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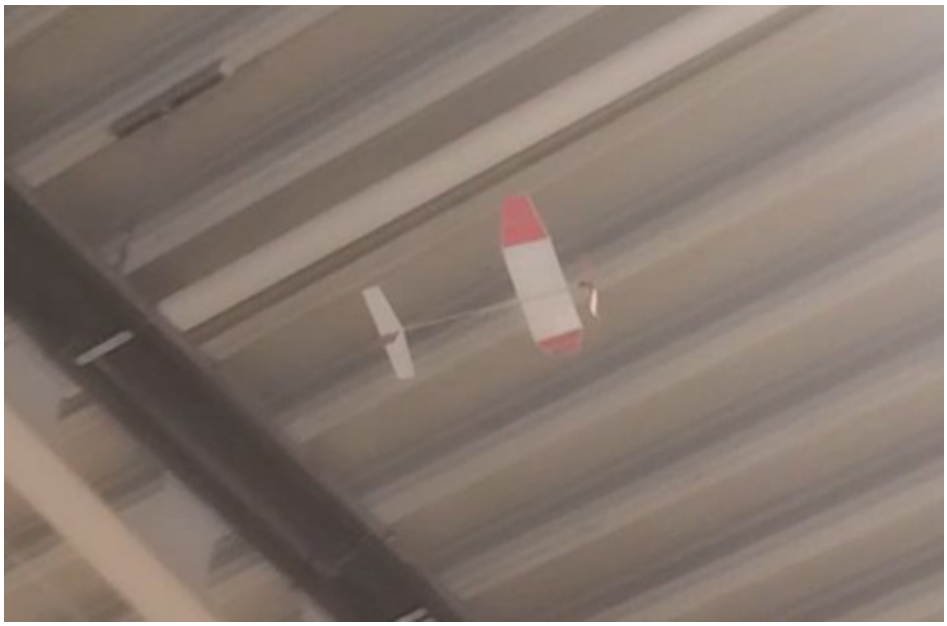

Ray Goodenough's Gyminnie Cricket
Photo – Staff

Laurie Kirby's Auster AOP
Photo – Staff

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Calendar

2022

Date	Session	Event
December 17th	09:00 – 13:00	Frog Junior CD – Lurk

2023

Date	Session	Event
January 14th	09:00 – 13:00	Bostonian CD Tony Calvert
February 11th	09:00 – 13:00	
March 11th	09:00 – 13:00	Peanut CD Volunteer?
April 15th	09:00 – 13:00	
May 20th	09:00 – 13:00	Frog Senior CD – John Winfield
June 17th	09:00 – 13:00	
July 15th	09:00 – 13:00	
August 12th	09:00 – 13:00	
September 9th	09:00 – 13:00	
October 14th	09:00 – 13:00	
November 11th	09:00 – 13:00	Themed Scale. Aircraft of the 1914-19 war. CD – Andy Blackburn
December 16th	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. Any changes will be sent out in e-mail

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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, Chris Brainwood, Steve Haines, Dave King, Andy Blackburn, John Whatmore & Nick Peppiatt. It'd be a very boring parish mag without other peoples' efforts.

Trinity Indoor Flyers. Online Resource Hub.

For back issues, plans and all sorts of other useful stuff point your browser at

www.bluebottlesquadron.com/html/trinityhub.html

If you've got anything you'd like to share with the rest of us send it to site creator & custodian John Whatmore and he'll add it in the appropriate place.

MI6½

Our international correspondent Mr. Smart reports that our Gallic aeromodelling confrères are enquiring as to the identity of, "Lurk". No reason has been found for this curious, *bizarre*, state of affairs, but should you be approached for information you can freely pass on the following picture from The Lurker Industries Aviation Cº. Ltd. Archive.

It is I, LeLurk!

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Forthcoming Events

December - Frog Junior

Quick reminder of the rules.

- 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

If you're planning to enter anything would you please let the CD know what you'll be flying beforehand so that he can get some of the necessary paperwork ready. Thanks.

Bostonian

This has been moved to January so there's another grace period to build & trim something if you haven't already done so. Look slippy now…

Spring '23 – Peanut

We're still looking for a willing volunteer to be CD for this. Any takers?

November '23 – Themed Scale. Aircraft of the 1914-19 War

As you'll have seen from the e-mail messages sent after the Oct. meeting by Andy in connexion with the bulk order of DPC kits the subject for the Themed Scale comp. has metamorphosed from Fixed Wing Naval Aircraft to WW I aircraft. The rules accompany this issue.

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October 2022

Unfortunately neither Andy (Media Editor, Porter & Pot Boy) nor Lurk (Editor & General Dogsbody) were able to attend so there are no pictures or reports for the October meeting. If you have anything you'd like to say about the Oct. meeting let either AB or Lurk know and it'll be tacked into the next issue.

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November 2022

Nearly all the usual suspects were in attendance and a good number of them took part in the Golden Age event which, thanks to Andy's hard work, went off very well.

Golden Age Competition – Andy Blackburn

The event seemed to go quite well, to my immense relief! We had a fair few entries which was pleasing.

> *Editor's note.*
> *The comp. went very well and many people have said how much they enjoyed it.*

The rules are summarised as

- Entries are restricted to aircraft flying between 1920 and 1935
- Everyone in the hall is invited to identify their top-three best models that are entered. This beauty parade gives a static placing (e.g. 4th).
- Flyers have as many flights as they want, the top two of which will count towards their flying placing (e.g. 2nd).

  The final marks are added together to get the final placing, just like traditional Peanut Scale rules. In the case of a tie, the model with the better flight score wins.

Results

Model Name	Flyer	Static Ranking	Flying Ranking	Final Rank	Notes
Korben Super Ace	Mike Stuart	4	1	1	Had a better flying score
D.H.Tiger Moth	Steve Haines	3	2	2	
Sopwith Pup (civil)	Chris Brainwood	1	6	3	Oops…!
Hawker Fury	Peter Smart	5	3	4	
Ryan M-1	The Lurker	2	7	5	
Beech Staggerwing	Dave king	6	4	6	
Miles Mohawk	John Winfield	8	8	7	
Fairey Swordfish	Dave King	0	N/A	N/A	Hors de combat
Comper Swift	John Winfield, proxy by AB	0	N/A	N/A	Withdrawn

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Prizes were handed out to 1st, 2nd, 3rd and last places and it was only on re-checking the scores the for submission to the newsletter that I realised that Chris Brainwood should have been in third place, not Peter Smart as announced on the day! Oh dear. This just goes to show that I can't be trusted with complicated spreadsheets, and I shouldn't be using the spreadsheet as a database anyway. I have, of course, made reparations to Chris…

L-R Peter, Mike, Steve and John
Photo: Staff

Observations

A number of things struck me during the course of the day so I've jotted them down here in the hope that they'll be helpful.

1. Rubber

Obviously, people are being quite careful about over-powering their models because they don't want to smash them into walls, so offered a choice between (say) 3/16" and 1/8" rubber they'll pick the smaller one, but this often means that the model won't fly very high, might not take-off and there are plenty of turns left after it lands.

The obvious solution is to install wider rubber but this is quite likely to require the use of an expensive rubber stripper and a box of (say) 3/16" rubber. Dave King has a bit more to say on this later in this issue.

2. Choice of Model

Aside from the usual remarks that kit models are eminently flyable if built very light (this usually means replacing the kit wood and may even mean using laminated outlines for tail components), it's clear that your average peanut-scale model will usually do better (often much better) on account of its lighter construction and relatively sparse structure.

3.ROG Bonus

I notice that many people (other than those with Peanuts) had difficulty gaining the 10-second bonus that comes with a ROG, and it has been the same story on previous occasions. I am therefore inclined to propose that in order to level the playing-field a bit, the ROG bonus should be discontinued in future.

> *My personal view is that this is a good idea. It means that models can be built wheels up and not be penalised which may encourage a wider choice of models because subjects with fragile UCs become competitive. It also leaves the entrant with a model that is fun to fly. Feedback on this point would be very helpful. Ed.*

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November's Models

Mike Stuart

As well as his Korben Super Ace Mike had a new Frog Minnow with him. He had this to say about how he made the wing,"*I laser printed the wing graphic onto tissue, fixed the printed tissue to balsa sheet and cut around the outline.*" As you can see it worked very well.

Frog Minnow
Photo: Staff

Korben Super Ace
Photo: Chris Brainwood

John Scates

John had an interesting Bill Hannan designed model of a Polish RWD-6. It's an aeroplane I know nothing about, but I caught sight of John's model flying several times and it seemed to be going well.

RWD-6
Photo: Staff

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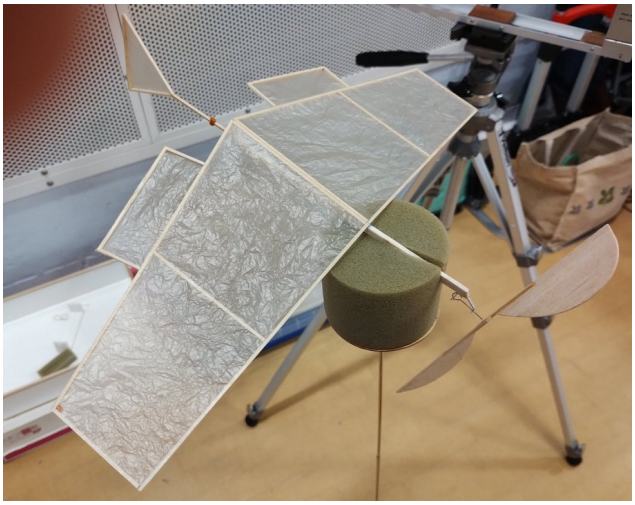
Rob Funnell

Rob was mainly flying his build of Jiří Kalina's Waffle, which has featured before, but it's such a delightfully good compromise between lightness and robustness it deserves to be seen again. It's slightly odd in that the motor is mounted above the motor stick rather than underneath, the wings are covered on the underside and the elevons covered topside, but these differences from traditional practice don't affect performance as can be seen from the link to a complete flight (1' 15") in the newsreel section.



Upside down
Photo: Staff

Right way up. Sort of.
Photo: Staff

Gerard Moore

Gerard had some interesting models with him, a Dornier Libelle, a Malmström canard and Viking. I'll let Gerard tell you about the Libelle & the Viking.

"*The Libelle is based on Walt Mooney's Peanut plan. Comparison to photographs online show it to be quite imaginative in terms of outline. To be a little more representative I did make the bow more pointy and gave it rounded wing and tailplane tips and also tapered the ribs towards the tips. The model is not new, built in 2012 for Gasparin G10 motor. It was underpowered and lacked directional stability*

I have put a new bigger motor in and added some cellophane windows between the cabane struts (as per the plan) and it now flies better. I should have really put Hobbes in the left hand seat as he is much more responsible.

The Mini Viking is an even smaller version of a Mini Viking published in Aeromodeller quite some time ago. The Viking was kitted by Cleveland in the U.S.A in 1940. It had a span of 48" and was intended to be powered by one of the then new "Midget" IC petrol engines.

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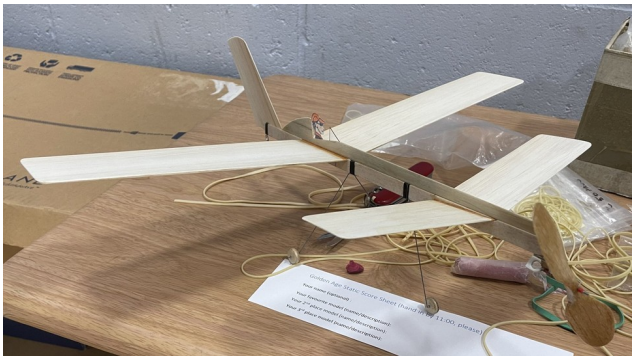
My Mini Viking was a gift and was built by Mike Watters. His Dad, John Watters published the reduced size design in Aeromodeller. Mike reproduced the same colour scheme as his Dad did. Span is 15" and it weighs 12grams. The motor is a scaled down Telco of 18 cubic mm."

Dornier Libelle
Photo: Staff



Malmström Canard
Photo: Chris Brainwood

"Cleveland" Mini Mini Viking
Photo: Staff

"Cleveland" Mini Mini Viking
Photo: Chris Brainwood

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Dave King

This was one of Dave's two entries for the GA event, a charming little MK I Fairey Swordfish. It was flying well, but some rotten swine put a wall in the way. His Beechcraft Staggerwing survived and it can be seen in the newsreel links at the end of the newsletter.

Fairey Swordfish MK I
Photo: Dave King

Fairey Swordfish MK I
Photo: Dave King

Mick Langford

Mick's immaculately turned out Cougar DM-1. Of course it's immaculate, it one of Mick's.

Cougar DM-1
Photo: Staff

Cougar DM-1
Photo: Staff

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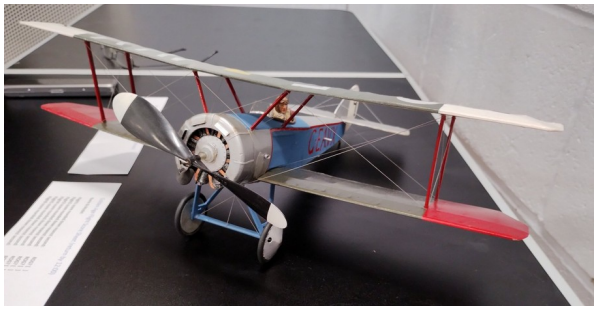
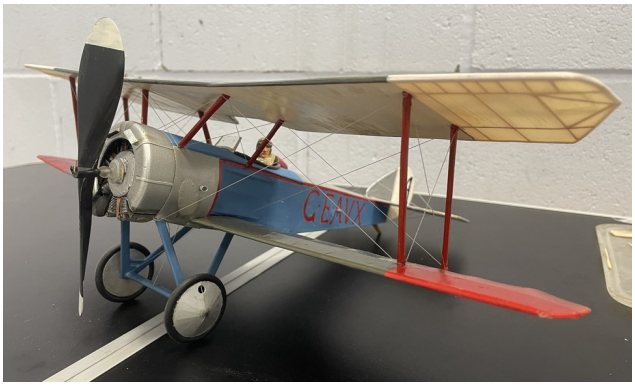
Chris Brainwood

Chris was flying his Sopwith Pup in the GA and his Piper Cub for fun. He did have his CO_2 powered Camel with him, but I don't think it was flown. The Pup went straight back to the repair shed having split a side panel because of rubber bunching. Chris has a cunning plan involving mylar to prevent this happening again. If only so he doesn't have to re-do the fuselage markings.

Piper Cub
Photo: Staff



Sopwith Pup (Air Racer)
Photo: Staff



Sopwith Pup
Photo: Chris Brainwood

The Artisan in his Workshop
Photo: Jan Steen (attrib.)

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John Foster

John was fettling his No-Cal Lacey M-10 and by the end of the session it was coming together. It still needs a bit of tweaking to sort out the last part of the flight, but that will come. I think this is John's first plan built model and you have to admire his bravery for choosing to start with i) a No-Cal and ii) something from that bunch of cowboys at the Lurker Industries Design Bureau.

While we were discussing the approved "Crayon" finish on his M-10 John drew my attention to Windsor & Newton's Brushmarkers. They're not cheap (about £3 each) but they look like they offer a simple, easy to use alternative to tissue printing for the creation of schemes for No-Cals

Lacey M-10
Photo: Staff

John Winfield

John entered his Miles Mohawk and Comper Swift (which was to be proxy flown by Andy) in the GA and he brought his new(ish) no-cal P-47 to trim.

Comper Swift
Photo: Chris Brainwood

Miles Mohawk and John's build of John Scates' P-47
Photo: Chris Brainwood

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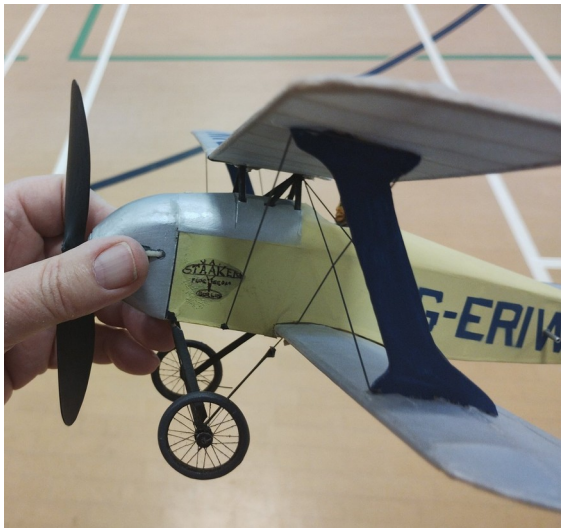
Peter Smart

Peter was tinkering with several models, but the two that caught my eye were the Hawker Fury which was his entry for the GA and the Flitzer-21. He's been working on the Fury (an own design) off and on for 4 years and although it flies well he's still not quite satisfied with it because it is a little delicate for indoor use. The Flitzer is an interesting one. At first glance it appears to be an early 1920s design and that's what I assumed it was when I saw Peter's model. It's not. It's a modern, well 1990s, pastiche or homage and it's well worth looking at the 'net for its history.

Flitzer -21
Photo: Staff



Flitzer -21
Photo: Staff

Hawker Fury
Photo: Chris Brainwood

Hawker Fury
Photo: Staff

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Steve Haines

Steve entered his VMC Tiger Moth in the GA and was trimming his recently finished Dumas Dauntless. Both models are eyecatching; the checkerboard finish on his Tiggie getting a well deserved high static placing in the GA and the blue of the Dauntless is one of the best tissue only matches to a painted scheme I've seen in a long time. Unfortunately the Moth didn't end the session unscathed and cabane struts got detached from the fuselage, the good news is that the damage has already been repaired.

Tiger Moth
Photo: Chris Brainwood

Post repair
Photo: Steve Haines

SBD-5 Dauntless
Photo: Staff

SBD-5 Dauntless
Photo: Staff

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Andy Blackburn

A couple of Andy's OD B. A. Eagle in flight. Andy was experimenting with motor lengths so what with running the GA and helping other people (*inc. me. Ed*) to trim models it took him a little while to re-establish a satisfactory trim. Andy now plans to hide the ballast inside and fettle the nose a bit more before seeing how it flies out of doors

B.A. Eagle MK I
Photo: Staff

B.A. Eagle MK I
Photo: Staff

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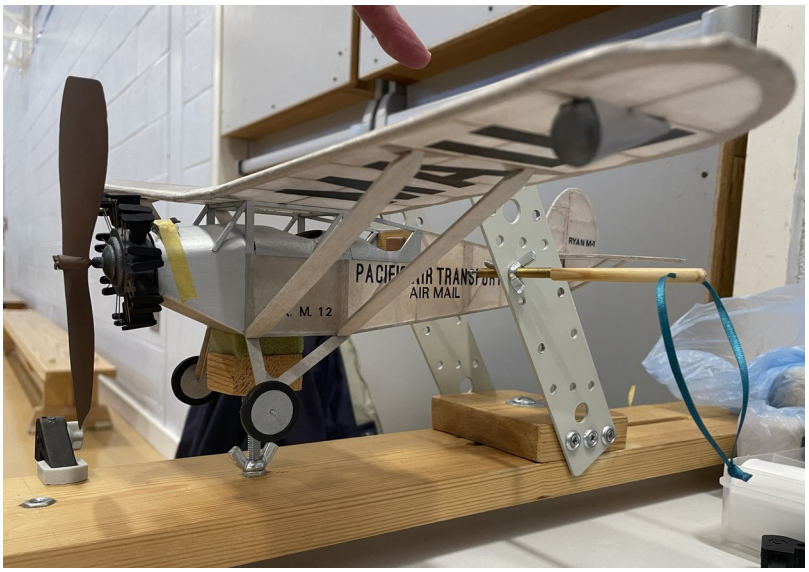
Lurk

Progress with the M-1 is best summarised as, “getting there”. There seems to be a definite reluctance for the design to circle, Laurie Kirby has found the same, his M-1 too shows a definite preference for straight line flight. What seems to work, so far, is about 2 degrees right thrust (a 1/64” shim gives a smidge over 2), the kit recommended 3 degrees down with the merest hint of deflection in a trim stab on the starboard wing and no rudder deflection at all. This gives a clockwise circuit. The current 1/8” (0.125”) loop isn’t powerful enough to give anything more than a *barest* 10s at 1200 to 1300 turns with no climb, but at 31.3g without rubber this isn’t surprising. I’ll try it with a loop of .15” to .16” come December and keep creeping up the section profile/strand count if needs be.



The Ryan sitting in the stooge between trimming flights
Photo: Chris Bainbridge

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The Indoor Duration Nationals 2022 – Rob Funnell

A personal view

In recent years, the Indoor Technical Committee (ITC) has had difficulties in finding a suitable venue for the Indoor Nationals at an affordable price and availability. This year we were unable to use our regular monthly venue at Thames Valley Athletics Centre owing to the hall being refurbished. Tony Hebb (ITC Chair) struck a deal to use Daventry Leisure Centre for the first time.

The event ran over 3 days; 16th – 18th September. Daventry offers a reasonable sized hall with a fairly tidy ceiling, which gave us hope that any models that did get caught in the roof metalwork would be easy to recover. The ITC considered that moving north a little would encourage a few extra flyers to come. In the event a couple of new faces arrived but two regulars had to miss for personal reasons.

To set the scene, 12 main events can be flown; 10 rubber & 2 glider, plus a "Champagne Flyoff" for a selected class. There is also an Overall Champion decided by a points system based on finishing position in the events flown and the number of flyers recording a time for each. This tends to favour winners of events with most entries. You also need a collection of well trimmed models for several classes!

Conditions in the hall were somewhat turbulent on the first day but improved for the next. It appears that the air in the venue is susceptible to variations in wind direction. With the exception of the 2 glider classes, the CD decided that self timing would be allowed, i.e. the equivalent of an 'honesty box'.

I flew, or attempted to, in 4 events but had issues with my models in 2 classes so concentrated on the other 2. Ian Pearce flew in 5 classes and put in at least 1 flight in each. N.B. Scores are total time of best 2 flights of 6 for the rubber classes; glider classes fly best 3 of 9.

My results were a 2nd in Living Room Stick (LRS) and a 3rd in Limited Penny Plane (LPP). Best 2 times were 04:27 & 04:32 for a total of 08:59 in LRS; 06:53 & 05:45 for a total of 12:38 in LPP.

Ian Pearce won 35cm (1gm) with 06:44 & 06:33 total 13:17 and was also 1st in F1L with 07:34 & 07:54 total 15:28. He also flew in LPP for a total of 10:46 for 7th. He only found time for a single flight in both Gyminnie Cricket (GC) & Legal Eagle (LE) so was not in contention in the end.

There will, no doubt, be more detail in Aeromodeller & BMFA News, so I will leave the full results to those. The results will also appear on the ITC part of the BMFA website.

I should mention the Saturday evening dinner which was held at 'The Narrow Boat' in Weedon. This venue is close to the Grand Union canal; food and service

were both excellent. All in all, a thoroughly good weekend; perhaps we could entice some of you to come?

Mistakes with a DPC Models Pfalz D.III – Andy Blackburn

Pfalz over Port Meadow
Photo: David Lovegrove

Some time ago (2017/2018) I built a DPC Models Pfalz D.III and whilst it eventually turned out to be an excellent outdoor model, I did make quite a few mistakes with it along the way. So, in the hope that it will help you avoid making quite so much of a hash of similar models, I offer this summary of what I got wrong together with a few suggestions on improving your chances of a building a successful model.

What's the Problem?

Basically, it's too heavy for comfortable indoor use. The empty weight was 22.4 grams (which sounds fine) but it required 9.6 grams of lead and plasticene in the nose – that's ***30%*** of the total empty weight. This means that it's very difficult to make it circle tightly enough to avoid hitting the walls, and it flies relatively fast so when it does hit, it tends to re-kit itself.

The Mistakes, in Order of Importance

Wood selection

The kit happened to have reasonably heavy wood which – in a rush to get building – I used more-or-less without change. What would have been better was to replace *all* the cut parts aft of the CG with light (5.5-6lb cu ft) balsa. The 1/16" square stringers were also quite heavy; it would have been better to replace them with light-ish (~7-7.5 lb/ft) 1/20" square.

Rear Peg Position

The Vintage Model Company's new design kits have their rear motor pegs placed much further forward than the Keil Kraft and Veron kits of yesteryear, often just behind the cockpit; this is because it's very good way of avoiding having to add lots of nose weight. The Pfalz did have the rear motor peg moved forwards, but not enough.

Paint from Spray Cans

The tail stripes and spiral pattern around the fuselage are black acrylic paint; I assumed that I'd be able to dust the paint on in a translucent layer, but unfortunately it all came out in a rush (as they say), so there's really too much paint aft of the CG.

Other Observations

There are a few other issues which might be of interest.

Meddling with the Dihedral

I didn't like the extra dihedral that had been added, so I reduced the dihedral slightly on both wings. Needless to say, the d*mn thing refused to fly properly until I put the dihedral back to what it said on the plan.

Propeller

I used a 6" peck propeller which, on a relatively heavy 16" span model was probably a bit too big. It would have been better to clip the prop diameter to 5.5 inches (or maybe even a bit less) which would have increased the prop rpm and therefore the climb, without having to upgrade the motor.

Undercarriage and Struts

The struts are balsa and are therefore susceptible to cracking or coming loose on a shock loading or even a "normal" landing on a hard floor, particularly the undercarriage struts. The only way I can think of reducing this is to add some suspension to the wheels so that it cushions the initial shock to some extent.

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Adding Additional Power – Dave King

I had been flying my KK Cessna and Piper Family Cruiser quite successfully at both Trinity and Berensfield. Each model was powered by two long loops of 1/16”.

In the summer I took both models, along with a couple of others, to Port Meadow. A warm, still morning, but both models were only circling about ten feet high (a tad over 3 metres for the younger readers!). I didn’t want to make up completely new, more powerful, motors as I knew i would want to fly the models indoors again. In both models I added loop of 40 thou of the same length as the original motor. The difference was marked. Both models climbed twice as high as they had originally. When I wanted to fly indoors again I simply removed the additional loops of rubber.

At the Golden Age competition my Beech Staggerwing was flying round at just above head height and did not have the power to ROG this was on a loop of 3/16” 2x hook to prop. It was only after the final flights were allowed that I remembered what I had done at Port Meadow. I didn’t have any 40 thou rubber left but I did have some 60 thou. I added just 1 loop of 60 thou, of similar length to the installed motor, and the transformation was remarkable. The Staggerwing took off and went up flying circuits close to the ceiling.

It does go to show that the percentage increase in overall cross area of rubber does not have to be great to have a marked difference in performance. In the cases in point the increase in rubber cross section was only about 30%. In the case of the Staggerwing I could reduce this 40 thou (25% increase in area) and get the same result because I could increase the total number of turns and still avoid the ceiling.

So, I shall be making sure that I have some thin rubber in future just in case I want to do some fine tuning to motor rather than making up a completely new, more powerful, motor.

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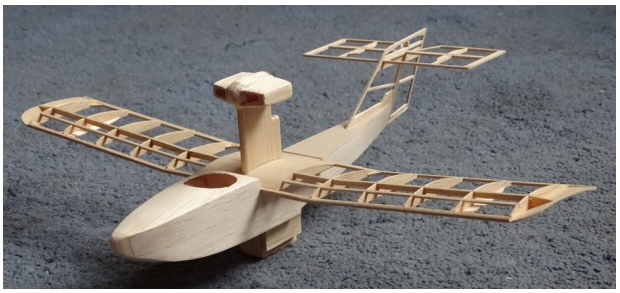
Work in Progress

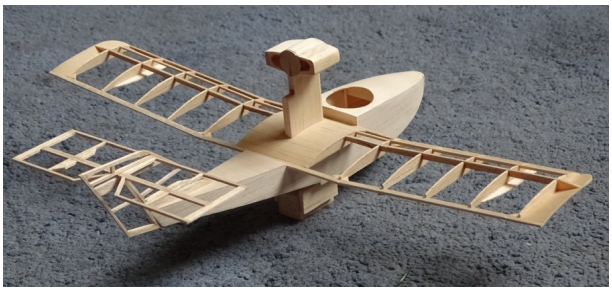
John Whatmore

The current project is a design by Bob Peck called an Osprey 1. The original is an 18 inch model for CO_2. I have reduced it to 13 inches (peanut size) and the weight so far is slightly over 7 grams. I had intended to use a Brown Campus A23 but, after having discussed it with Gerard, I'm going to try a Gasparin G14 instead. I have just got to carve one more wing tip float then it's ready for covering.

The power pod was a nightmare to build and I'm not happy with the results so plan to make another. The U.S Navy bought one example to test in the X program so I intend to finish it in U.S navy colours. Trimming promises to be fun with that high thrust line, we shall see!



Osprey 1
Photo: John Whatmore



Osprey 1
Photo: John Whatmore

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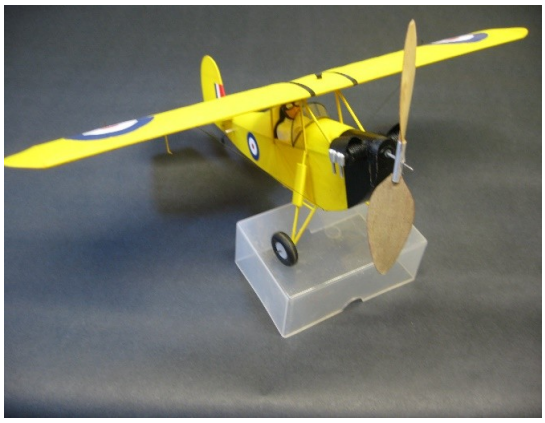
Nick Peppiatt

The short answer to the Editor's question about the Ganagobie in the last newsletter (2022_05) is no, I'm not satisfied with it, yet. It was quite recalcitrant at the recent October meeting – the side-thrust and rudder adjustments are quite sensitive. Although I had 'improved' the packing of the nose-plug to make it more stable, I still have not got the thrust-line quite right. The flying circles were either too tight or too large to avoid hitting a wall! If at first you don't succeed…….

I had a bit more success with my old Clutton FRED, which I am re-trimming for Super Sport rubber after a few years in storage. This was modified from the plans by Siegfried Glöckner and published in the September 1983 edition of AeroModeller

Ganagobie Peanut from Peck Polymers kit
9.2g without rubber



Clutton FRED Peanut
10.5g without rubber

My current building project is the Dayton-Wright RB-1 Racer, from the Jetco kit. This was from Lindsey Smith's collection, which was inherited by SAM1066. This intrigued me both because it was designed by Henry Struck and because it has a retractable undercarriage.

Henry Struck was a prolific American model designer, and is possibly best known for his 'Trail Blazers of the Air' series of fourteen rubber powered flying scale designs published in Flying Aces before WWII. These include a Cierva Autogyro, a Curtiss NC-4 Flying Boat and a Handley Page 0-400, in case anyone is looking for a real challenge!

The Dayton-Wright Racer is an interesting prototype with a number of novel features for 1920. It was designed as a racing plane with a monocoque fuselage and a cantilever wing built around a solid balsa core laminated with plywood and covered with linen that incorporated a mechanism designed by one Charles Hampson Grant (he of later Cloud Tramp fame) to vary its camber in flight by adjusting the angles of the flapped leading and trailing edges. It

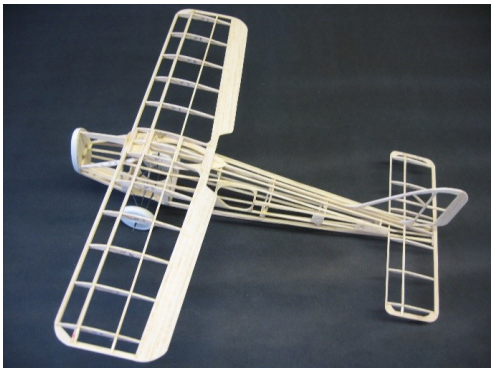
also had a very early example of a retractable undercarriage, the mechanism being later used on Grumman fighters. It was entered in the 1920 James Gordon Bennett Cup Race, piloted by Howard Rinehart (the 'R' of the 'RB'), but dropped out after the first lap because the left rudder cable failed.

Henry Struck's drawing is dated 1977, and he made use of the full-size adjustable camber wing to give the model an under-cambered section. The wood in the kit was generally light and firm, but I did replace the trailing edge flaps with some light 1/20" C grain. Lindsey had started the model by cutting out a number of the print-wood components, and they were all present in a polythene bag in the box. There was a vac-formed polystyrene sheet for the wheel halves, nose-plug and cowling. The only major change I have made is to replace the nose plug with a K&P adjustable nose bush, which I found fitted the nose cowling well. I have also added provision for a second motor peg position closer to the CG.

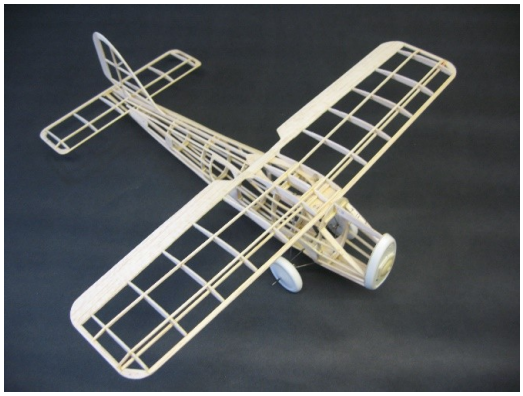
The Jetco models company of Brooklyn, New York was run by C.A. (Christine) Zaic, sister of Frank of Year Book fame.

This is a fairly heavy model, a weight of 0.8oz (23g) is quoted on the plans and it will certainly require outdoor trimming, at least, initially. The weight of the structure shown below is 12.5g

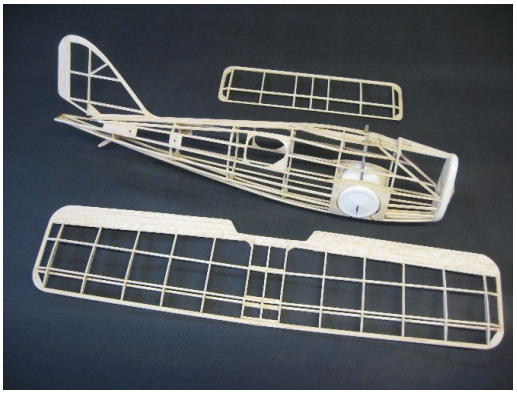
Jetco kit box for Peanut Scale Dayton-Wright racer. Easy to build??



Note the vac-formed cowl and wheels



Photos: Nick Peppiatt



Yes, the undercarriage retracts!

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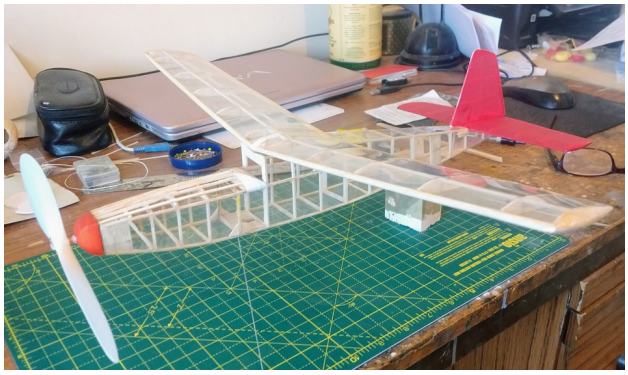
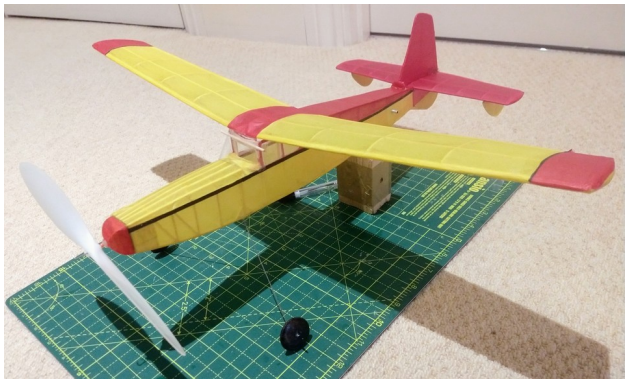
Dave King

Our Dave tends to the laconic in his reports, "*50% KK Gypsy, tissue over Mylar. Weighs 30.83 g before rubber. Now waiting for a calm day!*"



Keil Kraft Gypsy
Photo: Dave King



Keil Kraft Gypsy
Photo: Dave King

Martin Lavender

Over the years, I have tried (and failed) to attempt to install retracts into my RTP models. There have been three main hurdles, the first two are weight (with motor gearboxes),micro retract units small and strong enough to fit into the wings or nacelles, and the third is to keep the electrical side as simple and as lightweight as possible!

After many attempts, that are far too long to go into, I think we are getting there using a 9 gram 12 volt geared micro motor further reduced via some Lego worm gears and Lego mechanical clutch,(thanks Dominic for your donation of Lego!). However, Dominic has recently suggested that he could design and print off a gearbox (using SLA resin 3D printing) incorporating a worm gear and a micro friction clutch. The idea is to simply turn on the second circuit to wind the gear up (SLOWLY and scale like!) when the gear is up and locked, the clutch gear kicks in to stop the motor burning out and the circuit turned off from the controller. We then simply reverse the power with a double pole switch to wind the gear back down.

The plan is install our new system into the Westwings Fairey Firefly, but before that happens, I've part built a new fuselage and wing rig to test the whole system out before installation, and yes, we are going for it with a retractable tailwheel as well as scale four blade prop- so this model is as near scale as possible to this sorely missed airshow performer.

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Retract Test Rig
Photo: Martin Lavender

If successful, there are many other part built projects & refurbishments in the wings- the first being my Savoia-Marchetti SM.79C Sparviero Italian air racer which at 420g for a metre wingspan model, was on the heavy side in part to the three 52g motors that were used. However, I have recently found some excellent 12-24 volt motors on Ebay that are only 20g each! They're going to checked out on our test rig turning a scale 6x2 three blade prop that Dominic is designing and printing.

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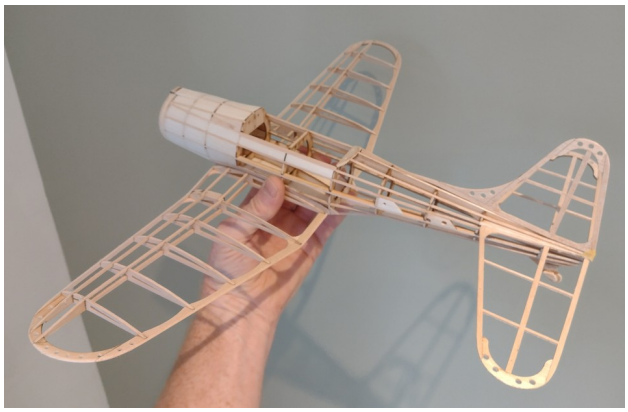
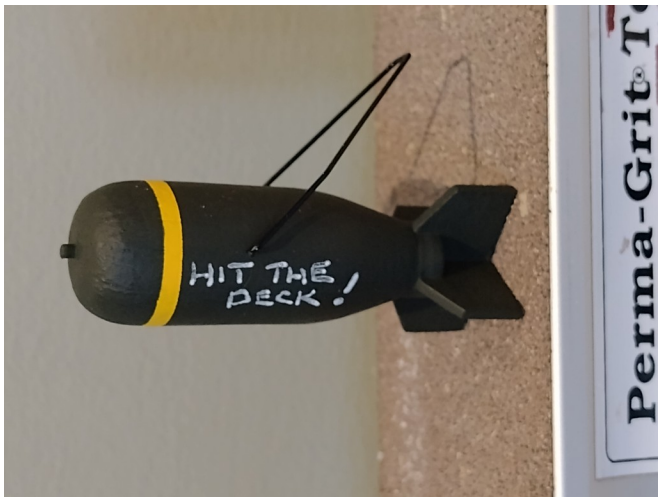
Steve Haines

Steve sent these notes and snaps as he was building his new Dauntless. *"I've lightened the ribs and I'm in the process of filling in the nose bay/area with balsa then hope to lighten as much of the structure as possible in the sanding stage."*

Tacked together
Photo: Steve Haines



About to cover. As seen 19.6g
Photo: Steve Haines



Ordnance
Photo: Steve Haines

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Just Because

Laurie winding his Auster
Photo: Staff

It's That Man Again!
Photo: Chris Brainwood

Mike winding his FROG Minnow
Photo: Chris Brainwood

Peter and one of his many BE2s
Photo: Chris Brainwood

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Newsreels

Rob's Waffle. Sit back and relax in a comfy chair with a cup of tea and a biscuit.	https://vimeo.com/772852481
Peter's Flitzer 21	https://vimeo.com/772853821
Laurie's Auster AOP. With bonus stray finger. Sorry.	https://vimeo.com/772854365
Chris' Piper Cub	https://vimeo.com/772854825
Mick's Cougar DM1	https://vimeo.com/772855222
John F fettling his no-cal M-10	https://vimeo.com/772953076
A showreel from Chris	https://youtu.be/Ks0ulxofQiY

John F's No Cal Lacey M10s
Peter's BE2c
Mike's FROG Minnow
Dave's Beech Staggerwing
Chris' Sopwith Pup
Gerard's new Viking built by Mike Watters and fitted with a scaled down Telco by Gerard himself
Mick's RC FROG Tomtit
Ray's Gyminnie Cricket

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

Nothing for this issue.