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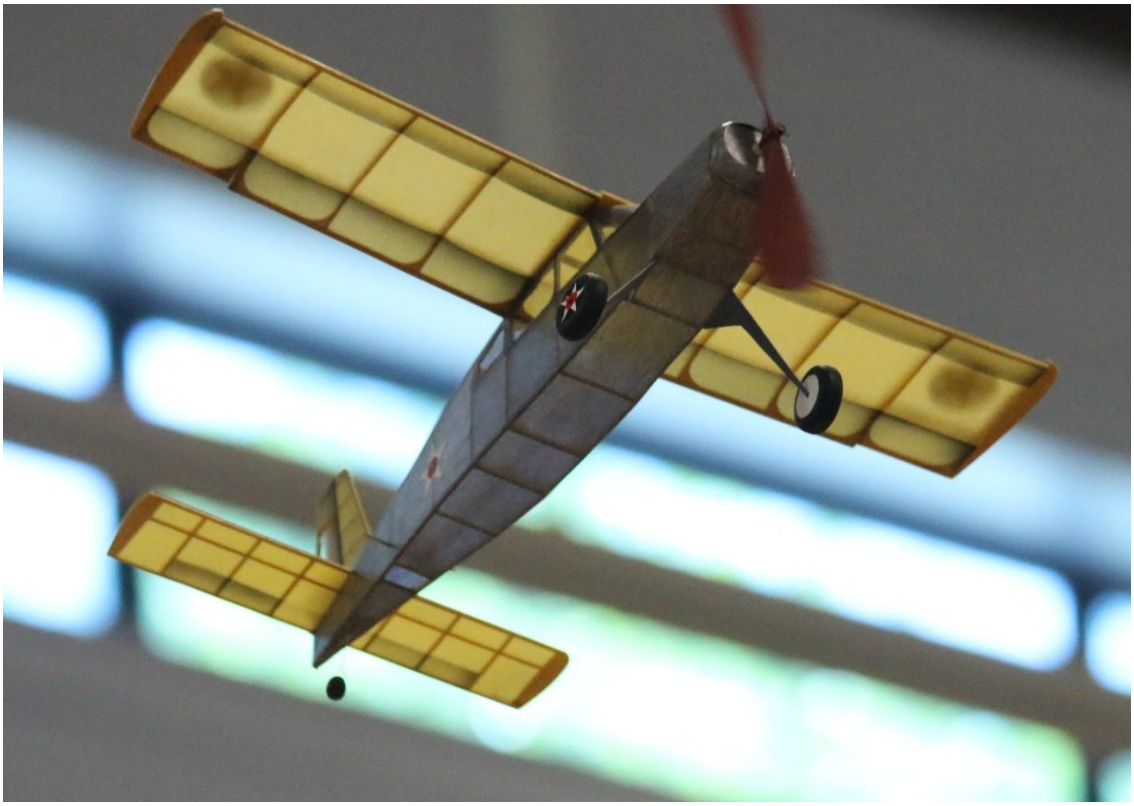
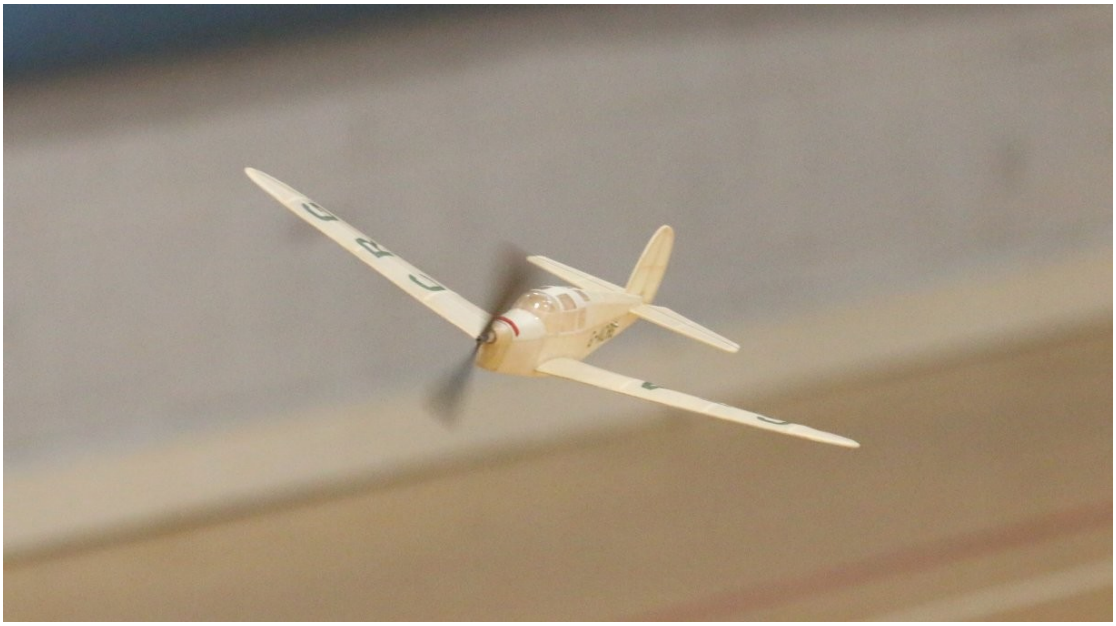


John Scates' Bostonian Hyannis Helio / Cambridge Courier – July '22
Photo – Andy Blackburn



Andy Blackburn's OD B.A. Eagle MK I – July '22
Photo – Andy Blackburn

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Table of Contents

Calendar

2022

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

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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 Rob Funnell, John Whatmore, Chris Moes, Steve Haines, John Michie, Martin Lavender, Dominic Lavender, Andy Blackburn, Nick Peppiatt & Dave King for their help putting this issue together. This would have been a very much less interesting read without their help.

Plans

You will have noticed there are a couple of plans accompanying this issue and I’m hoping that free plans will be distributed with future editions. However, their appearance will be, at best, intermittent and they will appear at unpredictable intervals.

Contributions from the rest of the parish are welcomed and encouraged if only to avoid boring everyone witless with the Editor’s hobby-horses. Payment? Ha ha ha ha ha….

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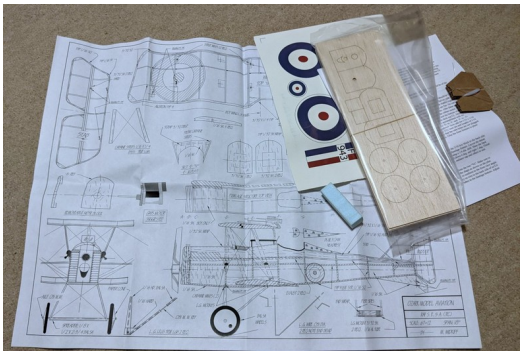
Events

August No-Cal
Seconds away. Round three! What cunning wheezes and devious ploys shall we see this time?

Golden Age
Only one Trinity meeting left for trimming, so best get a wriggle on. I know the Chief CD has been beavering away getting something ready, an own-design at that, which should have been test flown by the time you read this. And, in case you'd forgotten; there are prizes!



Dumas Stinson Voyager
Dumas Citabria
Midkiff SE5a
All are 18" span so perfect for Trinity.

Bostonian
Still plenty of time to build & trim something if you haven't already done so.

Comet "Nickel"
Peter has, *hem, hem* "retired" his Cessna, so there's only Gerard to beat. Piece of cake. Perhaps. Maybe.

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Events for 2023

This is the proposed schedule for next year. It is not set in stone and if you'd like to organise (and be CD for) an additional event or events and can drum up enough support for it, let me know and I'll add it to the schedule.

Event	Date	Comments
Peanut	February	CD – Any volunteers?
Frog Senior	April	Any model from the Frog Senior range. CD – John Winfield
Themed Scale	October	Fixed Wing Naval Aircraft CD – Andy Blackburn
Malmström Mêlée	*December (Provisional)*	*Any rubber powered design from his catalogue. A duration event. Scaled down versions will be acceptable and are encouraged.* *CD – Lurk*

The only suggestion for the Themed Scale comp. was from Andy, so he gets to be CD. Lucky fellow. If you have strong feelings about his suggestion please discuss it with him and I'll revise the schedule if there are any changes.

So far 3 people have confirmed they'd be interested in the Malmström Mêlée, we need at least 3 more to make it worth running so, if you are interested and haven't let the Editor know already, please do so. Thanks.

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June 2022

You can tell it's summer. It was another quite quiet, really rather relaxed, session. It was a good month for Gyminnie Cricket sightings with at least 3 in circulation, Dave King's, Mick Langford's & mine. Not so much No-Cal activity though, I only noticed John Scates & myself playing with them.

On the built up side Lionel Haines & Mick Langford were finishing off trimming their VMC Sopwith Tripes, Mick's is pretty much done & dusted.

There was only a handful of new models being trimmed that I noticed. Nick Peppiat with a Ganagobie, John Scates and his No-Cal Razorback, Peter Smart's Boisavia Muscadet, Laurie Kirby's Fokker D VIII, Steve Haines' VMC Corsair and my Comet Howard DGA. If you were trimming something new and I missed it, I do apologise.

Although there weren't many new models being trimmed there was quite a bit Bostonian activity which bodes well for that event.

New Faces

We welcomed John Foster this month who some of you already know from other venues. John started out with ARTFs & RTFs but is now building his own and on the evidence of the models he brought with him he is going to be a dab hand at it.

> *I'm not sure if it's some unconscious bias on John Winfield's part, but I begin to wonder if being named John is a requirement for attendance at Trinity? We now have 8 Johns (9 if you include Ian Pearce – Ian, like Jan, is just "John" flying under the radar) out of a regular attendance of about 20 at Trinity.*

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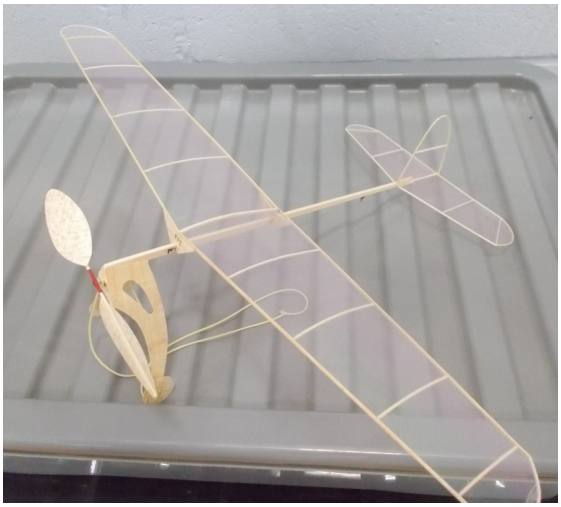
June's Models

Ian Pearce

Ian broke with his tradition and turned up with a very nicely turned out Stinson Reliant from an EzeBilt kit. This is his first "proper" scale model. You won't be surprised to hear that he had it flying well by mid way through the session. Of course he couldn't not build some more duration types so he brought those along as well. The first was his version of the Comet Phantom Flash which is good for up to 3 mins and weighs a paltry 1.2g. Think that's light? How about 0.47g? That's all his EZB weighs, unfortunately the air in the hall was too turbulent to try it out so it stayed in its box – the doors were open and the fan didn't get switched off.



Comet Phantom Flash
Photo: Staff

Stinson Reliant
Photo: Staff

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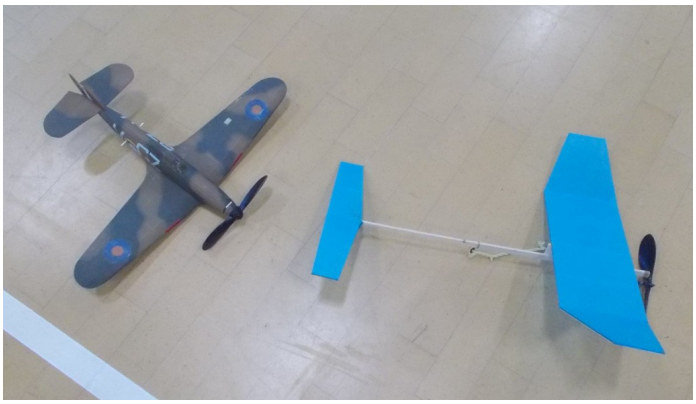
Peter Smart

Peter's new model for the meeting was a Boisavia B-50 Muscadet. The prototype dates from the mid 1940s and the plan, by Jacques Cartigny, was published in Cervia. You can find the plan here…

https://www.peanut-scale.fr/pdf/BOISAVIA-B-50-MUSCADET-JACQUES-CARTIGNY-2017-PEANUT-SCALE.pdf

Boisavia B-50 Muscadet
Photos: Staff

Peter also tried to bring my Cricket down with his MK I Hurricane and I quote, "Don't worry I'll be well below you…" Not content with a *millimetre* close pass it made a further attempt to chew up the tail on landing. The following is as they came to rest and not staged. The AAIB has been notified.



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Nick Peppiat

Nick brought along a brand new Ganagobie, which he had flying very nicely by the end of the session. For those, like me, who don't know it; it's a French design from the 1950s and the plan Nick used was drawn by Bob Peck. The scheme is that of a 'plane flown in the USA by Steve Ballou.

Nick also brought along some of the late Lindsey Smith's models & spares which Lindsay had bequeathed to SAMS 1066 for fund raising. There's a bit more on this from Nick elsewhere in the newsletter.

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John Scates

This is John's OD Razorback P-47 Thunderbolt. It's finished beautifully; that may look like a printed finish, but it's all overlaid tissue. Lovely. Sadly, as with almost every new design ever drawn it's got a few niggles to work out. John is considering increasing the dihedral and adding some washout to the wings; after he's put them back on that is. I'm looking forward to seeing the rejigged model aloft soon.

P-47 Thunderbolt
Photos: Staff

Laurie Kirby

Laurie had a very nicely finished Fokker D VIII from the Aero Werkes kit with him. The lozenge camouflage is printed tissue (according to Laurie the kit comes with a disc full of helpful stuff) printed using Epson Durabrite ink. I think he'd more or less decided by the end of the session that it was probably a model best saved for use out of doors.

Fokker D VIII
Photos: Staff

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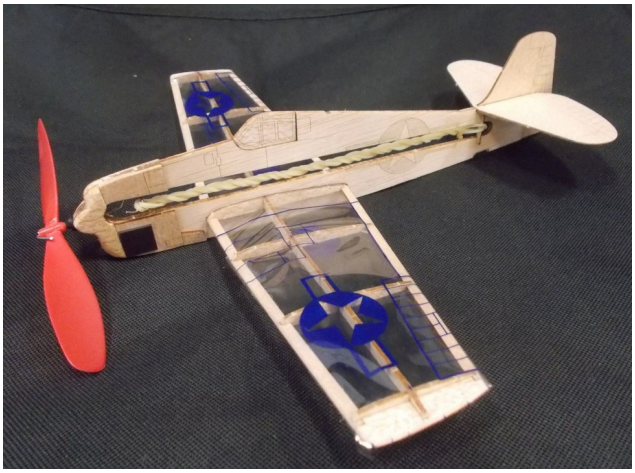
John Holman

John was flying a Frog Linnet which, Dave King reports, was flying to the rafters from ROG as well as a Guillows profile Grumman F6F that was lots of fun if not quite such a good flier as the Linnet. He also gave his Keil Kraft Elf an airing. He's planning to build a new fuselage for the Elf as the current one is showing signs of wear & tear. I think I spotted his Tomtit measuring stately circuits of the hall as well.

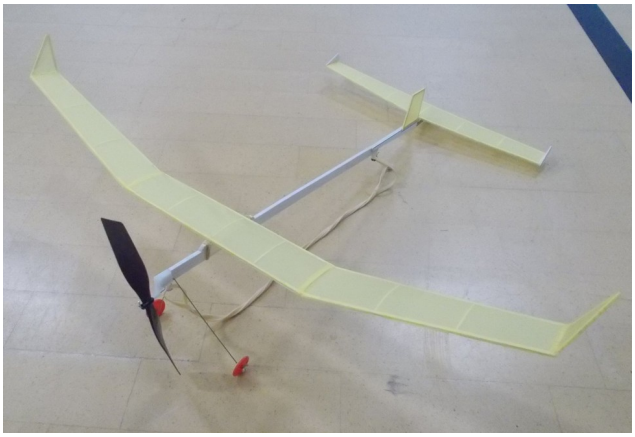
Frog Linnet
Photo: Staff



Guillows Profile Hellcat
Photo: Staff

John Foster

John was flying his BMFA Frog and an Ikara Avionette. Both were pootling around very nicely. John told me that, despite claims to the contrary in the Frog's build notes, it wouldn't ROG with the supplied strip which was *supposed* to be 1/8" and he had to supply some genuine 1/8" section.



BMFA Frog
Photo: Staff

Ikara Avionette
Photo: Staff

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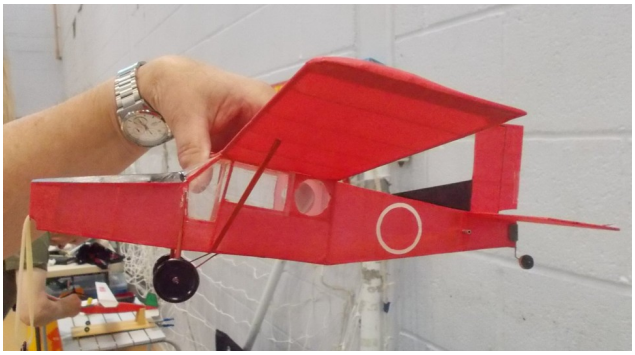
John Michie
John's Microaces DH2 was still giving him trouble, but his RC conversion of the Midair Models Barnfly and FF Penni helicopter were behaving impeccably. He also had an unmolested rubber powered FF Barnfly build with him.

Barnflies
Photo: Staff

John Winfield
John was tinkering with his Dumas Ryan M-1, and his verdict is that if you build one is to make sure you knock the weight out of the back and make provision for somewhere to put nose weight. His Stinson Station Wagon was floating around in a stately manner and he'd brought his Bostonian Turbo Porter with him, but I didn't see that airborne.



Stinson Station Wagon
Photo: Staff

Bostonian Turbo-Porter
Photo: Staff

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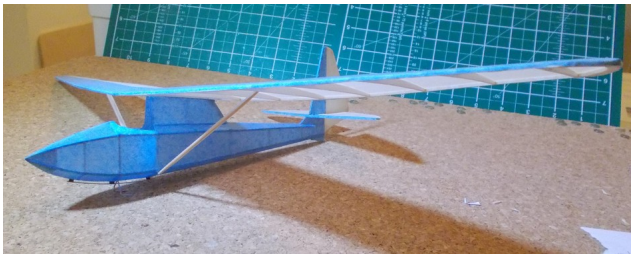
And after the Lord Mayor's show…

Lurk

I was trimming my Comet Howard DGA, tinkering with my No-Cal Lacey M-10 and, with Peter's help, testing a "new" winch that Rich Moore gave me for use with my version of Peter's Willow Wren. Both winch and Wren performed gratifyingly well, although a larger (higher) hall than Trinity might be better for indoor gliders. To my *utter* amazement the DGA actually flies. Not well and not for long (a ¾ circuit from hand launch is the best result so far) but well enough to guarantee me last place in the Dec. Nickel Event; which means I'm going to have to make the struts required to finish it off.

Comet Nickel Howard DGA
Photo: Lurker Industries



Willow Wren
Photo: Lurker Industries

Glider enthusiasts may be interested to know that the Willow Wren will be appearing as a free plan in Aeromodeller at some point.

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July 2022

Phew! What a scorcher! Another quiet session, but we have a couple of design triumphs to report. John Scates has sorted out his Razorback Thunderbolt's teething troubles and Andy Blackburn's British Aircraft Eagle MK I provided a minor miracle by turning in a near perfect maiden powered flight and being more or less completely trimmed by the end of the session.

July's Models

Steve Haines

Steve seems to have got his VMC SE5a sorted out. It's taken a while, but it's been worth it. He also brought along a very eye-catching Frog Tomtit which was flying nicely.

SE5a
Photo: Andy Blackburn

Tomtit
Photo: Staff

Tomtit aloft
Photo: Andy Blackburn

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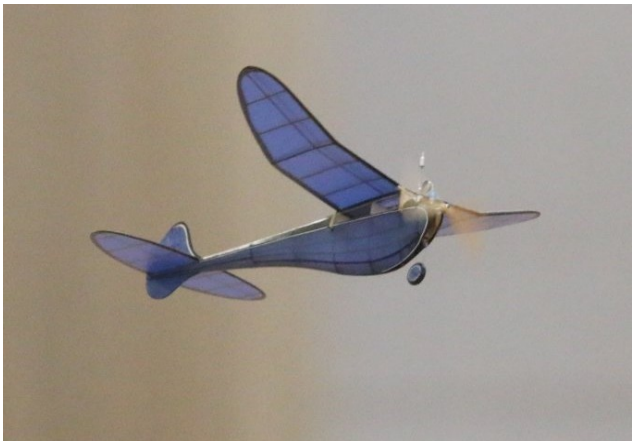
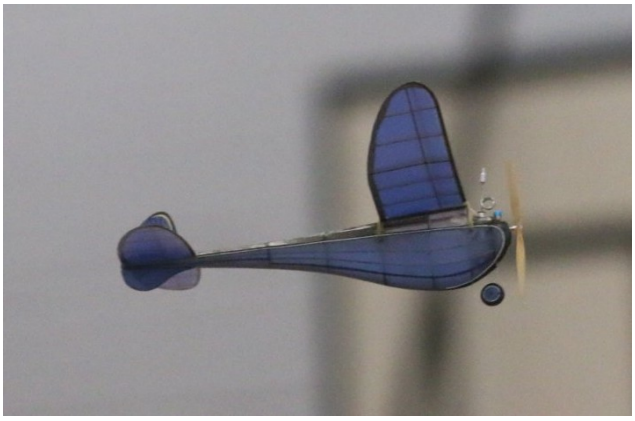
Gerard Moore

Gerard was flying all sorts of stuff, but it was particularly pleasing to see his pocket Skyrocket in action again...

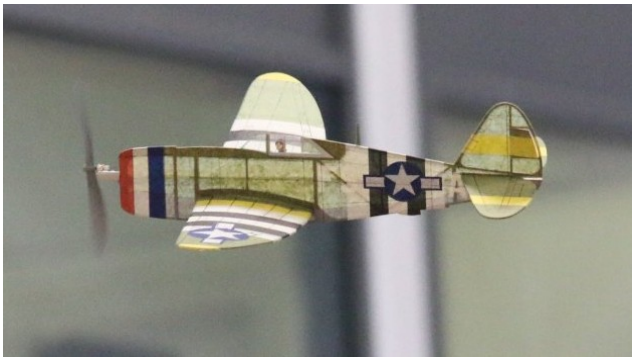




Photos: Andy Blackburn

John Scates

This was worth the wait. John's OD Razorback Thunderbolt in the air. When are we going to see a plan for this John?



Photos:
Andy Blackburn

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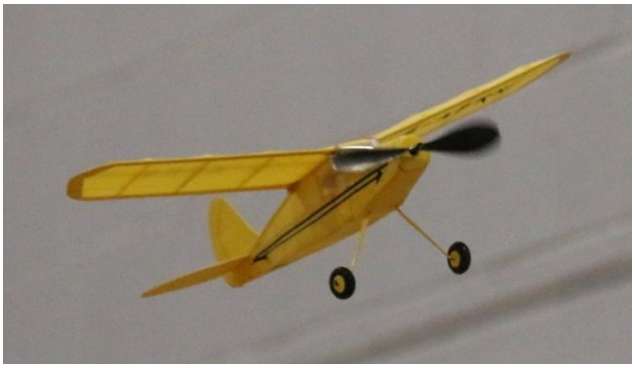
Dave King

Dave was playing (Playing!? Surely not?) with various models including his new Frog Redwing and his Nickel DGA. He reports that 2 loops of .04” strip *may* be the trick needed to get the DGA to climb. Spot the difference? There’s a definite Yellow High Wing Monoplane thing going on here.

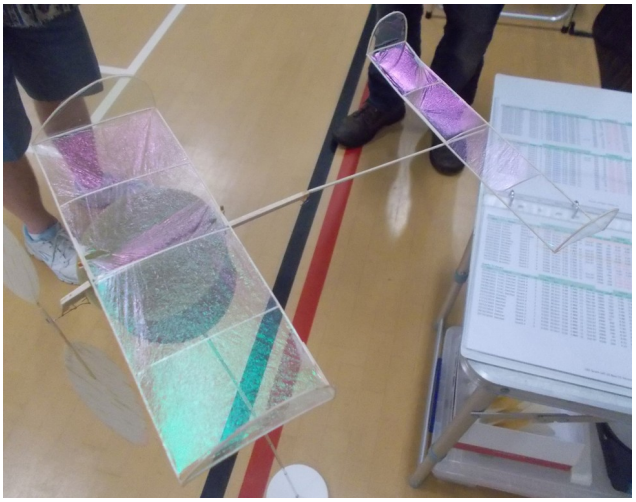


Frog Redwing
Photo: Andy Blackburn

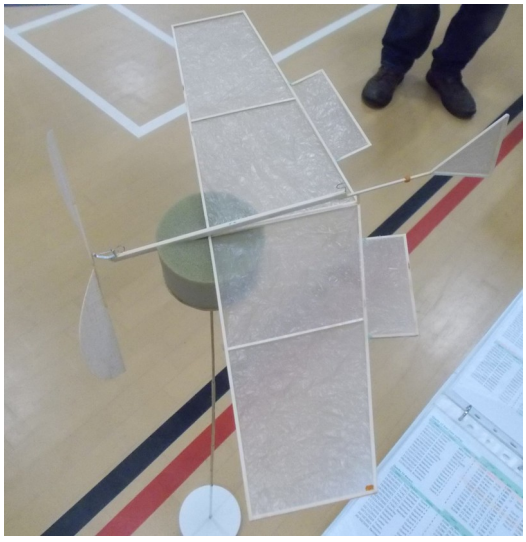
No.3, The Larch.. err Howard DGA
Photo: Andy Blackburn

Rob Funnell

Rob (like Ian) had more impossibly lightweight wonders with him including a Ministick weighing about 0.47g (yes that decimal point is in the right place) which has turned in flights of nearly 5 minutes (4’ 54”) and a Mike Thomas Waffle II built from a Jiří Kalina kit which will do well over a minute on the (4) ready made motors that come with the kit.



Ministick
Photo: Staff



Waffle II
Photo: Staff

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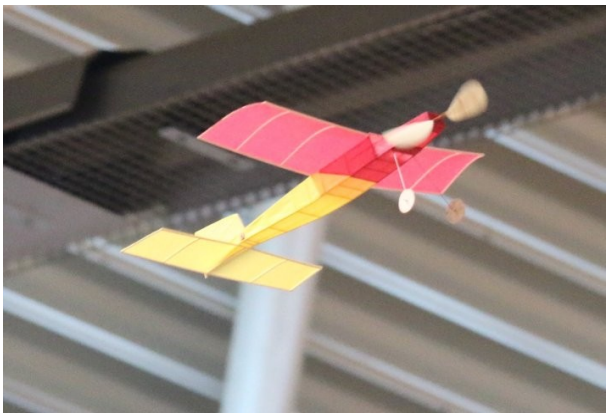
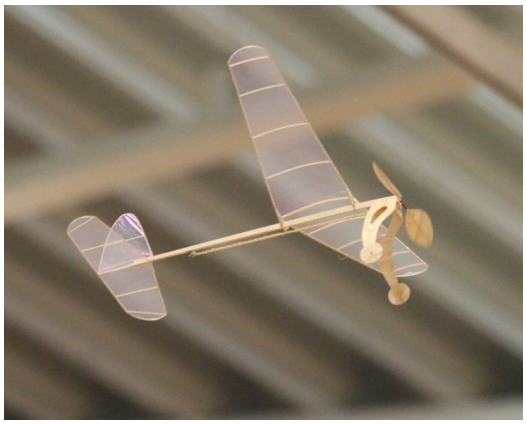
Ian Pearce

Can’t have an issue without a snap of one of Ian’s Legal Eagles, now can we?



Legal Eagle
Photo: Andy Blackburn



Phantom Flash
Photo: Andy Blackburn

John Foster

John F (like John S) *would* insist on sneaking flights in behind the back of the Press Corp so we didn’t get any high level airborne pics. of his BMFA Frog Naughty John!

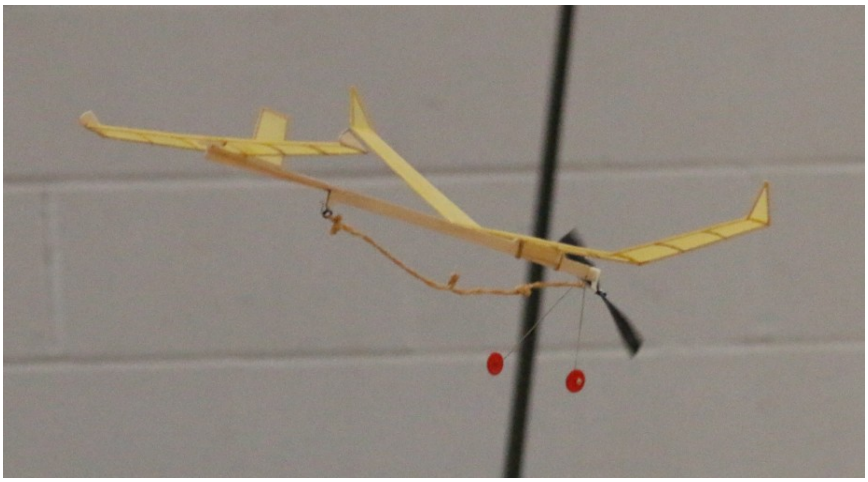


Photo: Andy Blackburn

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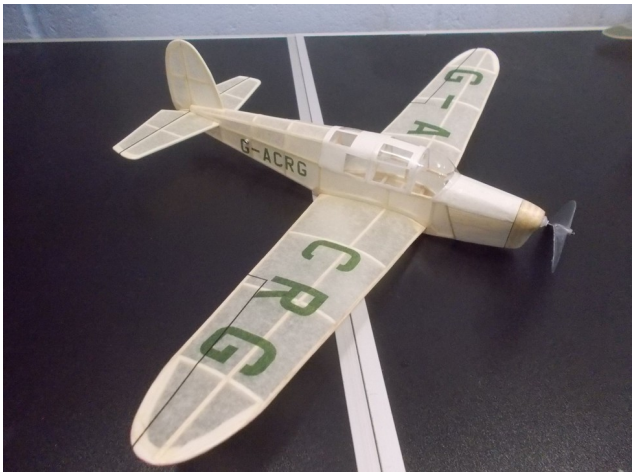
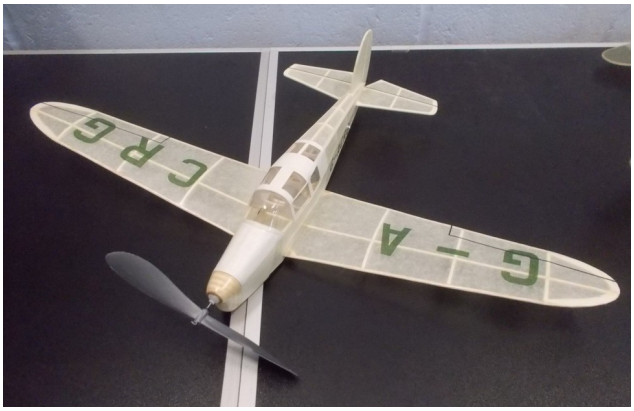
Andy Blackburn

Andy's new B.A. Eagle. There'll be more words by Andy later, so just enjoy the pictures for now.





Photos: Staff

Peter Smart

Peter's Hurricane banking in for a strafing run...

Photo: Andy Blackburn

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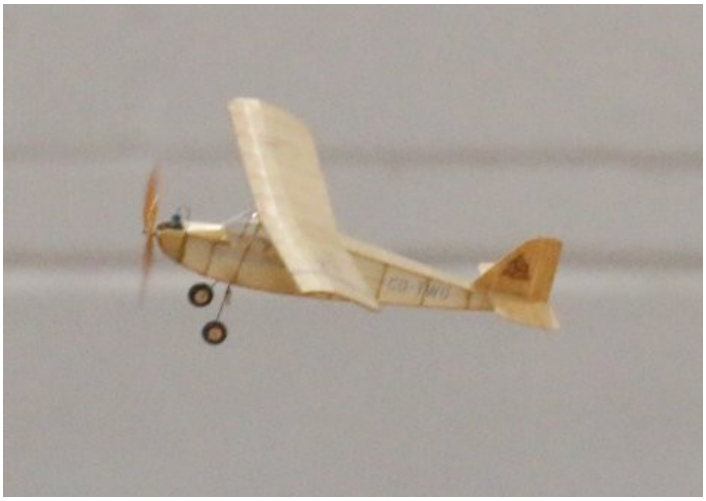
John Whatmore

John's been tinkering with his Gas Ghost since the last meeting to reseat the motor and fuel tank. He also tells me that he's found a good source of tiny screws for mounting small CO_2 motors, bulk bags of replacement spectacle screws, and that they make it very much easier to alter thrust lines.



The Gas Ghost
Photo: Andy Blackburn

Reg Bees

Another anonymous one from Reg, but I like models with polyhedral wings so you're going to have to learn to like them as well. Reg says this one is probably the best part of 50 years old and he's not quite sure how the glue is holding the joints together. Habit probably.

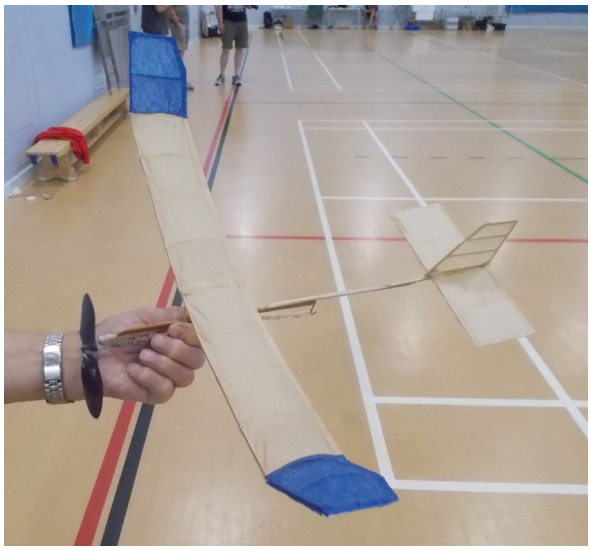


Photo: Staff

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Tony Calvert

This is Tony's Bostonian Bunny. I have no idea what the original type was, you'll have to ask Tony.

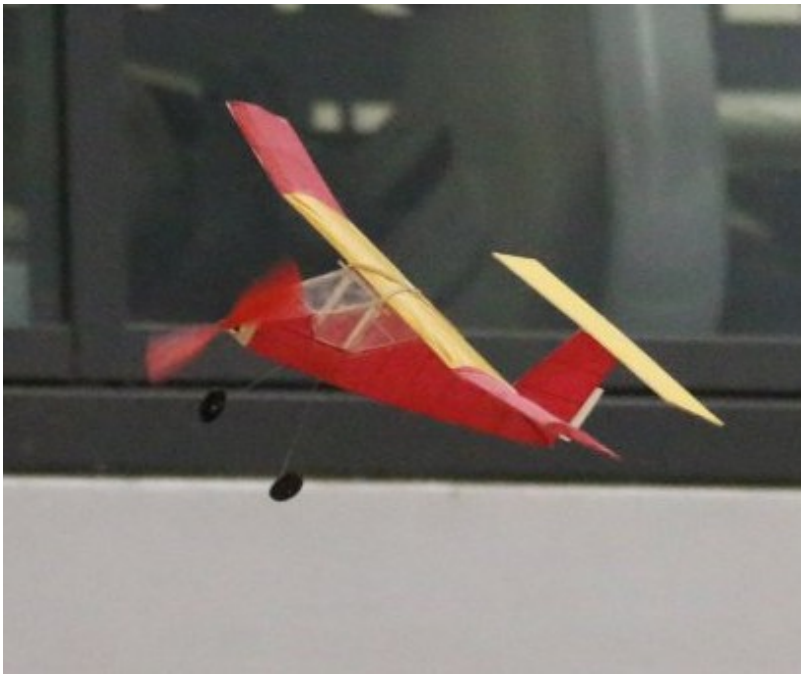

Photo: Andy Blackburn

Lurk

Yes, it *is* a No-Cal M-10 and yes, Andy *is* receiving counselling after having been made to photograph it.

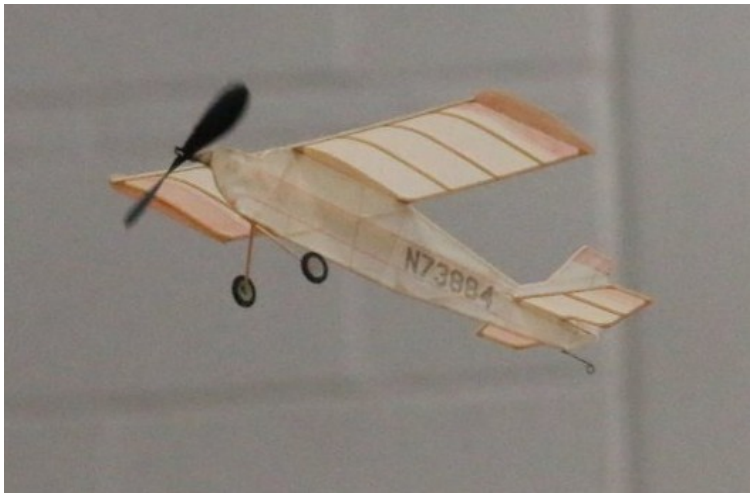

Photo: Andy Blackburn

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Nick Peppiatt. Lindsey Smith's Bequest

As you may be aware Lindsey very kindly donated his aeromodelling effects to SAM1066 for disposal to benefit the Society's funds. The sale of his propellers and some of his models at Trinity in June raised £42. He also had a considerable collection of CO_2 motors and offers are invited for the following: -

Ref	Motor	Capacity (mm^3)	Comment	Runner	Model Class/ Span
C4	Brown Campus A-23	23	Early model, SN 96, aluminium piping	Yes slight leak?	Peanut
C14	Brown Campus A-23	23	SN 1878. Copper piping. Leaky head seal replaced with size code 001 O-rings	Yes	Peanut
C8	Brown Campus Bee	70	SN 14. Leaky head to pipe seal, Size code 001 O-ring fitted between washer and black seal to fix.	Yes	20"
C29	Gasparin GM 63BB	63	SN 058.	Yes	20"
C12	Gasparin G160BB	160	SN 48. With con-rod no crankcase back cover.	Yes	28"
C1	Gasparin G160	160	No con-rod design-see AeroModeller May 2019.	Yes	28"
C2	Gasparin GM300	300		Yes	32"
C10	Modela	270	1988. Grey plastic crankcase aluminium cylinder plastic cup style piston. Appears NIB.	Yes	32"
C11	Modela	270	2002. Red plastic crankcase Gasparin type piston. Appears NIB	Yes	32"
C13	Telco	60	Mounted on firewall.	Yes	20"
C26	Telco	60		Yes	20"
C27	Telco	60		Yes	20"
C28	Telco	60		Yes	20"

The wingspans given above are a very approximate indication of the size of model the motor will suit.

If you are interested in any of the listed motors, please contact me at nickpeppiatt@hotmail.co.uk

A number of the Gasparins are still available from Old engine models bazaar - Gasparín CO2 engines (old-engine-model.com) in the Czech Republic, but the others, of course, are no longer manufactured.

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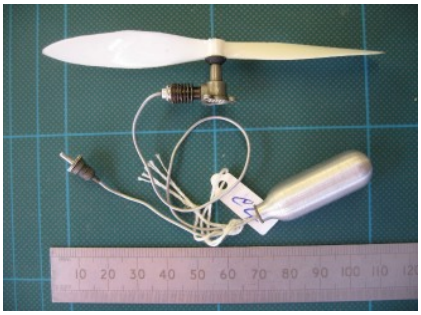
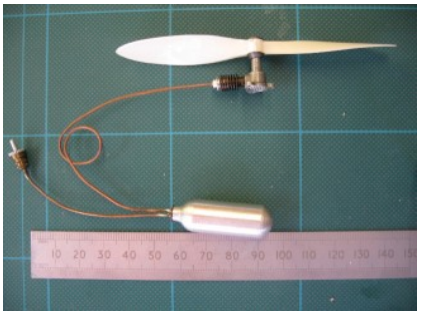
The above is not a complete list of Lindsey's collection. There are more Brown motors which require some work to get running properly. I have just spent an enjoyable hot afternoon attempting to fix some Brown Junior 0.005 motors (82mm^3 capacity), including chasing 3/32" dia steel balls around the shed. These were the motors Bill Brown produced in the late 1960s and early 1970s, and Lindsey's were in a tank-less state. Fortunately, there is a good selection of spare tanks. Somewhat to my surprise, I got two of them going and running happily – see last photo. No doubt, if I get stuck with the others, Gerard, our CO_2 guru, will help with his magic touch! He has already made wonderful jobs on a Powermax Shark twin, and a Humbrol Mach 2.

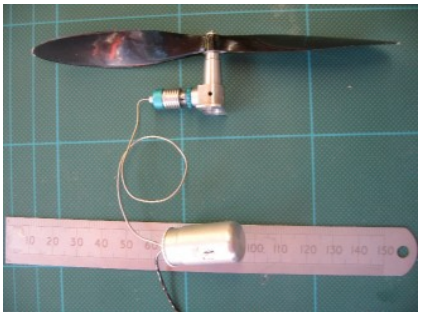


C4. Brown. Campus A-23 Aluminium tubing

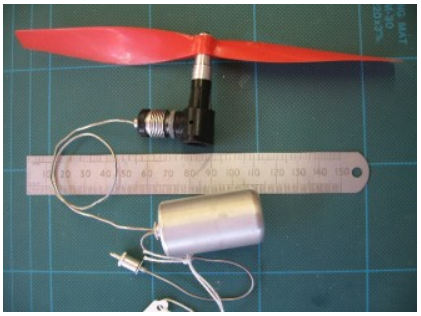


C14. Brown. Campus A-23 Copper tubing

C8. Brown Campus Bee



C29 Gasparin GM 63BB

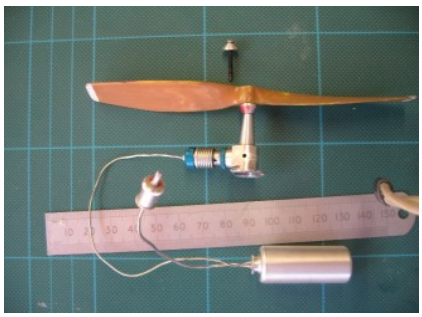


2 Gasparin GM300

C10 Modela

C11 Modela

C13, C26, C27, C28 Telco



C12 Gasparin G160BB

Photos: Nick Peppiatt

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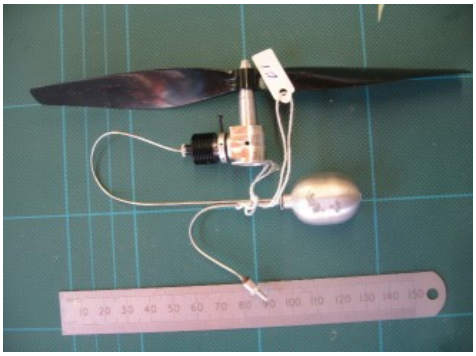

C1 Gasparin G160
Photo: Nick Peppiatt

Pair of Brown Junior 0.005 motors. Telco fillers have been fitted to suit my charger nozzles. These two are from the batch of 500 produced with Nylatron pistons around 1970.
Photo: Nick Peppiatt

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Work in Progress

John Whatmore

Inspired by the indoor scale nationals and a day out at Old Warden on the free flight line I decided to stop building fiddly little models and do something different.

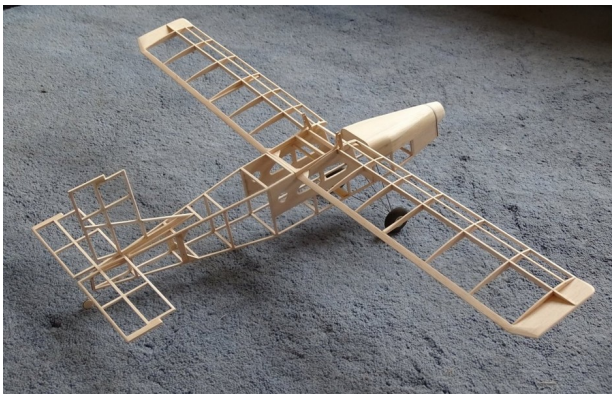
A subject I have always wanted to build is the Pilatus Turbo Porter. It's kind of ugly, but in a charming way.

In my stash I had an Airsail kit for a 28inch version that I bought years ago but never got round to. Now is the time.

The kit went together quite well but the die crushing was abominable, luckily the worst edges were hidden in the glue joints. There is no room for wastage as the kit contents are only just enough. I made very few changes to the basic structure only adding an extra small spar between the main spar and the leading edge to minimise tissue sag and sheeting in the first fuselage bay under the nose.

The kit contains plastic parts for the decking in front of the cockpit and the nose plug. I have never liked plastic and always replace the parts, so I sheeted the top decking and made a balsa block nose plug.

The finished bare airframe came out at exactly 29g (which surprised me) and after covering it added under 8g to give 36.1. I'm going for a full spray job (no printed tissue) so we shall see what the colour scheme adds. If I can get in under 40g then I shall be happy.



Photos: John Whatmore

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Dominic Lavender

In his capacity as Martin's R&D department Dominic has produced the first scale prop. for his dad's Fairey Firefly MK V / VI build . He's also very kindly taken the time to write the following brief introduction to 3D printing.

4 blade, 7x2 Fairey Firefly propeller with spinner.
Photo: Martin Lavender

Additive manufacturing, or 3D printing as it is more commonly known, has become far more accessible due to the rapid fall in the prices of 3D printers. Nowadays, a good entry level 3D printer can cost as little as £150.

The principal behind the process is deceptively simple. The printer extrudes molten plastic from a nozzle onto the printer bed creating the first layer. Cooling fans then solidify the plastic, the printer head is raised and prints the second layer on top. The process continues to form the 3D piece.

Software

There are two major steps before printing can begin, the first is the creation of a computer model of the part which requires a CAD (Computer Aided Design) application. One of the most commonly used CAD tools for hobbyists is Fusion360. The Firefly airscrew was created using this with the blades set up from a plotted aerofoil, varying the blade pitch & cross-section down the length of the blade.

The next step is to convert the model into layers by feeding the file into a "slicer", Cura is one of the most common, where you can prepare your 3D model for printing by setting print speed, material layer height and infill density. Once ready, it can be loaded onto a micro-USB and plugged into the 3D printer.

I bought my 3D printer 2 years ago and with little prior knowledge was able to get it up and running and started to print bespoke parts for my dad's model planes. Both Fusion360 and Cura are free to download and intuitive to learn.

Materials

The most common material for 3D printing is PLA(Polylactic acid). This comes on a spool and is fed into the printer, ready to be extruded. PLA is easy to print, doesn't require too high a temperature and is affordable. Other plastics are available and have different uses, for example PETG can withstand higher temperatures. Other types of plastic include ABS AND nylon.

LW-PLA(light weight) is one that I have used for model aircraft as it can reduce the weight by 50%, compromising on strength, so is ideal for aesthetic features but not propellers which require heavier duty plastic.

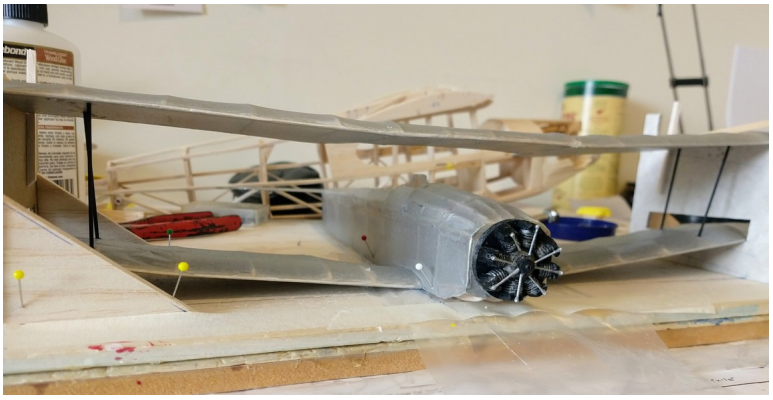
Limitations

While this technology has revolutionised rapid prototyping, modelling and testing it has shortcomings. A 3D printed part will never be as strong as an injection moulded part. The weakest point of a part is the layer adhesion. This means a part will be stronger in tension in one direction than another. Another big limitation is the time it takes to print. While adjusting settings can save a bit of time, 3D printing is suited to one-off production more than batch production.

If you have questions or are interested in a custom-made part, feel free to send me an e-mail message at dominic.lavender@outlook.com.

Dave King

No information from Dave other than it's a Veron Swordfish with a 40" span Keil Kraft Piper Super Cruiser skulking in the background.



Swordfish & Super Cruiser
Photo: Dave King

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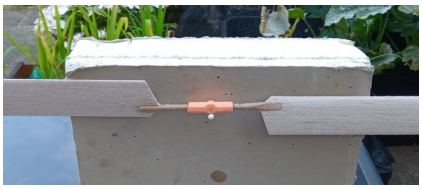
Martin Lavender

Autogyros have always held a fascination for me and many years ago I scratch built a 1/18th scale model of the C30A Cervia Autogyro for RTP, but frustratingly I could not get it to fly. In August 2000, I bought a copy of the Aeromodeller with a plan of the A7 RTP, started the project and... it was mothballed (we are all guilty aren't we!).

Fast forward to our first visit to fly after three years at Trinity, and the A7 had to be finished and flown, and using the lessons learnt, we could then try to get the C30A flying as well.

For this build Dominic has designed and printed a three rotor hub to take two small flanged ball races, as well as a small cylinder with a central hole for a pin to balance the rotors. Finally, I made an incidence rig to give an accurate negative 4° rotor pitch as per the plan.

I am also on the hunt for a scale drawing of the DH24. Based on the Puss Moth, it was de Havilland's only venture into autogyros. The only one ever built and flown still survives today in the DH museum at London Colney near St. Albans.



Rotor Balance, Rotor Hub & Incidence Rig
Photos: Martin Lavender

Cervia C30A
Photo: Martin Lavender

A7
Photo: Martin Lavender

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Mike Stuart

Mike brought his newly completed, but untested, Nieuport 27 to the June meeting. It's from Phil Smith's Veron plan with a couple of minor corrections to deal with some of the shortcomings imposed by commercial requirements when the kit was first produced. The most obvious change is the substitution of correctly sized wheels for those shown on the plan, so 1½" rather than 1". Mike also pointed out that the wing is much more like a Nieuport 17 than a 27, but he's content to live with that as it doesn't look "wrong" in quite the same way as too small wheels do. It's covered with silver painted Esaki. As I write this (mid June) he's waiting for calm weather to test it over some nice soft long grass.

Nieuport 27
Photos: Staff.

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Lurk

This was *supposed* to have been ready for the July meeting, but it didn't quite make it. It's the Dumas Ryan M-1, 18" span. As seen here the bits tot up to 25g. This makes me expect a doped and assembled weight somewhere close to 30g.

Photo: Lurker Industries

The kit's not bad at all. Two sheets of laser cut 1/16" with a generous amount of strip. The wood selection for both the strip & laser cut sheets is, of course, the usual commercially constrained compromise, but it is a good compromise. The tail parts & ribs are on the softer/lighter sheet and there's a good mix of soft & hard strip. If you build one you'll still, as John Winfield will confirm, want to pay attention to knocking weight out of it where you can, especially the tail & motor but you won't be forced to bin the kit wood and start from scratch.

Not many niggles and none show-stopping but, the strip for the wing LE was just barely long enough (it had a bend in it as well, but I doubt that's a routine failing), pine rather than balsa dowel was supplied for the motor's cylinders and I found the build notes less clear than those in other kits I've built recently. However, the notes were obviously written by someone with a sense of humour and an appreciation of the realities of our hobby. You'll find this in the section on trimming, "*If the model barrel-rolls sharply, check the rudder to see if it has warped, or pick up the pieces and go home.*"

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A-6 – Rob Funnell

It seems that the A-6 model I was flying has sparked some interest. Lurk has asked me for a photograph and a few words. As a newbie, I have no idea whether that hides any hidden threat...(*Think of it as... "encouragement". Ed.*)

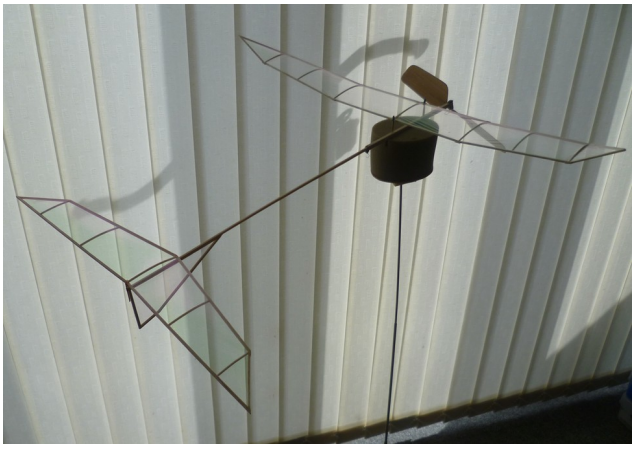
What became A-6 was 'invented' by Clarence Mather of the San Diego Orbiteers as a beginners' class of simple construction. It was later adopted by the AMA as a competition event. As usual, the experts soon started to find ways of getting the best out of the specification.

My model is a design by Andrew Tagliafico which he called Slugger. It dates from the late '90s. Mine was built in early 2015 and first flown in April of that year. Having had the inevitable repairs since then, it is rather overweight at 1.44gm airframe weight. Best times are 04:32 (low ceiling) and 06:06 (high ceiling).

With the high aspect ratio surfaces, I think it is an elegant model and cannot see why Andrew selected Slugger for a name. It reminds me of a Plume moth.

A-6 is not recognised as a competition class by the BMFA but was being considered at one time for the "challenge" event at the indoor nationals; hence my decision to build one.

If anyone would like more info, please e-mail me. Other commitments mean I can't be a regular participant at Trinity but bend my ear if I'm around.



Talgiafico Slugger
Photo: Rob Funnell

Common Plume Moth
Photo: Heath McDonald

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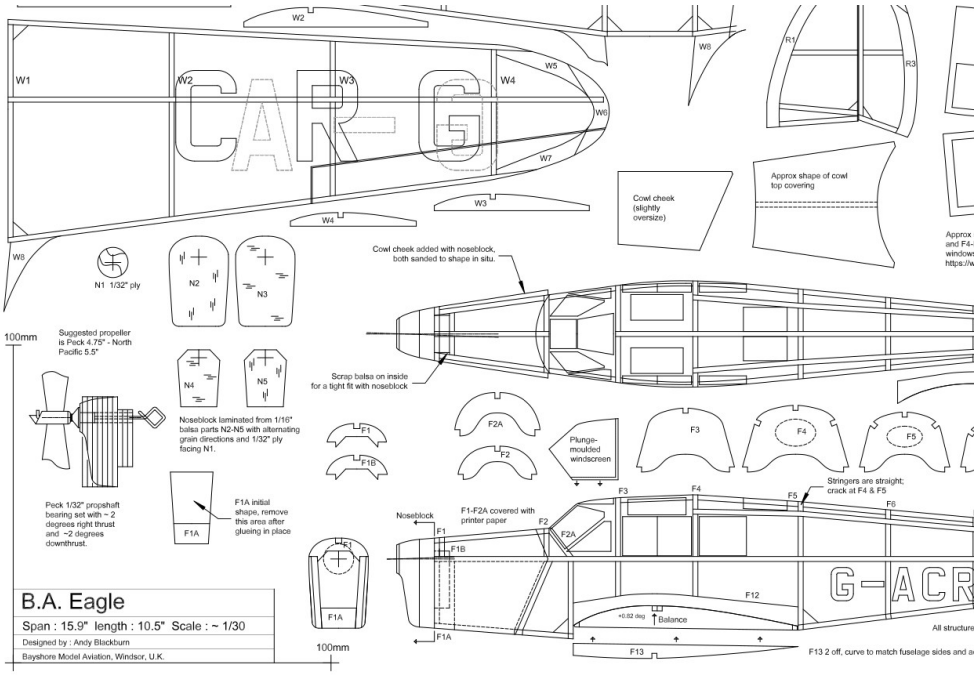
B.A. Eagle – Andy Blackburn

Andy's submitted the plan for his Eagle to Aeromodeller so we can't offer you a copy of it, but here's a taster of what you can look forward to whenever, wherever, it's published.



B.A. Eagle. Amuse-bouche
Andy Blackburn

The British Aircraft Manufacturing Company Eagle first flew in 1934; only about half a dozen Eagle 1s were built, the rest (including all the surviving examples) were Eagle 2s (37 built). The aircraft was very fast on a De Havilland Gypsy Major, and several were used for air racing. Most Eagles had a retractable undercarriage although G-AFAX had a fixed u/c.

I wanted to build an Eagle because I hadn't yet produced anything for the Golden Age comp in September (my first choice was rather complex and had a radial engine) and time was marching on; a Dime Scale model looked to be the best option because a) they don't take long to build, because there's no wood in them and b) they're light, because there's no wood in them...

I looked at the Megow dime scale plan on Outerzone but it's for a Mk 2 (the Eagle 1 prototype looks nicer, IMHO) and would require so many structural changes that I thought I might as well draw my own plan. I found a scale drawing on Wikipedia; converting it to a plan only took a few days, although the tail surfaces required a lot of enlargement. The build was done from the scrap-box and was really straightforward, the colour scheme (cream overall with green lettering) is something of a guess but looks quite good.

Flying was a bit of a surprise - it flew off the board with a short (10.5") loop of 0.080" and no adjustments; that's never happened to me before! Granted, it did need a tiny amount of noseweight and an extra 1/64" of downthrust to fly nicely on about 950 turns, but that's very promising. I think it needs a bit of washin (or a gurney strip) on the port wing to reduce the angle of bank and maybe slightly thicker rubber.

Contemporary Advertisment

The British Klemm Aeroplane Company was set up in 1930 to build Klemm GmbH L-25's under licence. It was renamed The British Aircraft Manufacturing Company in 1935. Although similar to Klemm designs the company's aircraft were designed independently, the Eagle by G.H. Handasyde. The MK I made its maiden flight in early 1934 and 6 were built before production moved to the MK II.

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Plan – Andrew Talgiafico's Slugger. Rob Funnell & Lurk

If you're interested in having a go at a beginners' indoor duration model other than a Gyminnie Cricket you'll find a full size (A3) plan sheet for the Slugger accompanying this edition. The brains behind this collaboration belong to Rob, Lurk was merely allowed to play with the crayons.

Rob has provided a few pointers, *knowing full well that we'll all do as we jolly well please*, to help you get started. The BMFA advice sheet for the Gyminnie Cricket, which has some helpful pictures that can be applied to Slugger construction is included as well.

"*Most duration fliers in the UK glue the posts to the motor stick and the tubes to the wing as it makes for easier transport. The tubes are supported by a small brace each side.*

Joints are all butt joints and need to be as accurate (new blade) as possible. They are pre-glued with a dilute version of your favourite adhesive, allowed to dry and then made with a dab of full strength.

I use aliphatic resin for all joints except any that I may need to adjust. For those, I use Duco which can be softened with acetone if adjustment is needed.

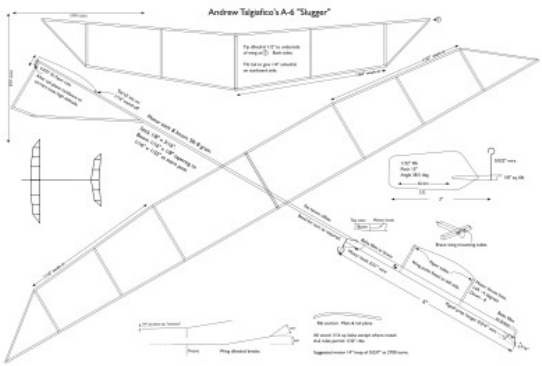
Aircraft this size don't normally need gussets but if they are used they are a diagonal rather than a solid triangle. You may also find a small 'biscuit' across the dihedral joints on the face of the spar.

If you've never made a pig tail prop hanger / thrust bearing then the video tutorial (link below) created by Alan Cohen some years ago is very helpful.

https://www.youtube.com/watch?v=IAnm1gXUyx4

Wire for bearings etc. can be obtained from any music shop, guitar 'strings'. The 'gauge' is equivalent to British S.W.G. Use plain steel not wound.

The only reason I can think of why .032 is specified for the prop-shaft on Slugger is to put some weight in the nose. I think mine uses 015."



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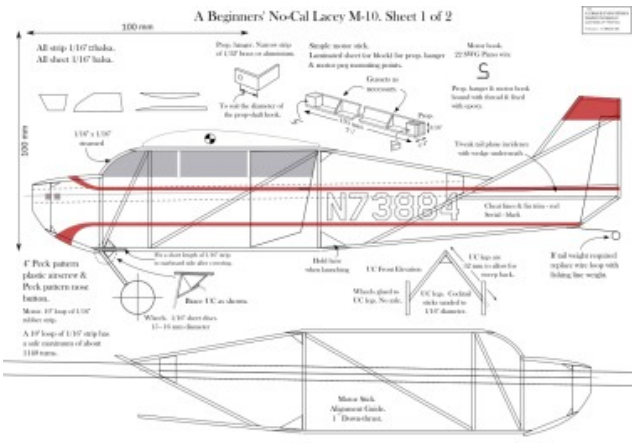
Plan – No-Cal Lacey M-10. Lurk

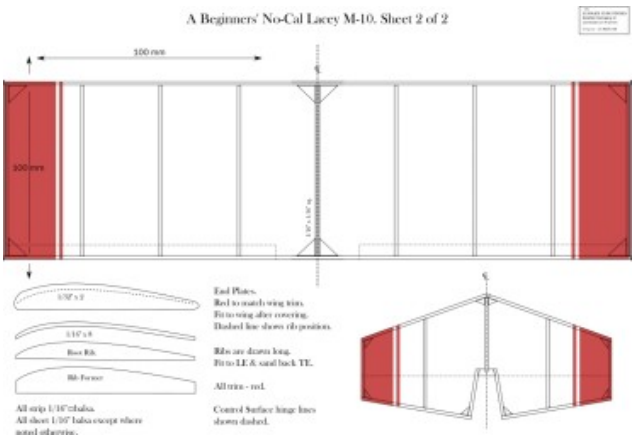
So why a Lacey M-10? A couple of reasons. Firstly, the M-10 really is a beginners' FF model. No dihedral, no complex or compound curves, *relatively* easy to trim and it flies well; there can be few scale subjects so well suited to inexperienced builders. Secondly, to get a rise out of Andy Blackburn who was twisting my arm last year to enter Dave King's No-Cal event. Andy, like many people, considers the Lacey M-10 anathema. Granted, it has a face only a mother could love and at large sizes, say a yard or greater span, it's *distinctive* look does not work to its advantage. However, at smaller sizes it is no less charming than, for example, a Turbo Porter.

The odd 11" span of this one is simply to allow for easy printing at home. A4 printers are more common at home than A3 printers and an 11" span model can be fitted very neatly on two A4 sheets.

With the suggested airscrew & motor the model conforms to the *original* Trinity Beginners' No-Cal rules and will turn in flights around 30s. This means it won't stand an earthly of troubling the podium in a duration contest, but it is good for a giggle. Even better, it will ROG; albeit more like a startled sparrow than an aeroplane. With a balsa airscrew and a longer, thinner motor I think you could get some decently long flights out of it.

A skin is provided for those that like printed finishes, but, in my opinion, a crayon finish is much more in keeping with the "Beginners" ethos of the project.





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Foreign Correspondence

Chris Moes of the Far Valley MFC, Sault Ste. Marie, Ontario sent some rather nice snaps of his new Curtiss Robin. Although it's not strictly an indoor model at 18" span it's easily a practical design for Trinity and as many (Most? All?) of us fly out of doors as well I thought they'd be of interest regardless of suitability for indoor use. Chris had this to say,

The "Tern Aero" walnut scale (18" span) model kits from USA of the early 1970s were of excellent quality, with gorgeous print wood in lieu of die crunch of the wrong grade which was so prevalent in US kits of this era. I built my first Curtiss Robin back in 1972 and powered it with a Brown CO_2. It was an outstanding and very stable flyer. This latest one, purchased recently on eBay, is rubber powered (as intended). I made a few test flights last week (Early May. Ed.), and am pleasantly surprised at how well it flies.

Tern Aero Curtiss Robin
Photos: Chris Moes

A number of Tern Aero's plans and a copy of a catalogue can be found in the Hip Pocket Aeronautics (HPA) gallery. The Robin isn't one of them, but it is available on Outerzone. For HPA see under Model Companies / Tern Aero at the link below. Ed.

www.hippocketaeronautics.com/hpa_plans
https://outerzone.co.uk/plan_details.asp?ID=4391

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Just Because

Mrs L, Sue, was sent this by a friend of hers. Sue thought you (and I) would be amused by it. I am, I hope you are.

Photo: Unknown photographer.
If you know whose it is please let me know
so that due acknowledgement can be made .

Anyone interested in a new precision event? Spot landings. I came back to my table to find either Doug or Gerard had landed a Ganagobie on it. There is coffee in that cup...

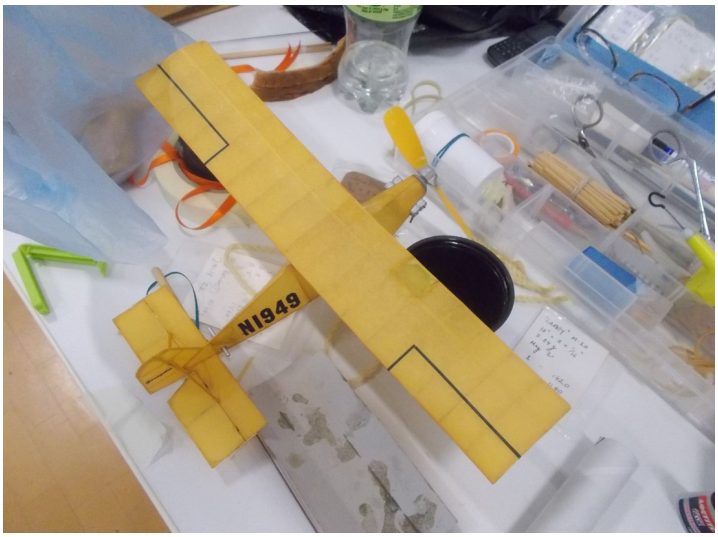

Photo : Staff

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A few snaps of parishioners launching their models…

Steve, concentrating on his technique.
Photo: Andy Blackburn

Ian, relaxed as ever.
Photo: Andy Blackburn

Peter, imagining he's in that cockpit
Photo: Andy Blackburn

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Newsreels

A short history of Comet https://vimeo.com/116295152

Courtesy of John Michie who found it while looking for information on Comet's Nickel range.

June

John Michie's RC Barnfly https://vimeo.com/721742517

Ian Pearce's Stinson Reliant https://vimeo.com/721743713

John Foster's BMFA Frog https://vimeo.com/721744184

Rob Smith's Bristol Scout https://vimeo.com/721746078

Mick Langford's VMC Tripe https://vimeo.com/721745169

Mick's Sopwith flies a lot better than is seen in the clip above, it's just the usual jinxing effect that The Lurker Industries Kinematography club has on models.

July

Andy Blackburn's MK I B.A. Eagle https://vimeo.com/730604961

This is the maiden powered flight! Yes, really. And here are couple of the (nearly) trimmed flights https://youtu.be/INsCfEN_4BA
Thanks for the space on your account Chris!

John Scates' No-Cal Thunderbolt https://vimeo.com/730605406

This is only a short snippet of a trimming flight and I can only apologise for not having more, but JS kept putting in sneaky unannounced flights.

John Whatmore's Gas Ghost https://vimeo.com/730605767

Steve Haines' SE5a https://vimeo.com/730606433

Peter Smart's MK I Hurricane https://vimeo.com/730606930

Ian Pearce's Phantom Flash https://vimeo.com/730607874

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.

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Any Other Business

Nothing to note for this issue.