count.

NoCal Construction Tips Courtesy of Flying Aces Club – Dave King

Design

Any plan that takes your fancy can be used, reduced or enlarged to 16" span. Alteration in the size of a plan is easy under Tileprint (you DO have it don't you?) Nearly every model I have has been from a plan printed by this program, adjusting the size of a model (up or down) is foolproof. You don't have to worry about formers, there aren't any - just the outline of the side and plan view. If you want to build from an existing plan, there are some on the HipPocketAeronautics plans gallery and also on [Paul and Ralph Bradley's Model Airplane Hangout](#).

Curves

You can curve balsa by nicking the inside with a fingernail or running it through the steam from a kettle, but the method favoured by a lot of builders is to curl the wet balsa with a hot soldering iron. This works best by using a part of the iron shaft an inch or so from the really hot tip but be careful - use too much pressure and you squash the wood, too much heat and you scorch it. The wood is placed on the bench, between the bench and the iron, and drawn through, imparting the curve as it's pulled through. Tight curves may well require a couple or so attempts before getting the desired bend. Using this method, with practice, it is possible to bend the complete outline of a curved tailplane or fin.

Warps

Warps are almost impossible to remove once in, the normal light steaming with a kettle won't work. The model needs to be built with built-in "give" in the tissue.

Tissue/covering

It really is essential to pre-shrink the tissue before applying to the model. An easy way to do this is to get a piece of tissue the size needed to cover the whole model, tape it via the corners to a flat surface (mirror/clean bench – hands up who has one of those!- stiff cardboard) and spray with water. The tissue will end up wrinkled but that is OK as that will take up any further shrinkage when applied to the model.

Pre-shrunk tissue can be decorated with fine lining pens and felt-tip pens before attaching to the structure, or an A4 sheet can be tacked to some A4 paper and the colour scheme printed onto the tissue.

If going for a printed finish then the tissue will have to be ironed to ensure it goes though the printer without rucking up. Once printed it a good idea to treat the tissue as if it was condenser paper and screw it up in the hand and then gently flatten it out by hand and not with an iron. This will leave a slight lizard skin effect on the paper which will stop the tissue further tensioning when on the model and imparting warps.

If colouring the tissue after covering, don't use dope or water based paint as this will cause further shrinkage. Safer to use enamels thinned with thinners rather than acrylics thinned with water or alcohol.

Structure

Think about where to add additional wood for strengthening. A 3/32" x 1/16" trailing edge will add a lot of strength to a wing out of all proportion to the minimal increase in weight over a 1/16 sq TE.

If using sliced ribs it is worth altering the design so that a solid central rib can be used as the wing/fus joint can be a weak point. However, remember that any additional wood results in a slightly heavier model.

Motor stick

A lot of designs call for a rolled motor tube - fine, but it requires some effort and trouble to make. Just as effective and only marginally heavier is a motor stick made in the shape of "L" using two pieces of hard 1/16" x 1/4", or even a single piece of 1/8" x 1/4". To save some weight, you can use medium 3/32" x 3/16" strengthened with carbon tows cyanoed to the edges.

Prop

What is really essential is a prop hanger that can be adjusted in both the horizontal and vertical planes. 1/32" (0.8mm) aluminium is ideal as it is firm enough to withstand being pulled out of alignment by the motor, but soft enough to be easily bent for down/side thrust using a pair of needle nose pliers. Tin plate tends to bend too easily when the winds are piled on.

Whilst a 6" prop with balsa or plastic drinking cup blades, bamboo shaft in a paper or aluminium hub is the best way to go for best performance, a smaller (4 3/4" – 5") plastic prop will make the model easier to trim and it will also provide some nose ballast.

In view of lockdowns and not being to travel to many places, I hope that many readers will have a go at knocking up a NoCal for the competition next year; they don't take long to build, even Andy could build one in a weekend!

Trinity Date 2020

We're currently in the middle of a lockdown, so the following date is planned for Trinity this year.

Date	Time	Slots	Notes
December 19 th	09:00-12:30 (TBC)	FF starts at 09:00	Christmas Elf!

Trinity Dates 2021

Trinity have agreed the following dates for 2021.

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