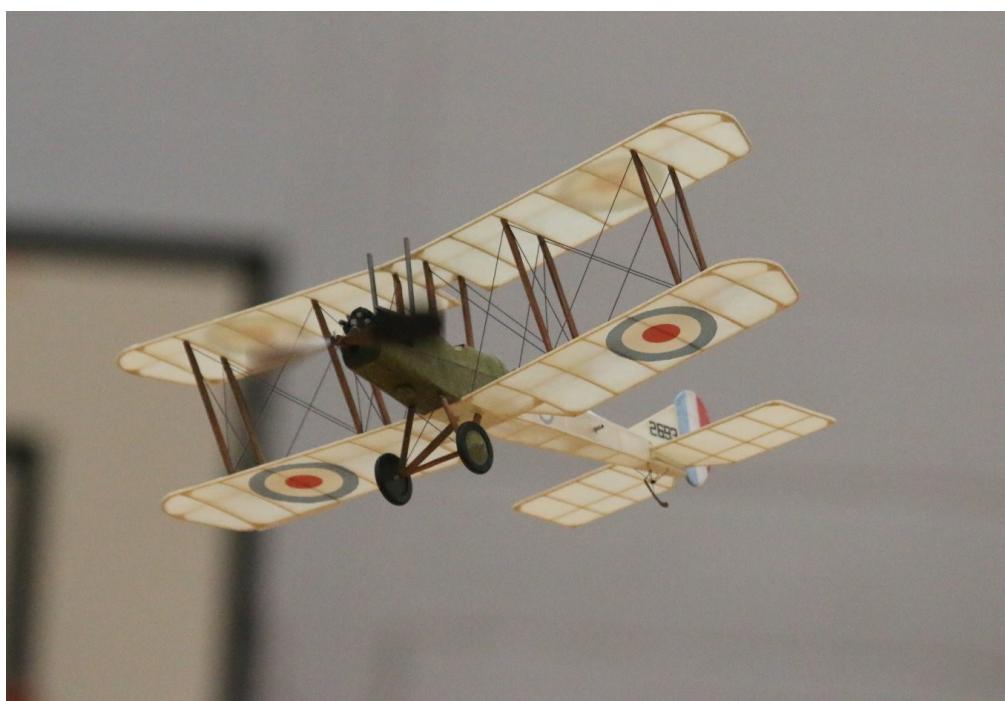


Trinity Newsletter – Issue N^o. 3, 2022



*Peter Smart's SE5 – May '22
Photo – Andy Blackburn*



*Another Peter Smart design.
A BE2c built under licence by Lurker Industries – May '22
Photo – Andy Blackburn*

Trinity Newsletter – Issue №. 3, 2022

Table of Contents

Calendar.....	2
2022.....	2
Parish Notices.....	3
Flying at Trinity.....	3
Contributors.....	3
Events.....	4
Events for 2023.....	5
April 2022.....	6
April's Models.....	6
May 2022.....	13
May's Models.....	13
Work in Progress.....	21
Rigging – Lurk.....	24
Newsreels.....	25
April.....	25
May.....	25
Any Other Business.....	26

Calendar

2022

Date	Session	Event
June 18 th	09:00 – 13:00	
July 16 th	09:00 – 13:00	
August 20 th	09:00 – 13:00	No-Cal Re-run CD – Dave King
September 24 th	09:00 – 13:00	Golden Age Scale CDs – Andy Blackburn / Lurk
October 15 th	09:00 – 13:00	
November 19 th	09:00 – 13:00	Bostonian CD – Tony Calvert
December 17 th	09:00 – 13:00	Comet Nickel CD – Mike Stuart

Trinity Newsletter – Issue №. 3, 2022

Parish Notices

Flying at Trinity

When you arrive, please try and fill-in the corners and short edges of the hall first so as to leave the largest possible unobstructed area for flying.

The meetings are, mostly, sport-oriented; just turn up, pay and fly. However, there will sometimes be an informal, “just for fun” event which will be fitted-in around the sport flying so that it doesn’t disturb anyone who isn’t taking part.

FF & RC flying are allocated half-hour slots, FF starting on the hour. FF models may be flown during the RC session, but you do so at your own risk.

Contributors

Thanks to Dave King, Andy Blackburn, Steve Haines, Martin Lavender, Chris Brainwood, David Lovegrove and John Michie for their help putting this issue together.

Trinity Newsletter – Issue №. 3, 2022

Events

August No-Cal

Can you really afford for your trophy cabinet to be bereft of the Major Cadwallader "Golden Moustache"? Thought not. Get those No-Cals airborne.



Bostonian

This has been moved back to November because Tony Calvert (CD) has other commitments which mean he can't guarantee being present on the originally scheduled date.

A reminder from Tony; the event is being run to outdoor rules so your minimum weight is 16g or so.

Golden Age

September's not far away now and the only likely entrants that I've noticed being trimmed so far are Steve Haines' Ford Tin Lizzie, Dave King's Beechcraft Staggerwing as well as (some months ago) John Winfield's Dumas Ryan MT 1 & his Lindbergh commissioned Miles. I point this out because I've got a Ryan MT 1 that I really ought to have built by now and I'm sure others must be in a similar situation.

Comet "Nickel"

So far I've only seen Gerard Moore, John Whatmore, Dave King and Peter Smart with candidate models although Dave's Howard may be in grave danger of being converted into a balsa and tissue pancake.

It's interesting to note that the sponsors of both GA & Nickel seem not to have anything suitable for their events. I will give Andy the benefit of the doubt as I've been pestering him about the BE2c, but I'm afraid Mike's excuses about being busy with some "technical" committee or other and being tied up with an event in the midlands a week or so ago really won't wash.

Trinity Newsletter – Issue №. 3, 2022

Events for 2023

I know, I know, not summer solstice yet never mind Hallowe'en nor even Bonfire Night; however, now seems like a good time to discuss possible events for next year. As the, “One event every 2 to 3 months or so.” timetable seems to be working and has shown itself to allow rescheduling of events with minimal fuss may I suggest we continue with that pattern?

So far I’m aware of 4 suggestions :

- A duration event based on Richard Preston’s “Serene” design
- A no-cal “Model of a model” event. Based on the current Trinity Beginners’ No-Cal rules.
- An “Own Design” or “Neo” Nickel comp. Based on the rules for the upcoming Comet Nickel being run by Mike Stuart.
- A peanut event.

Taking a cue from the Battle of Britain & Golden Age events, what is the feeling about another themed scale competition in September next year? Would this suit most people? Has anyone a suggestion for a theme?

If you’ve got an idea for an event/competition please shout, but bear in mind if the idea is adopted you’ll be the CD. However you can expect some help with the donkey work from The Editor.

If you’d like a year free of events then that too is an option.

Trinity Newsletter – Issue №. 3, 2022

April 2022

Considering it was the Easter weekend attendance was pretty much as usual, which was pleasing. No new faces or events to report on so straight on with pictures of aeroplanes in attendance.

April's Models

John Whatmore

John brought a couple of new models with him. A CO₂ version of his Ghost Ship and a Comet "Nickel" Speedster.



Gas Ghost
Photo: Staff



Comet Nickel Speedster
Photo: Staff.

The Speedster proved... awkward, but the Gas Ghost was altogether more satisfactory so I'll let him tell you all about it...

"Many moons ago I obtained an exquisite Gasparin G6 motor from George Walbridge of SAMS models in exchange for some work I had done for him. George never paid cash, instead you got goods to an agreed value.

I built a 10" span Caudron monoplane for the motor but I never got it trimmed out properly, it would just tear around in five-foot circles at a great rate of knots. My trimming skills weren't up to much back then so I gave it up as a lost cause. It then sat on the shelf for a couple of decades, slowly deteriorating. I kept looking at the dusty remains and thinking what a waste of a beautiful little motor; it should be used! So, the motor was removed from the Caudron & inspected to see if it would still run.

Trinity Newsletter – Issue №. 3, 2022

A gas charge showed no leaks but the piston 'O' ring was shot, enter Gerard who fitted a new ring and we had a runner. Gerard also replaced and rearranged the charging & motor feed pipework, resulting in a much better fit in the model.

I already had a plan drawn up and in short order the Gas Ghost was born. It's an eleven-inch span version of the Ghost Ship with a revised nose profile to suit access to the motor and cabin glazing giving a very pleasing shape. The wing is an under cambered section to slow the model down and provide more lift, finally an undercarriage has been added to protect the prop. The covering is my usual inkjet printed tissue. A.U.W is a gratifyingly low 7.3g of which 3.4g are due to the motor and tank and, even more satisfactorily, no ballast was needed.

Dave King

Two very different approaches to construction from Dave. One, the Caudron N has perfectly aligned flying surfaces and flies very well, the other, the Druine Turbulent, hasn't a straight line in sight and it... flies very well as well.



Caudron N Racing Monoplane 1911
Photo: Staff



Druine Turbulent
"Ensure that all flying surfaces are
true.."
Photo: Staff.

Trinity Newsletter – Issue №. 3, 2022

Rob Smith

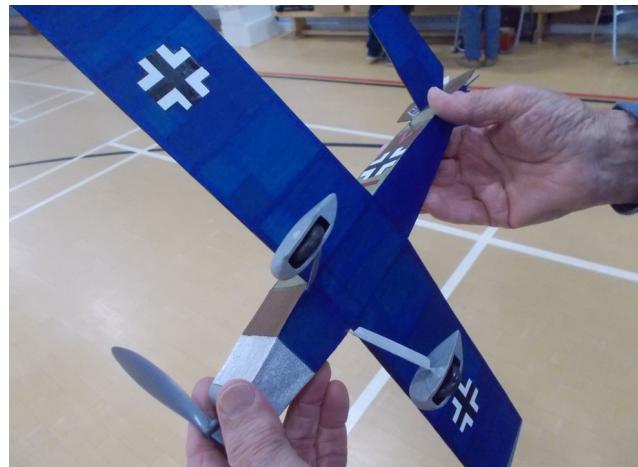
Rob's new model for the April meeting was an Auster Agricola. Very nice it is too.



Auster Agricola
Photos: Staff

Lionel Haines

Lionel has been having a little fun. This is his Peck Skiptown Cadet Embryo in err, umm... *a previously undocumented* scheme.



Skiptown Cadet
Photos: Staff

Trinity Newsletter – Issue №. 3, 2022

Tony Calvert

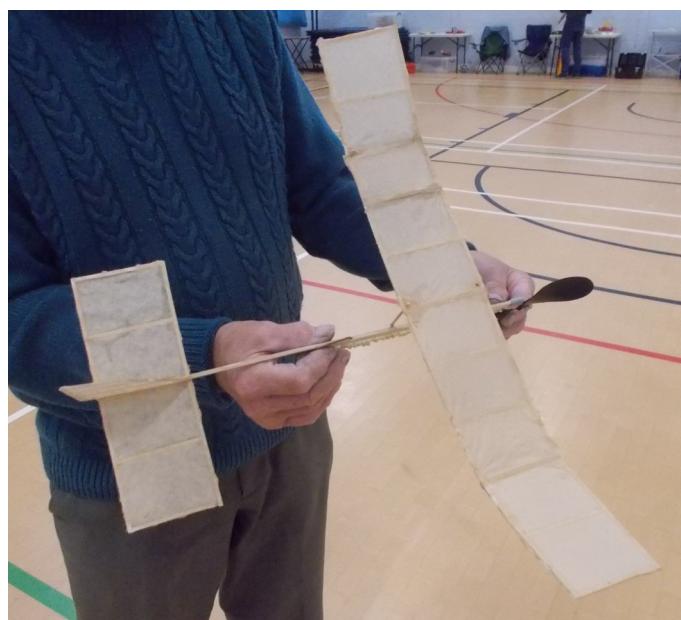
Tony was busy with his entry for the Bostonian.



Bostonian Bunny
Photo: Staff

Reg Bees

Reg had an own design stick model which, as it was unnamed, has been christened the Scrapbox Special. It stooges around in a most relaxing manner.



Reg's Scrapbox Special
Photo: Staff

Trinity Newsletter – Issue №. 3, 2022

Colin Hutchinson

We've seen some nice in-flight pictures of Colin's Buzzard Bombshell & his "Illegal Eagle" so it was about time we had a couple of close ups.



Buzzard Bombshell
Photo: Staff



Illegal Eagle
Photo: Staff.

Chris Brainwood

Chris spent most of his time fettling his Piper Cub in anticipation of the Indoor Nats. and there's a clip of it flying in the newsreel section. He also had his Sopwith Pup with him, but he didn't fly it as far as I can remember.



Piper Cub
Photo: Staff



Sopwith Pup
Photo: Staff.

Trinity Newsletter – Issue №. 3, 2022

John Holman

It was good to see John back and he brought along an old favourite of his, a Frog TomTit.



Frog TomTit
Photos: Staff

Mick Langford

Am I the only person who hasn't built a Jungmann? Mick's Skylake kit, finished with printed tissue, is a nice example of the type.

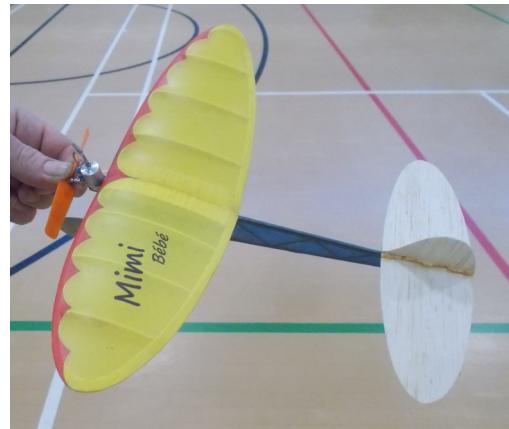


Skylake Jungmann
Photo: Staff

Trinity Newsletter – Issue №. 3, 2022

Gerard Moore

Gerard does seem to have a fondness for odd looking aircraft and there's lots of Ray Malmström designs to keep him happy!



Malmström Mimi BéBé.
Photo: Staff

And one final snap from the April meeting...



A pair of Tripehounds!
Photo: Staff

Trinity Newsletter – Issue №. 3, 2022

May 2022

A very quiet day, perhaps inevitably so given that the weather was perfect for outdoor flying and there was a (SAMS?) meeting on Salisbury plain. Never mind, all the more airspace for those of us who were there!

We welcomed several new faces this month.

Martin Lavender & his son Dominic who were flying round the pole (RTP) models. Martin has already been cajoled into writing a few words about what he & Dominic are up to.

On the untethered front John Michie was flying, mainly, micro RC and Rob Funnell is a duration specialist who doesn't believe in gravity.

May's Models

Dave King

Dave was having lots of "fun" with his models. Both his Comet Nickel Howard DGA and Beechcraft Staggerwing started the day quite promisingly and then went backwards. So here are a couple of pictures of his Vought Kingfisher instead. Dave's not happy about the canopies, but it's a nice looking model.



Vought Kingfisher. RAAF Pacific Theatre
Photo: Staff

Trinity Newsletter – Issue №. 3, 2022

John Michie

John had several models with him, but the most eye-catching was an Airco DH2. There were issues with the elevator control cables this time, but he expects to have it airborne at the next meeting. He also had a Penni rubber powered FF helicopter with him. Good to see we have another flyer who likes oddball flying machines. If you'd like a Penni for your very own it's on Outerzone.

The link is https://outerzone.co.uk/plan_details.asp?ID=8470



Microaces Airco DH2
Photo: Staff



Penni
Photo: John Michie.

Paul Eggleton

As well as his usual RC stuff Paul had a couple of Tim Bucher FF electric (capacitor) Ramblers built from kits supplied by BMJR models. I think he said that he was using a 10F capacitors as the power source, the motor runs were certainly long enough. Spot the stylish shirt / model coordination!

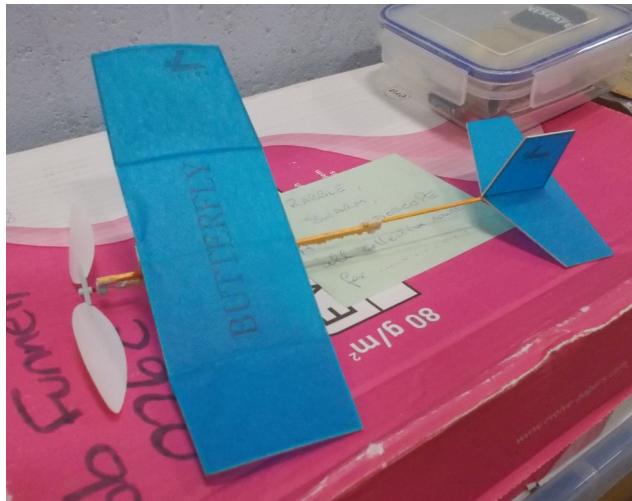


Photos: Paul Eggleton

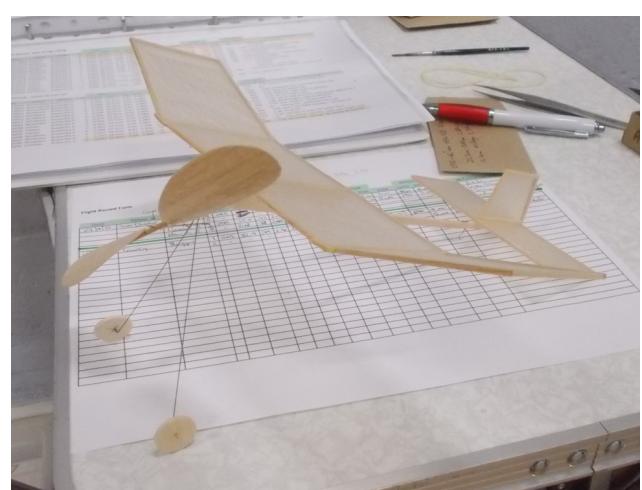
Trinity Newsletter – Issue №. 3, 2022

Rob Funnell

Rob was travelling light, by aeromodelling standards; only two small models rather than the typical five crates full, but quality more than made up for quantity.



Ikara Butterfly
Photo: Staff



Peck ROG (sort of)
Photo: Staff.

Rob's Ikara Butterfly confused me, yes, yes easily done. It's finished in a very similar tissue to my Cricket and when I first saw it flying I thought it was a scaled down Cricket. But then I confused Ian's A6 rubber powered duration model with Gerard's CO₂ model so perhaps we shouldn't be too surprised. Of the other model he had with him he had this to say, *"It's a lightweight version of a Peck R.O.G. There are no plastic parts, carefully selected balsa and its covered in condenser paper. I also left off the trim tabs to see whether or not I could trim it!"* Sharp eyed readers will note Rob's very careful logging of trim and flight details in the snap of his ROG.

Trinity Newsletter – Issue №. 3, 2022

Doug Moore

Doug was flying a number of his tried and tested models, including his 2003 Pilatus Porter which is still flying perfectly despite in-depth examination by the family Bengal cat some while ago. There's a link to video clip of it flying (the Porter, not the cat!) in the Newsreel section.



Puss Moth
Photo: Staff



Puss
Photo: Some random web site.

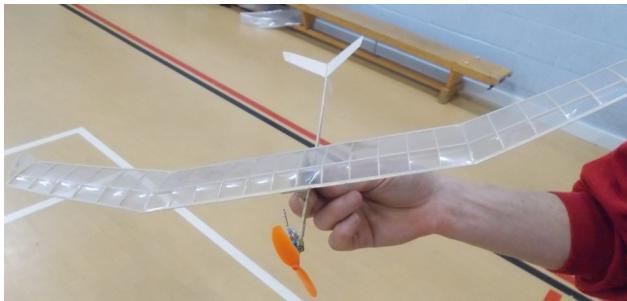


Pilatus Porter
Photo: Staff

Trinity Newsletter – Issue №. 3, 2022

Gerard Moore

Gerard, I'm going to insist that you provide me with a detailed list, in advance, of the models that you bring to a session. I can't keep up! One of the models that Gerard flew was a beautifully put together own design CO₂ duration model with an unusual tripod tail and split ribs. It really deserves a name.



*Wot is it Mr?
Photos: Staff*

Peter Smart

Peter is another who may be required to supply a list of models he's intending to bring. The good news (*For me, Ed*) is that he's run out of BE2 variants to build so it may be *slightly* easier to keep tabs on what he's up to. I'm only going to include one of his here, but I hope you like it as much as I do. It's his new BE2a.



*Royal Aircraft Factory BE2a
Photo: Staff*

Trinity Newsletter – Issue №. 3, 2022

Laurie Kirby

Laurie had a McCarthy Air Scout with him which reminded me a little of contemporary Ryan aircraft. Laurie is, like Dave King, also an adherent to the school of curved flying surfaces and like Dave's Druine Turbulent the Air Scout flies very nicely thank you.

If you're good at building lightweight models the plan and some history can be found on Outerzone. It is very tempting.

The link is https://outerzone.co.uk/plan_details.asp?ID=12207



McCarthy Air Scout
Photos: Staff

Ian Pearce

Ian was flying an A6, see newsreels, and his Legal Eagles, which I may have mentioned before, he does like.



Small and far away
Photo: Staff



Small and near
Photo: Staff.

Trinity Newsletter – Issue №. 3, 2022

Mick Langford

I'm pleased to report Mick has managed to rescue his VMC Corsair from the scrapheap. The damaged wing has been repaired and the tail plane area has been increased slightly. The glide tests I saw suggested that he may be well on his way to sorting it out.



Photo: Staff

Trinity Newsletter – Issue №. 3, 2022

Martin & Dominic Lavender

Martin & Dominic had several interesting models with them including a Britten Norman Islander, a Spitfire V, finished as Bader's machine, and an Imperial Airways HP-42, Hannibal, which proved unwilling to take off and is back in the workshop having its trim tinkered with. Given that just about every single HP42/45 either crashed or was destroyed in ground accidents Martin may be justified in not trying to make it fly.



Handley Page 42 G-AAGX, "Hannibal"

Photo: Staff

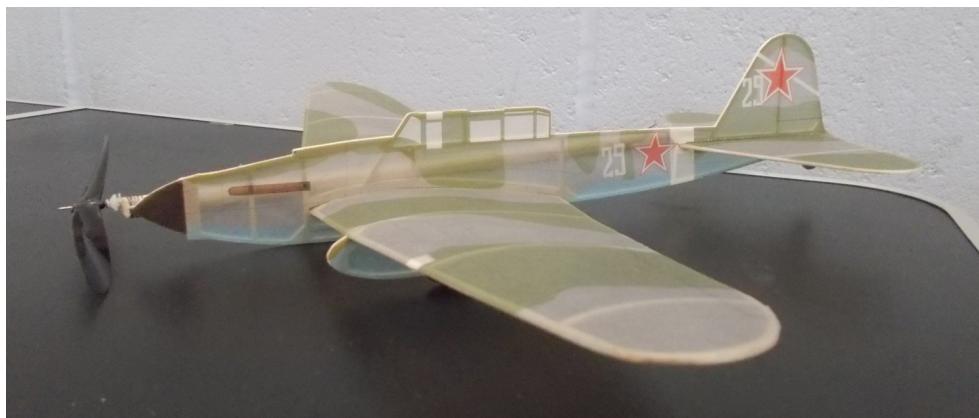
Spitfire V

Photo: Staff

Martin has very generously offered the use of his base station (Pivot? Rotor? Thingummy? Maypole?) for use by anyone else and said, *"If you have an old RTP model skulking in the loft or would like to build one, bring it along. And if you need information on motors, props etc. please ask."*

Andy Blackburn

Despite spending a lot of his time sorting out in-flight pictures of the licence built Lurker Industries' BE2c Andy did find some time to trim his OD no-cal IL-2 Sturmovik. It's pretty much sorted, he just needs to work out the optimum section strip for Trinity to stop it tangling up in the rafters.



Illyushin -2

Photo: Staff

Trinity Newsletter – Issue №. 3, 2022

Work in Progress

Steve Haines

Steve's latest is the VMC re-issue of the VERON FW-190. The camouflage is carefully cut out and painstakingly applied tissue patches. Steve did send me much more info. but there was an... accident... and I *lost* it. Sorry Steve.



Photos: Steve Haines

Dave King

Dave's been working on a Volare Chambermaid, this snap is from a month or so ago.

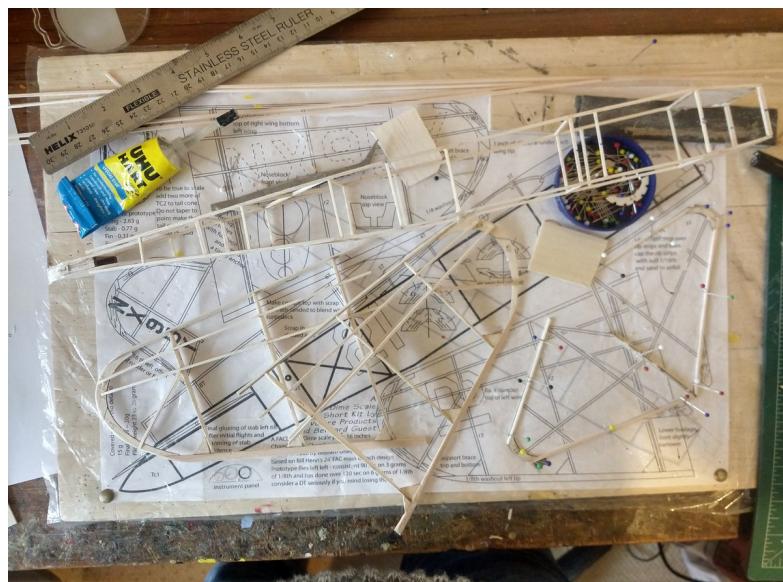
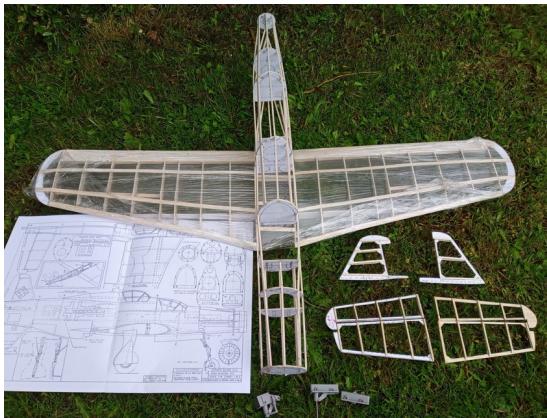


Photo: Dave King

Trinity Newsletter – Issue N^o. 3, 2022

Martin & Dominic Lavender



Dornier Arrow
Photo: Martin Lavender



Fairey Firefly MKVI
Photo: Martin Lavender



Bristol Beaufighter MK I
Photos: Martin Lavender

"It's been about three years since I have last flown, but I have been busy refurbishing and re-motoring several models during furlough and then redundancy during the pandemic.

As well as refurbishment work I've got three new builds on the go.

The first is a 1/18th scale 335 Dornier Arrow of 34 inches span with small Robart retracts. It has two direct drive motors pulling and pushing with scale 8 inch three blade scale props. Well, that's the plan!

Trinity Newsletter – Issue №. 3, 2022

The second project is the WestWings Fairey Firefly, mainly built with micro retracts. The power will be a direct drive motor turning a scale 7x3 inch four blade prop. Scale props are no longer an issue now that Dominic is able to design and print them.

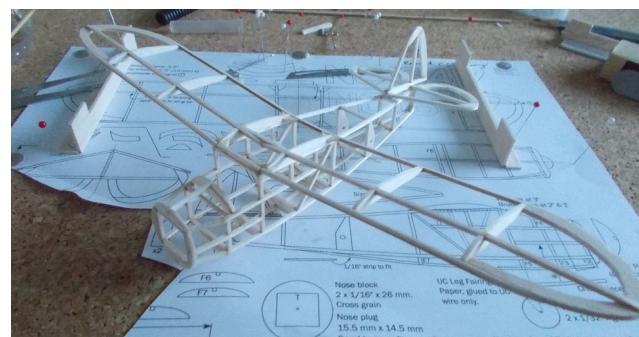
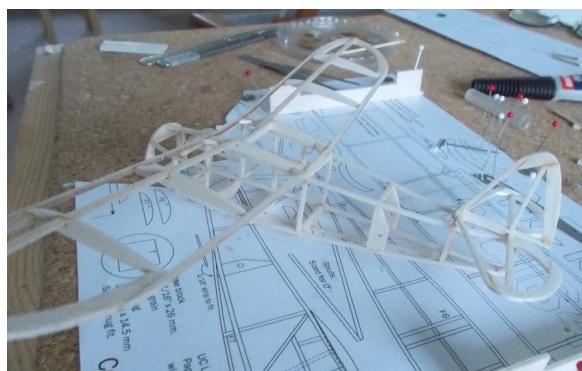
The third project is also about 1/18th scale and is an own design MK1 Beaufighter. It ended up a lot larger, it's 41" span, than I anticipated when I hit the A3 button instead of the A4 at my old job! Dominic designed and 3D printed the retracts. Although the structure is mainly built it's the electronic element that I'm taking my time over. Dominic is studying Product Design Engineering at Brunel University and I am using his knowledge to ensure that it's as light as possible. Again, around about 1/18th scale with a wingspan of 41 inches turning 8x2 scale three blade props.

Dominic is designing a scale model for RTP of the Eviation Alice, an electric plane that has been built in the states and is designed to fly between cities.

I have also, like many modellers, lots of plans and part built projects as well as complete, but unflown, models such as my C30A autogyro which is 20 years old. So, if anyone has experience of autogiros, please can they get in contact!

Lurk

I've been working on a Comet Howard DGA for Mike's December event. I had hoped to have it ready for the May meeting, but the BE2c took a bit longer to finish off than I thought it might, but that's what happens when you make a complete horlicks of the dihedral on one set of wings & get the decalage wrong as well. As for the DGA; it baffles me how Comet expected the average 10 or 11 year old to get anything that flew out of one of these designs. They are challenging to build well and, if Dave, John's & Peter's experiences are anything to go by, not that easy to trim either. Don't be surprised if you hear oaths from the bottom corner of the hall in June.



Comet Howard DGA, with "improvements".
Photos: Staff

Trinity Newsletter – Issue №. 3, 2022

Rigging – Lurk

The notes on de-threading shirring elastic prompted a couple of responses. One from Chris Brainwood,

"Just to add another thought to your rigging ideas - I use ordinary thread. It doesn't stretch so adds considerable rigidity to the airframe. On the Camel I even followed Mike Mullholland's advice and securely attached the thread cabane and undercarriage rigging wires to the inside before covering the fuselage. I used a needle to thread it through the interplane stuts and a drop of cyano to lock it up once I'd checked I hadn't pulled in any unwanted warps

On the Camel and the GW Bantam the rigging is very much working, holding the thing rigid. I do use shirring elastic or the CrystalTec stuff but only for dummy control lines."

And another from David Lovegrove

Vis-à-vis shirring elastic, for some years now, I've been using products such as CrystalTec and Crystaline which are readily available and cheap (I like cheap) from various online sources. They are elastic and come in generous servings, ready-to-serve, in a handy 0.4mm diameter, in black or clear flavours, and do a grand job of simulating rigging. They do confer a degree of rigidity, and of course, this is user-adjustable by dint of stretching it to the desired degree. It also thins the diameter a bit.

I like these products. There's no tedious stripping cotton from proper shirring elastic. For attachment, I usually employ tiny pieces (2mm, approx.) of 1.5mm OD ali tubing, crimping with small pliers (it helps to very slightly ovalise the tubing by gently squeezing it with pliers again, to flatten it a bit and open up the space so that the elastic can pass through easily, side by side).

My geriatric 19" W/S RC Bleriot X1 has it, as has my newly-built Richard Crossley 19" W/S RC Pou du Ciel. Highly recommended.

I also received some recommendations from Bill Dennis, who very kindly sent me some (ooh, 3 miles or so) special pre-stripped shirring elastic to help in the rebuild & re-rigging of the BE2c's wings. Bill's recommendations for alternatives were, Beadalon "Stretch Magic" which is available in 0.5mm & 0.8mm black for between £3 & £5 for 10 metres and Opelon which is about £3 for 5 metres. Both can be found on bead & necklace making sites such as <https://www.the-beadshop.co.uk>

And if you really want rigidity, take a leaf out of Peter Smart's book and use fine carbon rod as he has on his RC conversion of the VMC Sopwith Triplane.

After Bill's generous gift I now have more 0.5mm shirring elastic than I am ever likely to use and I'm in the happy position of being able to hand on lengths of the stuff to anyone that has need of it. You know where to find me if you do.

Trinity Newsletter – Issue №. 3, 2022

Newsreels

April

Chris' Piper Cub <https://vimeo.com/700050905>

John Whatmore's Gas Ghost <https://vimeo.com/700051869>

Unfortunately, my camera and I affect the local gravitational or magnetic field and models that were circling the hall perfectly develop an overwhelming desire for closer contact with the walls.

Dave King's 1911 Caudron N <https://vimeo.com/700061251>

GM's Malmström Mimi <https://vimeo.com/700053955>

Lurk's BE2c
Proof of life! <https://vimeo.com/700046074>

And this from Chris https://www.youtube.com/watch?v=5_aW4c_y_cE
I'd be grateful if you ignored the shameful behaviour of my O1-E.

May

Andy's No-cal IL-2 Sturmovik <https://vimeo.com/710065162>

Doug Moore's Pilatus Porter <https://vimeo.com/710067623>

Tony Calvert's No-Cal F6F
This is the last half to 2/3 of the flight. <https://vimeo.com/710073092>

Ian's A6 defying gravity <https://vimeo.com/710077865>

Vimeo hosted clips can be a bit... awkward. If they don't play well in your browser (Opera is a complete non-starter) try using Chrome or Firefox.

If you'd like any flights filmed I'll be very pleased to do so, just ask.

Trinity Newsletter – Issue N^{o.} 3, 2022

Any Other Business

Nothing to note for this issue.