

Trinity Newsletter – Issue N^o. 5, 2022



*Steve Haines' VMC SE5a
Photo – Andy Blackburn*



*Mick Langford's Bucker Jungmann
Photo – Andy Blackburn*

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Calendar

2022

Date	Session	Event
October 15 th	09:00 – 13:00	Rescheduled Golden Age CD – Andy Blackburn
November 19 th	09:00 – 13:00	Bostonian CD – Tony Calvert
December 17 th	09:00 – 13:00	Frog Junior CD – Lurk

2023

Date	Session	Event
January 14 th	09:00 – 13:00	
February 11 th	09:00 – 13:00	
March 11 th	09:00 – 13:00	Peanut CD Volunteer?
April 15 th	09:00 – 13:00	
May 20 th	09:00 – 13:00	Frog Senior CD – John Winfield
June 17 th	09:00 – 13:00	
July 15 th	09:00 – 13:00	
August 12 th	09:00 – 13:00	
September 9 th	09:00 – 13:00	Themed Scale. Fixed Wing Naval Aircraft CD – Andy Blackburn
October 14 th	09:00 – 13:00	
November 11 th	09:00 – 13:00	
December 16 th	09:00 – 13:00	Malmström Mêlée CD – Lurk

As other users of the hall may be given preference for the dates listed some meetings may have to be rescheduled.

We have enough interest to mark the Malmström Mêlée as confirmed.

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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 Alan Coppen, Laurie Kirby, Andy Blackburn, John Whatmore & Gerard Moore.

Trinity Indoor Flyers. Online Resource Hub.

Can’t be bothered to trawl back through dozens, hundreds, of e-mails looking for the current calendar or even a back-issue of your favourite scandal sheet? In that case you’re in luck, because John Whatmore has been busy and put together a website gathering together all sorts of useful odds and ends. It can be found at

www.bluebottlesquadron.com/html/trinityhub.html

The site has ...

- Meetings & Events Calendar.
- Parish Notices.
- Plans to Download.
- How to do it articles.
- Back issue of the news-letter.

And all in One Convenient Place. John will be keeping it up to date and if you’ve got anything you’d like to share with the rest of us send it to him and he’ll add it to the site.

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Forthcoming Events

Golden Age

CD duties will be Andy's sole responsibility as your editor will be holidaying on the balmy (Balmy? Late October? Aye, right.) north Kent coast in October.

Bostonian

Still time to build & trim something if you haven't already done so. If you're quick...

Comet Nickel

Unfortunately we don't have enough models to be able to run anything like a competition so the event won't take place. Mike has graciously allowed us to adopt Peter's suggestion of a Frog Junior event instead for December.

Of those built the only model which that flies well is Gerard's Speedster. Dave's DGA, which does fly, is perhaps best described as highly strung. As for the other known attempts that were made; Peter, *hem, hem* "retired" his Cessna, John's Speedster was floated out to sea on a burning longship and my DGA is a dead loss.

Gerard is declared undisputed champion & Dave runner-up.

Frog Junior

As this is short notice your editor will act as CD and the rules are extremely simple.

- Any model from the Near Scale Frog Junior series is permitted. See below.
- Winner is maximum total time for 3 declared flights.
- Each flight time rounded down to complete seconds.
- Any declared flight that fails to make 10s may be re-flown.
- Flight ends when the model hits any obstruction that terminates the flight or it lands. A flight is not considered to have ended after rafter or wall strikes if the model recovers and continues flying.
- No ROG bonuses.

Competitors may enter as many different models as they have the time and energy to build and trim. Eligible designs together with links to plans can be found here.

http://www.houseoffrog.co.uk/junior_plans.htm

Gratifyingly we already have several of the series flying and flying well.

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August 2022

Scorching hot August day, big outdoor events on elsewhere and *still* people turned up. Just goes to show, the cool kids (yes, yes not one of us under 50 and we wouldn't know "cool" if it bit us on the bum) know where the action is and it's not standing outside in a big brown field being burnt to a crisp!

New Faces

Alan Coppen, whom some of you already know, joined us this month. If his known accomplices and the models he brought with him are reliable indicators then Alan's another duration fiend, which is why it is so *strange* that he built a no-cal Lacey M-10 from the plan sent round with the last newsletter.

Events

No-Cal

Entries were up on last time, 6 rather than 5, but only 4 people were able to record times. Tony Calvert's Hellcat & John Winfield's Auster, both of which were flying well, suffered damage that couldn't be repaired in the hall, John's Broussard didn't want to cooperate at all and my M-10 decided to sulk when anyone showed it a stopwatch and I duly trailed in in last place. Almost everyone was getting strange mixtures of good flights and poor ones throughout the morning for no obvious changes to trim.

Results

Competitor	Model	Total
Andy Blackburn	Mitsubishi A6M-3	63s
John Scates	Republic P-47 Thunderbolt	47s
Mike Stuart	Kawasaki Ki-61 Hein	38s



L-R John, Andy & Mike
Photo: Staff

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August's Models

Laurie Kirby

Laurie had two new models with him, the Veron Auster AOP 9 and a Dumas Ryan M-1. There was a small gathering of M-1s and some family snaps of them can be found later on. His M-1 was tried at 33g, inc rubber, but Laurie thinks more nose weight is need as well as a tighter turn to cope with Trinity's boundaries. Of his Auster he wrote, *"The Auster looks promising. I've added a small extra nose weight this morning (Sunday following Trinity. Ed) and some right thrust to widen the circuit under power. I've also made a more a more powerful motor (I had 4 strands of 40 thou and I'm not sure how that happened – senior moment perhaps). Looking forward to the next session although may give them both a try outdoors first."*



Veron Auster AOP9
Photo: Staff

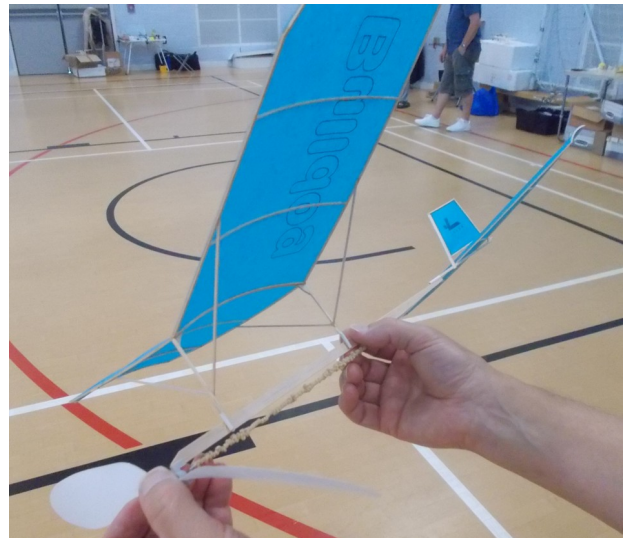
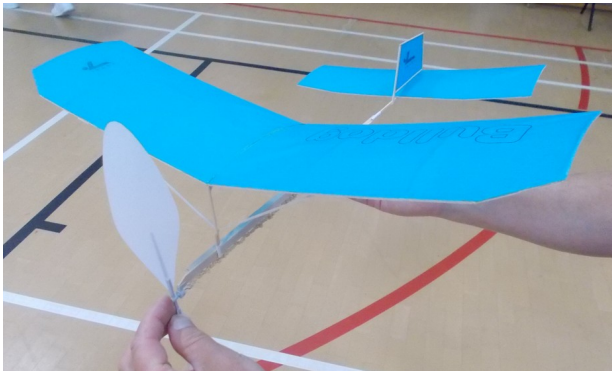


Veron Auster AOP9
Photo: Staff

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John Foster

John brought along his new Ikara Bulldog. He didn't get it flying properly this time, but he tells me that he made a lot of useful notes whilst trimming it and expects it to be airborne sooner rather than later.



*Ikara Bulldog
Photos: Staff.*

Andy Blackburn

Andy continued trimming his MK I B. A. Eagle. Since its last appearance it has gained a cheatline and canopy framing. Don't tell him I said this, but I do think it's a lovely little thing.



*BA Eagle MK I
Photo: Andy Blackburn*

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Gerard Moore

Gerard had a delightful little CO₂ powered Gunbus, of which I only managed to take a single out of focus photograph so I twisted his arm and he kindly supplied these...



*Gunbus
Photos: Gerard Moore*

John Whatmore

I know we've seen it before but his build of Mick Flack's Tiddler made a welcome return and it flew impeccably.



*John & his Flack Tiddler
Photos: Andy Blackburn*

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John Winfield

A couple of snaps of John's No-Cal entries; an Auster AOP & his build of John Whatmore's Broussard.



*Auster AO with a Miles Mohawk
skulking in the background
Photo: Staff*



*Broussard
Photo: Staff*

Martin Lavender

A slightly frustrating session for both Martin & Dominic. The HP-42 is still resolutely earthbound and a rotor blade got broken on the autogyro. However the Hellcat and MK V Spitfire were far more co-operative.

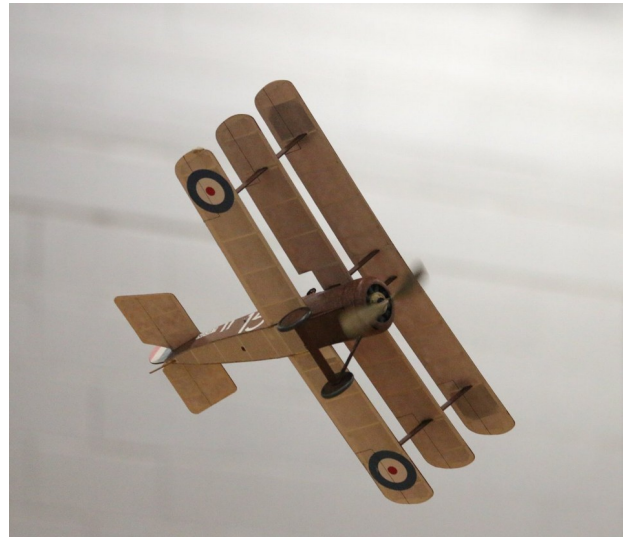


*Grumman F6F Hellcat
Photo: Staff*

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Mick Langford

On the FF side of things Mick was mainly flying his VMC Sopwith Triplane although I did see his Gyminnie Cricket stooging around quite contentedly. He also had a Frog Tomtit which he's converted to R.C. & electric power. It's a very happy combination, and there's some (rather blurry I'm afraid) film of it in action. See the newsreel section.



*Mick & his Tripe
Photos: Andy Blackburn*

Steve Haines

As well as putting his SE5a through its paces Steve was trimming his VMC Tiger Moth which is finished to his usual high standard.



*Tiger Moth
Photos: Staff*

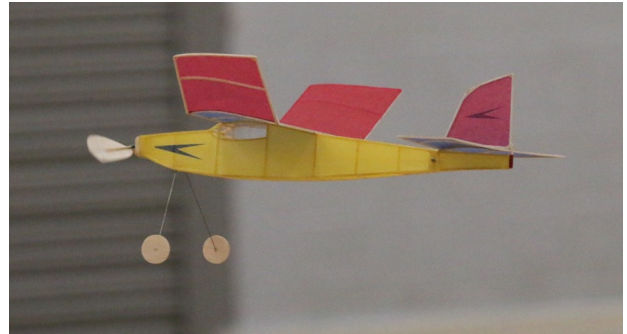
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Alan Coppen

Alan quite made my day by bringing along his newly completed No-Cal Lacey, he didn't get it flying but it brought a grin to my wizened old fizzog to see both it and Andy Blackburn's reaction to it. Alan had also brought along his build of Andy's No-Cal Me Bf-109G as well as his Prairie Pup, a BYO (?) and Legal Eagle.



Me Bf-109G
Photo: Alan Coppen



Legal Eagle
Photo: Andy Blackburn



BYO
Photo: Staff



Prairie Pup
Photo: Staff

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Nick Peppiat

As well as his μ RC models Nick was flying his Ganagobie, but I didn't get a chance to have a natter with him about it so I have no idea if he's satisfied with it yet. Any comments Nick?



*Nick's Ganagobie in action
Photos: Andy Blackburn*

Mike Stuart

Late on parade as usual, but he made up for it by bringing along his new Veron Nieuport 27 and trimming and flying it indoors. Andy managed to get some in flight snaps and there's a link to film of a later trimming flight in the newsreel section.



*Mike and his Nieuport
Photo:*

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Peter Smart

Peter had a couple of charming Frog Junior models with him and they proved to be straight-forward to get flying, however his BE2a had lost trim and would not cooperate at all. I *thought* I heard some muttered oaths, but it must have been my imagination as Peter is such a polite, well brought up young man that he would *never* say such things.



Pup in flight...
Photo: Andy Blackburn



...and at rest
Photo: Staff



Frog Junior Scamp
Photos: Staff

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September 2022

Very, very quiet this month, barely 15 in attendance. I suspect that had we been able to meet on the 24th as originally planned rather than the 17th then attendance would have been higher as some parishioners were off to other events at Old Warden and the Indoor Nats. at Daventry. On which, many congratulations to Ian Pearce for taking the F1L title.

September's Models

Not many new models this month. Most people seemed to be flying existing tried and tested ones or continuing to trim recent-ish models. However, Peter's Frog Junior idea looks like it has caught peoples' imaginations and there were 2 or 3 of those.

Steve Haines VMC Tiger Moth is pretty much there. It isn't climbing as high as he would like, but the flights are well mannered.

John Foster

John brought a couple of fun Ikara profile models this month. He tells me that the P-51 flies well, but (surprise, surprise) the Spitfire is not quite so co-operative. I noticed his Ikara Avionette putting in lots of nice flights.



Ikara P-51D
Photo: Staff



Ikara Spitfire MKI
Photo: Staff

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John Whatmore

John writes,

“The latest from the JAWs factory production line is a Bill Hannan profile Citabria. It’s all sheet balsa, 16 inch span and weighs a fraction under 12g (11.88). The scheme is of a Super Decathlon I found on the Web. The main colours are Humbrol spray can acrylic and the markings are from Sunnyscopa decal sheet. The wing sunburst had to be sprayed on as both attempts to get the decal sheet on ended up a twisted mess.”

John had the model flying pretty well at the meeting, but I believe he still wants to replace the fixed aluminium shaft bearing with one that can be adjusted to iron out a last little bit of porpoising the model was displaying.



*Citabria/Decathlon
Photo: Staff*



*Citabria/Decathlon
Photo: John Whatmore*

John Winfield

John turned up with two (count ‘em!) Frog Juniors. Keen type is our Mr. Winfield.

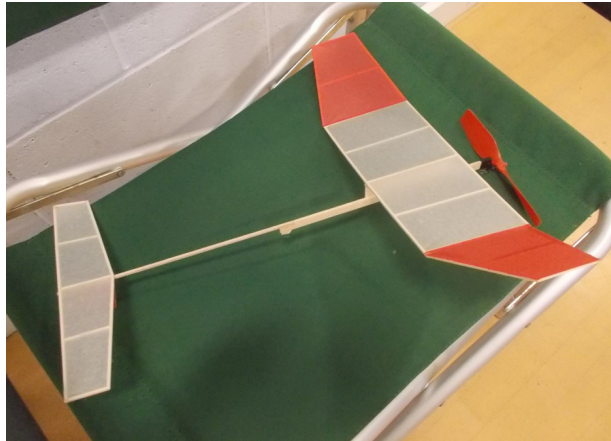


*A Sporty (left) & a Minnow
Photo: Staff*

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Ray Goodenough

Ray was flying a new Gyminnie Cricket in a crisp red & white livery. I know the scale devotees aren't impressed by them, but they are satisfying wee beasties to build and fly and Ray's was floating around the rafters quite serenely.



*BMFA Gyminnie Cricket
Photo: Staff*

Dave King

Dave is another who has had a go at a Frog Junior. His Scamp was flying consistently by the end of the session. Dave also seems to have got his Staggerwing sorted in time for next meeting's Golden Age although he did manage to split the, plastic, prop. in the process.



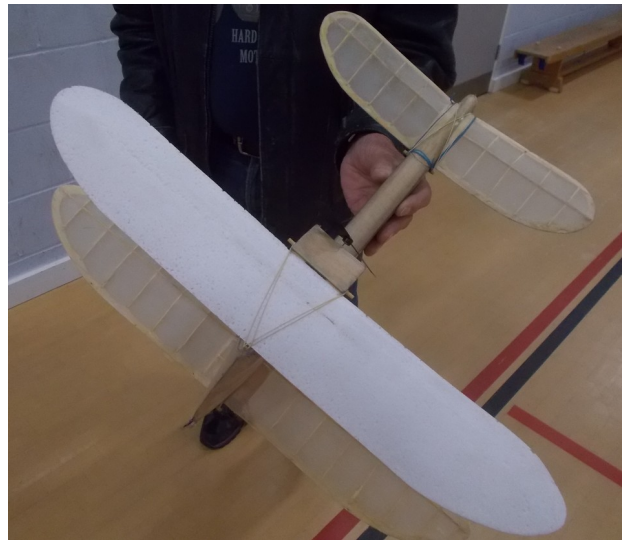
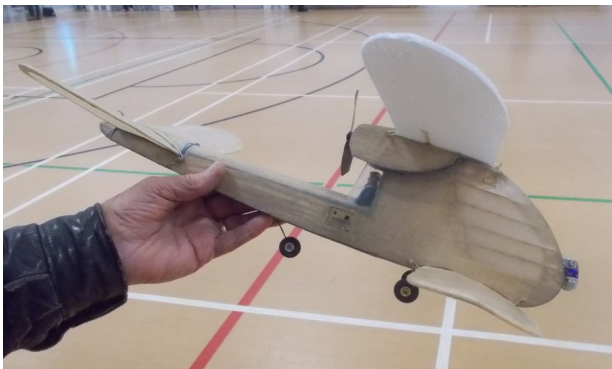
*Frog Junior Scamp
Photos: Staff*

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Rob Smith

Rob was on a bit of an archæological kick this month. He brought his electric powered McHard N^o. 9 Canard which he'd dug out of the loft. He had to bodge, err, sorry *craft* a replacement foam upper wing in a hurry to deal with a very bad case of hanger rot. When it flew, it flew well, but it was a little wayward at times and a certain amount of agility was required to avoid being hit. You can find the plan at Outerzone

https://outerzone.co.uk/plan_details.asp?ID=3400



McHard N^o. 9

Photos: Staff

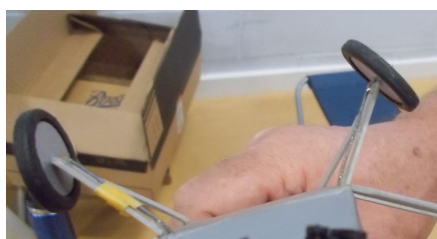
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Work in Progress

Lurk

The Ryan is *nearly* flying, thanks to some very welcome (and necessary) help with trimming from Andy, but although it's not quite there yet it is looking promising so this seems like a good point for a bit of a retrospective on the build.

As I wrote in the last issue of the parish mag. the kit is basically a good one. There was only one serious problem with mine and if I'd had my wits about me it wouldn't have been an issue. The wire supplied with mine was not piano wire, this has left me with a UC that wouldn't take anything other than a perfect landing which is no good at all for gymnasium trimming. I didn't realise this until after I'd tried a couple of test lobbs at Port Meadow a few weeks ago where the baked ground was doing a more than passable imitation of a gym. floor.



Buckled UC wires
Photo: Lurker Industries

As far as weight, goes an out of the box build won't be unduly heavy, but by using the (blindingly obvious) measures outlined below I kept mine to a built weight of 28.8g and trimmed weight of 31.5g without motor. Results so far suggest that at this sort of weight a 16" loop of 1/8" (dry weight 3.3g) will be adequate. I'm expecting the UC repairs to increase the weight slightly.

- Laminated outlines for tail & fin. I used 2 x 1/16" lamina. If I'd thought of it I would have used 3 x 1/32" which Andy suggested while we were trimming. I also increased the size of the tail-plane on mine in line with DeLoach's TVo calculation. The elevator & rudder were also hinged. The elevator hinges proved unnecessary.
- Replace the pine dowel for the motor with cardboard drinking straws, the cylinder heads being made from rolled black cartridge paper.
- Bring the motor peg forward one bay.
- Replace the 22SWG wire for the motor push-rods with 26SWG, likewise the tail skid. The tail skid can be made from a slightly shorter length of wire than that drawn – it doesn't need to project very far into the skid support.
- Replaced the 1/16" sheet UC struts with 1/20" sheet, or rather I sanded the supplied parts down to 1/20" thickness.
- Tail-plane struts were also sanded down to 1/20" thickness.

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- Replace the rear-most former which is shown as 1/8" strip with one built from 1/16" strip.
- Replace the 1/16" sheet triangular underside tail fillet/skid support with a strip of 1/20"
- Balsa disc wheels (2 x 1/32" discs with 2 x 1/32" hoops for tyres) instead of the kit supplied plastic ones.
- Aluminium tissue covered copy/prINTER paper rather than the supplied card for cockpit coaming and landing light casings.
- Soft balsa infill instead of supplied card for the nose.
- Scalloped the TE of the wing. Kits vary, but the strip for the TE in mine was quite oaken.
- Only one coat of 30% by vol. non-shrinking dope because it's only ever going to be flown indoors.
- Cut voids in the larger & harder sheet parts, including the back of the pilot's head rest, the front instrument panel and 2 of the 3 discs that make up each landing light lens.
- Removed most of the former that supports the nose side panels. It's main function is to get the side panels aligned correctly and once in they're in place it's pretty much redundant.
- A 6" VMC airscrew cut down to 5½". This was less about weight reduction than allowing for the possibility of ROG and the fact that the supplied prop. didn't look in the least bit convincing as a means of generating thrust.
- Finally, and this is verging on silly I know, I cut tissue lettering to replace the vinyl stickers that came with the kit and bored weight reducing holes in the tail skid fillet with 1mm OD brass tube. Neither of these alterations are likely to make any practical difference whatsoever, but I feel better for having having made them.



*Weight reduction measures
Photo: Lurker Industries*

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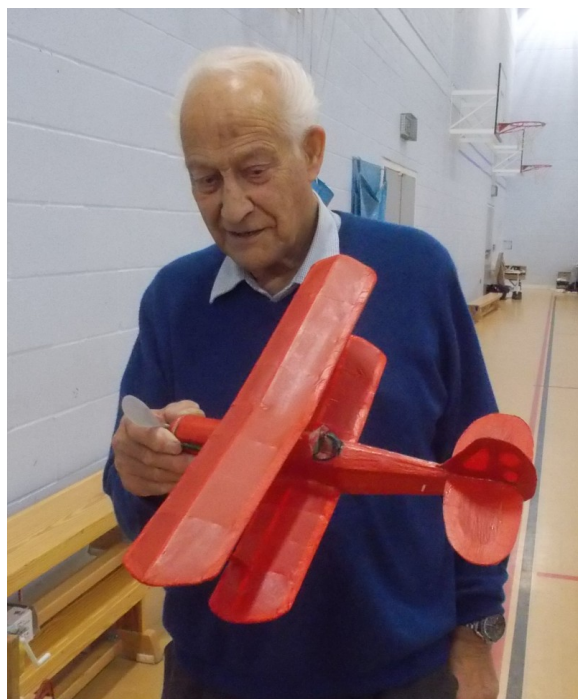
Just Because

A flight of Ryan M-1s



*Clockwise from bottom. John Winfield's. Lurk's, Laurie Kirby's
Photo: Staff*

*Clockwise from bottom. Laurie Kirby's , John Winfield's, Lurk's.
Photo: Staff*



*Reg, contemplating his Frog Tomtit
Photo: Staff*

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Newsreels

Mike S's Nieuport 27

<https://vimeo.com/741437247>

Mike is a far braver man than I. Trimming his lovely new Nieuport 27 indoors!

John S's OD No-Cal Razorback P-47 Republic Thunderbolt

<https://vimeo.com/741437885>

John F's BMFA Frog taking on Nick P's µRC Cessna(?) and winning!

<https://vimeo.com/741438455>

Alan C's No-Cal Prairie Pup

<https://vimeo.com/743161389>

Mick L's RC Tomtit

<https://vimeo.com/743971885>

Next time you fly this Mick I'll try to get it in focus.

Some blurry footage of Ray G's Cricket at the end of a flight.

<https://vimeo.com/751795293>

Sorry this is so blurry Ray, doesn't do the model any justice at all.

Dave K's Frog Junior Scamp

<https://vimeo.com/751794356>

Perhaps a slightly tighter circuit Dave?

Rob (The Assassin) S's McHard Canard

<https://vimeo.com/751796614>

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.

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Any Other Business

As noted above I won't be at the October meeting so I would be grateful for any notes and photographs that anyone can provide for the next newsletter.