

Trinity Newsletter – Issue N^{o.} 2, 2022



*Tony Calvert's BMFA Frog – January '22
Yes, it was on the cover of the last issue, but now I know what it is.
Photo – Andy Blackburn*



*John Whatmore's No-Cal Broussard – February '22
Photo – Andy Blackburn*

Trinity Newsletter – Issue №. 2, 2022

Table of Contents

Calendar.....	2
2022.....	2
Parish Notices.....	3
Flying at Trinity.....	3
Contributors.....	3
Events.....	4
February 2022.....	5
No-Cal Comp – Dave King.....	5
February's Models.....	6
March 2022.....	10
Mad March Mass "Hainescat".....	11
March's Models.....	13
Just Because.....	23
Work in Progress.....	24
"The Perils of Rules-Writing" – Andy Blackburn.....	26
Calculating diagonal strut or spar length from plan – Lurk.....	27
Shirring Elastic – Lurk.....	28
Newsreels.....	29
Any Other Business.....	30

Calendar

2022

Date	Session	Event
April 16 th	09:00 – 13:00	
May 14 th	09:00 – 13:00	Bostonian CD – Tony Calvert
June 18 th	09:00 – 13:00	
July 16 th	09:00 – 13:00	
August 20 th	09:00 – 13:00	No-Cal Re-run CD – Dave King
September 24 th	09:00 – 13:00	Golden Age Scale CDs – Andy Blackburn / Lurk
October 15 th	09:00 – 13:00	
November 19 th	09:00 – 13:00	
December 17 th	09:00 – 13:00	Comet Nickel CD – Mike Stuart

Trinity Newsletter – Issue N^{o.} 2, 2022

Parish Notices

Flying at Trinity

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

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

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

Contributors

Thanks to Dave King, Ian Pearce, Mike Stuart, Andy Blackburn, Pete Heywood, Steve Haines, Lionel Haines, Chris Brainwood & Colin Hutchinson for their help putting this issue together.

Trinity Newsletter – Issue №. 2, 2022

Events

May Bostonian

Time and tide wait for no modeller. Get those builds trimmed.

August No-Cal

This will be a re-run of the February event and the much coveted, Major Cadwallader “Golden Moustache” is up for grabs again. See below for more info.



Golden Age

I've already seen 3 or 4 models flying and flying well at that.

Comet “Nickel”

A steady trickle of models is coming off the production line and are being trimmed so I'm hopeful that we'll see a good level of support for the event.

Updated Event Rules

Updated rules for both the No-Cal & Golden Age comps are attached. They replace any existing copies of the rules you may have which should be discarded.

Trinity Newsletter – Issue №. 2, 2022

February 2022

Intrigue! Gamesmanship! Skulduggery and low cunning. Yes, aeromodelling has it all and nowhere more so than the cut-throat, devil take the hindmost field of no-cal competition. Want to know more? Read Dave King's report on the No-Cal event and Andy Blackburn's ~~whinge~~ reasoned analysis on the difficulty of writing air-tight competition rules.

We welcomed another new face, Ian Pearce and as penance he's already been made to come up with a few sentences for the Parish Mag. Welcome Ian and thank you.

I'm afraid the coverage of the Feb. meeting is a bit thin as I wasn't able to attend so thanks are due to my stringers (See what I did there? No? Oh, well.) for what we have.

No-Cal Comp – Dave King

Despite a good turnout of fliers there were only a disappointing 5 entries into the competition, so thank you to those that entered.

Entrant	Model	Time min:sec
Colin Hutchinson	Buzzard Bombshell	3:08
Andy Blackburn	Mitsubishi A6M (Zero)	2:12
	Bf 109G	2:09
Tony Calvert	Grumman F6F (Hellcat)	1:37
John Winfield	Westland Lysander	0:47
Mick Langford	Kawasaki Ki-61 (Tony)	0:20

After the competition it was realised that Colin's winning model wasn't quite within the rules as the propeller used wasn't a permitted type. Nor was it a of, "a full size" aircraft as is commonly understood, it was a model of a "model". However it has been pointed out that in a very strict, narrow and legalistic sense of the rules, that this could be allowed. (*Legal opinion can be obtained from The Editor. For a fee.*)

As a result of this we have decided to hold the competition again at the August meeting, which should enable many others to make a model to enter. The rules have also been updated to reduce the room available for inventive and creative interpretation.

Another result of that day's event was a proposal that we hold a No-Cal competition following Colin's lead. That is a a 16" model of a model. As there will, no doubt, be entries of 16" Wakefield or Coupe models I would suggest that in this comp there is the usual bonus for ROG to even out the field for models with the additional drag of an undercarriage. Please let me know if this variation would interest you.

Trinity Newsletter – Issue №. 2, 2022

February's Models

Mike Stuart

Mike was flying his newly completed Bostonian Auster B4 Ambulance



Photos: Andy Blackburn

Mike had this to say about the model,

"It's a lot of fun, but very uncompetitive as it is well over 20g. Lots of structure and a big, bulky fuselage with stumpy little wings. If you did a proper scale version with the same fuselage cross section, wingspan jumps from 16" to 23.5"!

I have a loop of 1/8" in it (compared to a loop of 3/32" in the Sortasenator) and I reckon it won't ever break 30 seconds. It does look fun circling around in the hall though!"

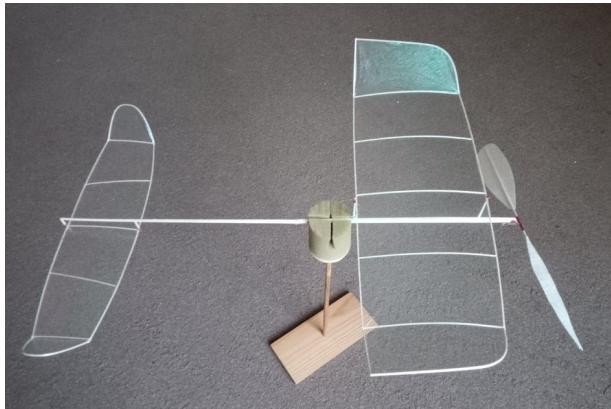
Those of you who saw it flying at the March meeting might wonder just what Mike would consider a *competitive* model.

Trinity Newsletter – Issue №. 2, 2022

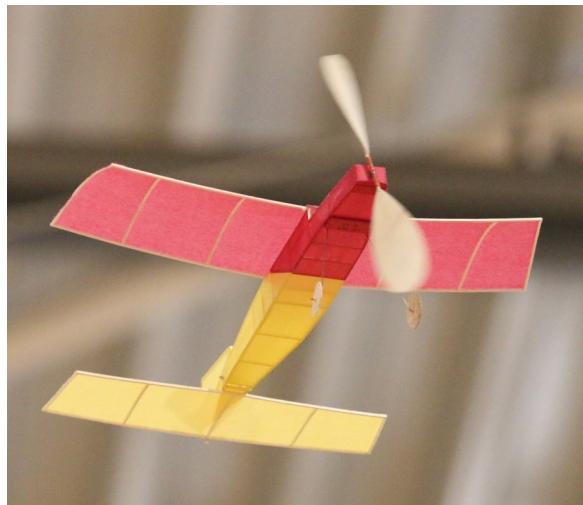
Ian Pearce

Ian was flying a 35cm Challenge model and a couple of Legal Eagles. He kindly provided the following summary for those of us who aren't familiar with 35cm Challenge rules.

"The 35cm is a tad over the minimum weight of 1g & covered with 0.5 micron OS Film. For comparison cling-film is typically 7 or 8 microns. I like to fly my 35 with a full motor weighing about 0.9 grams where possible, but when there are lots of models in the air and, or competitions going on to keep the air time down and help with trimming flights we use a half motor. A half motor is a spacer weighing 0.45g and a motor length that is half the front hook to rear hook distance that weighs up to 0.45g. The best time I've had out of the 35cm is just over 6 minutes. The Legal Eagles weigh just under 4.5g. I usually fly them with 2g rubber and my best time with one of them is 3m 11s"



35cm Challenge
Photo : Ian Pearce



One of a flock Legal Eagles
Photo: Andy Blackburn

Trinity Newsletter – Issue N^{o.} 2, 2022

Because I missed the meeting I haven't got much additional info. about the following so sit back and enjoy the pictures.

Steve Edwards



*Steve's Elf on short finals.
Photo : Andy Blackburn*

Mick Langford



*Mick's VMC Corsair being trimmed.
Photo: Andy Blackburn*

Mick reports that this may now be a write-off following a back garden test flight.

Trinity Newsletter – Issue N^{o.} 2, 2022

Paul Eggleton

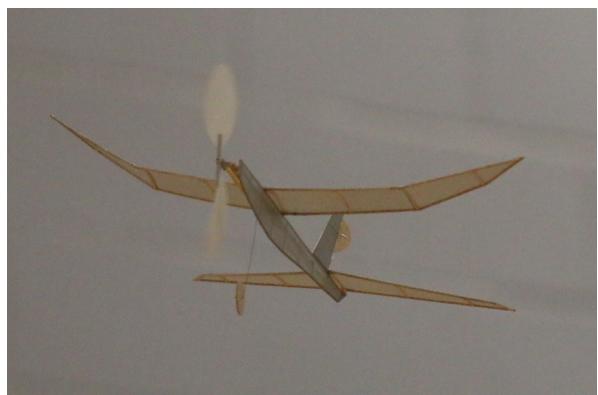


Peck Bostonian Pup
Photo: Andy Blackburn

Colin Hutchinson



No-Cal Buzzard Bombshell
Photo: Andy Blackburn



An Illegal Eagle
Photo: Andy Blackburn

Colin writes, “The colourful covering for the Bombshell is sold by John Hook, and was the covering used for the ARTF version of that old favourite indoor model the Hanger Rat. The other started out as an Original Intent plan for a Legal Eagle but, I did not like the fuselage I made so cut it down to make a Legal Eagle No-Cal. A new class of indoor model perhaps? Plans for both can be found in the Hip Pocket Plan Gallery.”

Trinity Newsletter – Issue N^{o.} 2, 2022

March 2022

The usual crowd of regulars were in attendance and Mike Phillips, who is known to at least some of you and much prefers big out of doors things to the fiddly little stuff we play with, dropped by to say hello and fly something a little smaller than is usual for him.

Trinity Newsletter – Issue №. 2, 2022

Mad March Mass “Hainescat”

This was organised and run by John Winfield abetted by his beautiful assistant ~~Samantha~~ Sven Dave King.

There seemed to be a good deal of laughter and barracking while the mass launch foam Hellcats flights were taking place and the prize giving was marked by some hilarity so I think it's safe to say this was a successful event. Well done John & Dave for an impressive display of first rate cat-herding.

No times were recorded, but John let me have the following summary, “*The 3 rounds all resulted in the same pecking order with Mick Langford 1st, Lionel Haines 2nd and Rob Smith 3rd. Amazing consistency. Mick's prize was a free entry to one Trinity meeting and a Puss Moth kit kindly donated by Dave King, plus the Hellcat Trophy provided by Lionel. Rob got the Wooden Spoon!*”



The competitors:

L-R Mick Langford, Steve Haines, Reg Bees, Rob Smith, Paul Eggleton, Lionel

Haines, Ray Goodenough, Tony Calvert

Photo: Staff

Although no formal record of times was taken if you view the film that Chris took of one round of the event it looks like Mick's model was aloft for about 35s.

Trinity Newsletter – Issue №. 2, 2022



Mick celebrates his victory & Lionel points to the truly enormous cup to make sure you don't miss it.
Photo: Staff

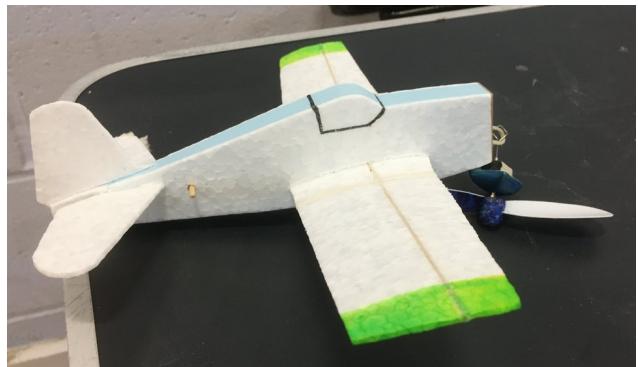


Rob, wondering quite what to do with his wooden spoon.
Photo: Staff

A couple of the competitors' machines...



This may be Steve Haines'...



...and this may be Lionel's

Photos: Chris Brainwood

Trinity Newsletter – Issue N^o. 2, 2022

March's Models

Dave King

Dave had a challenging time with his Comet Nickel Miller Racer (6.53g) & Howard DGA (6.78g) but despite this he is not giving up on them. At least not yet. The DGA was built using the FAC version of the plan rather than the Comet original and seemed to be a bit more co-operative. His Waco was much more rewarding and, from what I saw, flew pretty well.



Miller Racer in special stealth scheme. Howard DGA in equally discreet colours
Photo: Staff

Photo: Staff.



Beechcraft Staggerwing - WIP
Photo : Dave King

Dignity? What's that? Dave winds up his Waco
Photo: Chris Brainwood

Trinity Newsletter – Issue №. 2, 2022

Ian Pearce

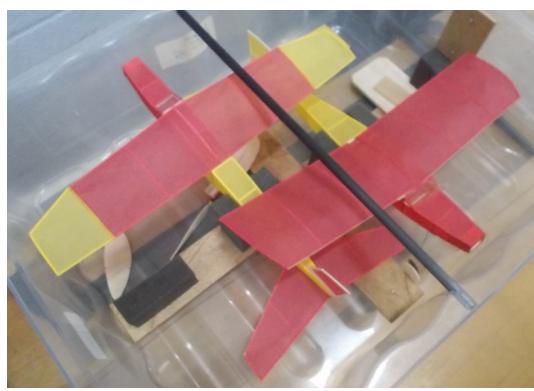
Ian was flying a “Competition” Gyminnie Cricket, his Legal Eagles (Ian does like his Legal Eagles) and an Australian design that was reminiscent of a Keil Kraft Elf. His winding stooge is a lovely piece of work and makes the bits of ply & wire the rest of us use look ever so slightly second-rate. He also makes use of torque meters rather than relying solely on turn counters and had three of these with him; two calibrated (a commercial unit and one of his own) and one uncalibrated “home-brew” device. Ian remarked that, despite appearances, the uncalibrated meter is very useful as a simple way of ensuring repeatable flights, especially when you swap motors. Once you’ve got the model flying as you want it you just note where on the dial the needle sits and wind to that position for subsequent flights. You don’t know what the torque is, but you know that it is the same as before which is all you really need to know.



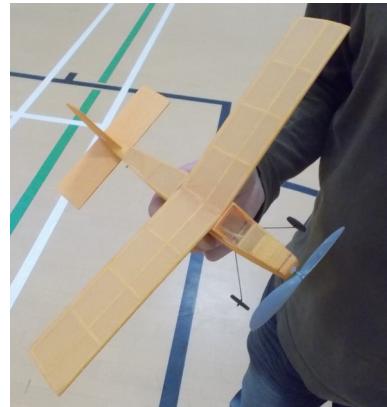
Ian's own calibrated torque meter.
Photo: Staff



The commercial unit
Photo: Staff



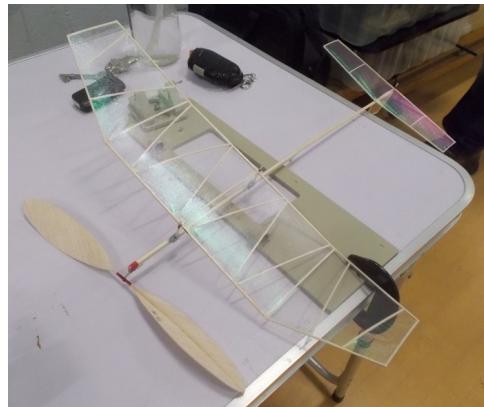
An eyrie of Legal Eagles. Ian likes Red & yellow.
Photo: Staff



The unknown Australian design
Photo: Staff

Trinity Newsletter – Issue N^o. 2, 2022

Ian was also flying a “Competition” Gyminnie Cricket, which is a new variation to me. At 3g it’s very much lighter and a much, much better flier than my stick & tissue version of the design.



Not your average Gyminnie Cricket
Photo : Staff

Lionel Haines



Pietenpol Air Camper
Photo: Staff

According to Steve this is a Peck Kit and very nicely done it is too.

Trinity Newsletter – Issue №. 2, 2022

Chris Brainwood

Chris brought along his newly completed Keil Kraft Camel fitted for CO₂. It was built from an original kit bought as a present for him by his daughter. More accurately, it was built from the plan that came with the kit, the wood being the traditional oak and best reserved for the hull of HMS Victory. The trim came together pretty quickly and it was flying well by the end of the session. However, Chris has plans to tinker with it to further refine its behaviour. His CO₂ Bantam, Baby Bowden Blue Dragon & OD foam Stampe – as featured in AeroModeller a couple of years ago – were seen to be flying well



Graham White Bantam
Photo: Chris Brainwood



Keil Kraft Sopwith F1 (Camel)
Photo: Staff



Stampe SV4
Photo: Chris Brainwood

Trinity Newsletter – Issue N^o. 2, 2022

Steve Haines

As well as taking part in the “Hainescat” (he’d have been in trouble with his Dad if he hadn’t) Steve was sorting out his Dumas Ford Tri-Motor which, for a model with next to no dihedral and a thick wing, was flying very well by the end of the session. In his own words, *“The wingspan is 18” and power is 2 loops of 90 thou rubber. I finished it with Revell rattle can silver & the all up weight, including rubber, is 34g. I enlarged the tail and fin as there were problems trying to trim the model on its first outing and after a chat with two or three people it was decided it was the best thing to try. This proved correct, I got the model flying in a nice size circle at Trinity. Only one circle so far, but it’s early days.”*

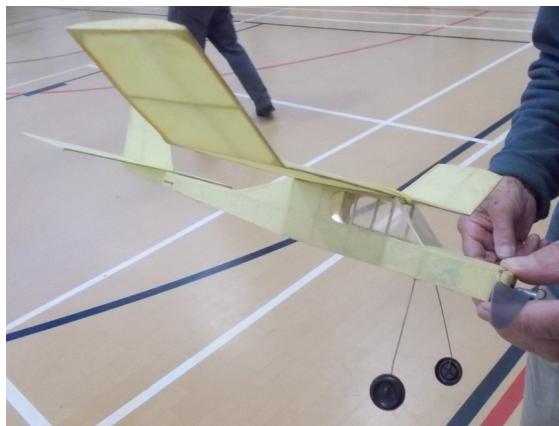


Photo : Steve Haines

Trinity Newsletter – Issue №. 2, 2022

David Herman

David had a much loved and flown foam build from an old AeroModeller plan, he couldn't remember the name and I don't know what it is, but it looks a *little* like Richard Preston's Serene. If you know, answers on a postcard to the usual address. He was also flying a tinfoil covered item from FliteHook and a Peck Prairie Pup. David noted that the smaller models had suffered a bit because of, as he put it, "clumsiness", but we all know that's nonsense, it's just normal wear and tear.



Prairie Pup
Photo: Staff



FliteHook kit
Photo: Staff



What is it?
Photo: Staff

Trinity Newsletter – Issue №. 2, 2022

Peter Smart

As usual Peter turned up with a good number of models, but the ones that particularly caught my eye were his Fokker Eindecker and Gossamer Albatross while Chris was smitten by his SE5a as were many others.

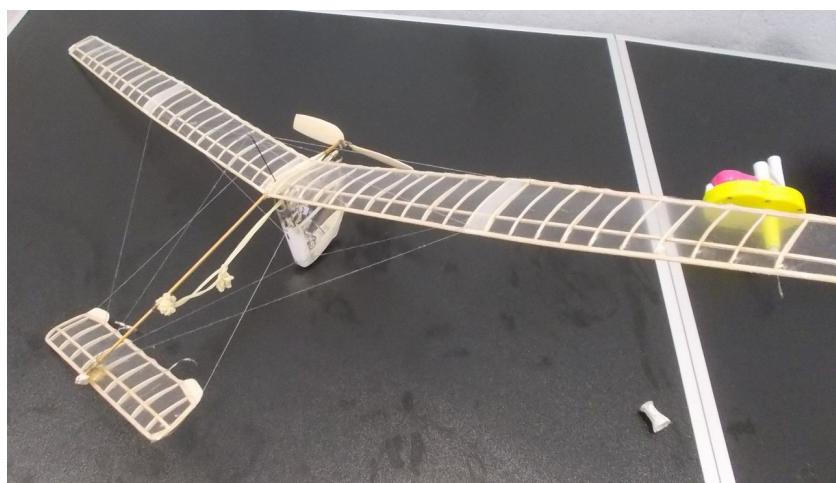


Fokker "Eindecker"
Photo: Staff



SE5a Skywriter
Photo: Chris Brainwood

It may not be obvious from the picture, but the Eindecker is covered using printed tissue. The base tissue colour can be seen around the crosses. Peter pointed out that the tail assembly was a challenge to build because there is so little material to fix it to.



Gossamer Albatross
Photo: Staff

Trinity Newsletter – Issue №. 2, 2022

Colin Hutchinson

Colin had possibly the strangest flying machine with him, a Flettner Rotor aircraft. These things are notoriously tricky to get working and Colin didn't have much luck with his this time out; he reports that the top rotor wasn't running freely enough, but give him time and I'm sure we'll see it trundling around the hall.

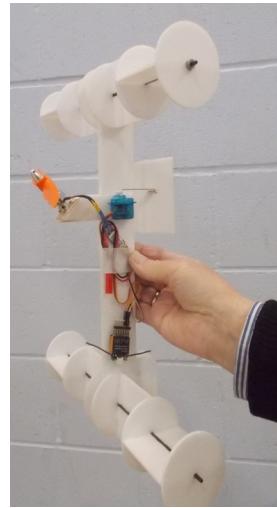


A Peg Leg Ike
Photo: Chris Brainwood

Is it a plane? Is it a.... ahh, ummm
Photo: Staff

Colin tells me that the Peg Like Ike is from an old Flying Aces plan book that he bought from John Hook.

The Flettner rotor is an old idea and relies on the Magnus effect to generate lift/thrust. Attempts were made as far back as 1910 to build an aeroplane using the technique and vertically mounted rotors in place of sails have been used to propel ships. If you search for Flettner Rotor or Magnus Effect models you'll find a good number of video clips showing as well as some interesting background information and a few plans.



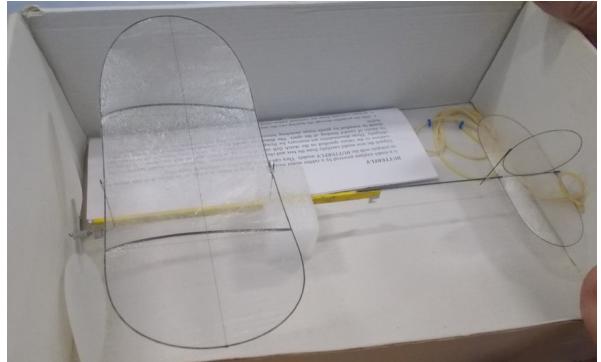
Trinity Newsletter – Issue N°. 2, 2022

Mike Phillips

Mike was flying some Czech models from Ikara. Notably a Butterfly, a Carbon Butterfly and an Antionette. I thought he was very brave experimenting with such small stuff given his usual line of country. I did notice the Carbon Butterfly performing some impressive torque induced aerobatics before settling down to quite a nice flight.



Butterfly fluttering by
Photo: Staff



Carbon Butterfly at rest
Photo: Staff



Antoinette
Photo: Staff

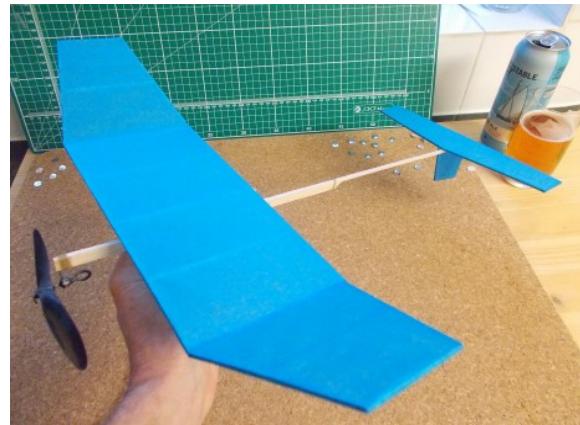
Trinity Newsletter – Issue №. 2, 2022

Lurk

As well as testing the BE2c, see below, I brought along my Luna Ornithopter for a bit of a lark. I now need to replace a broken crank arm after an overwinding “event” and sort out the turn – i.e. *make it turn*; however it always makes me smile and I think I saw grins on other peoples’ faces. I like these small ornithopters; they’re amusing, ludicrous even, but you can make them very quickly out of bits from the scrap-box and any old tissue you have to hand. If you fancy a go, have a search for the Freebird; it’s possibly the simplest and most reliable design out there. I’ve got some notes for both the Freebird & Luna that may be helpful if you do want to make one. The Locust got an airing as well.



Luna Ornithopter
Photo: Lurker Industries



A typical Gyminnie Cricket
Photo: Lurker Industries

Trinity Newsletter – Issue №. 2, 2022

Just Because

No reason for these other than they are a pleasant reminder of the day.



Aeromodellers at ease. L-R Reg, Ray & Rob
Photo: Chris Brainwood



Somewhere in France, 1917?
Photo: Staff

Trinity Newsletter – Issue №. 2, 2022

Work in Progress

Mike Stuart

Mike has been working on a proper scale model of the Auster B4 to go with his Bostonian version. You'll note the scale version has 1/32" sheeting to the back of the fuselage. Mike says that he had to do this as he couldn't get tissue to fit without wrinkling.

Given how well the Bostonian version flies the scale version promises to be a delight.



Compare & contrast
Photos: Chris Brainwood

Pete Heywood

Pete finished his IL-2M Sturmovik, built to Andy's plan, some weeks ago and was hoping to fly at Trinity, but he couldn't make it so sent some snaps by way of apology. Andy's plan should accompany this news-letter.



IL-2M
Photo: Pete Heywood

Trinity Newsletter – Issue №. 2, 2022

Lurk

As two or three of you already know I've been working up plan sheets & build notes for Peter's BE2c and I had hoped to be able to show off a properly flying BE2c built to the documentation this time, but it wasn't up to snuff and despite some considerable time, effort, helpful suggestions and outright heckling from quite a few people (Peter Smart, John Whatmore, Mike Stuart, Gerard Moore & - Heckler-in-Chief John Scates) trying to tame some quite wayward behaviour it is back in the workshop. The plan is to reduce the decalage slightly and to increase the tip dihedral. In the meantime here's a couple of pictures that sum things up all too well...



The project team confers...
Photo : Dave King



...and the awful truth dawns.
Photo: Steve Haines

Trinity Newsletter – Issue №. 2, 2022

“The Perils of Rules-Writing” – Andy Blackburn

Many of you will already know this, but the winner of the last No-Cal competition was Colin, second name withheld to protect the, err, innocent.

What you may not know is that, by the judicious employment of a little logic, Colin was able to employ a stratagem known henceforth and hereinafter as “Colin’s Little Dodge” to radically improve his chances.

Until a few minutes before the results were announced, I had no idea that anything was wrong, and had supreme faith in the wording of the rules, mainly because they'd been lifted from the well-used Flying Aces Club rules.

However, a few minutes before the prize-giving, Dave King came to see me and, quite uncharacteristically, he looked worried. “Colin's made a model of a model” he said, “and we can't do anything about it”. So I looked up the rules, and sure enough, it said:

“The competition is open to recognizable profile scale models of full-size aircraft.”

Can't see much wrong with that, surely an open and shut case, you might think?...Actually, no.

Unfortunately, “Aircraft” refers back to “Aeroplane”, which is defined as “n. Mechanically driven winged heavier than air flying machine”. Nothing in there about it having to be man (or person) carrying. So Colin was perfectly within his rights to build a model of a model, and was absolutely correct to add a little profile model aero-engine just to ram the point home.

Oh dear. Oh dearie, dearie me.

We therefore had to award Colin (...withheld, etc. ...) the Major Cadwallader Flying Moustache Trophy, and I was most put out that I hadn't thought of Colin's Little Dodge myself.

It was only when later when discussing matters with my legal representative that it was drawn to my attention whilst Colin had imaginatively and correctly interpreted the rules, he had, luckily for the rule writers, missed the paragraph about propellers which says, “... the propeller must be a commercially-available outdoor plastic propeller originally to a pattern produced by Peck, Tern or North Pacific, not exceeding 152mm (6”) diameter” and he had used a Butterfly-type prop, which is expressly forbidden. So we're off the hook, but only just.

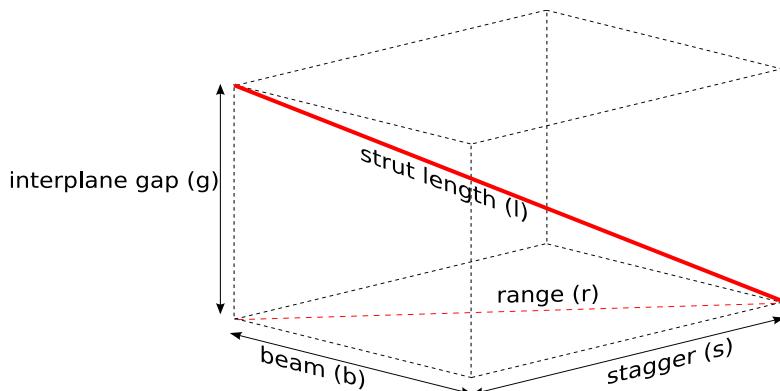
I have, in the finest tradition of knee-jerk legislating, updated the rules to include a clause to the effect that, “The competition is open to recognizable profile scale models of full-size human-carrying aeroplanes.” Phew!

Trinity Newsletter – Issue No. 2, 2022

Calculating diagonal strut or spar length from plan – Lurk

This was prompted by a throwaway remark on determining strut length for biplanes where the strut skews span-wise as well as chord-wise made by Andy Sephton in the Feb '22 edition of BMFA News. For those that didn't read it, it relied on pinning two overlapping lengths of strip together in-situ and measuring the overall length. This is easy & quick for large models, but for the sort of thing we fly at Trinity it is tricky, if not impossible, to get ones hands and fingers between the main planes without damaging them. Fortunately we can calculate a good first approximation to the length of such struts with a bit of Pythagoras

If you reduce the problem to its essentials you can see a splayed strut lies on the diagonal from one corner of a box to the other and with sides given by the interplane gap, horizontal stagger and beam separation. All of these measurements can be taken directly from the plan.



You can see from the sketch that the strut forms the hypotenuse of a right angle triangle with sides l , r & g and that side r is the hypotenuse of a right angle triangle with sides r , s & b . So ...

$$l^2 = g^2 + r^2 \quad \dots \text{and} \dots \quad r^2 = b^2 + s^2$$

Substituting and rearranging...

$$l^2 = g^2 + b^2 + s^2$$

$$l = \sqrt{g^2 + b^2 + s^2}$$

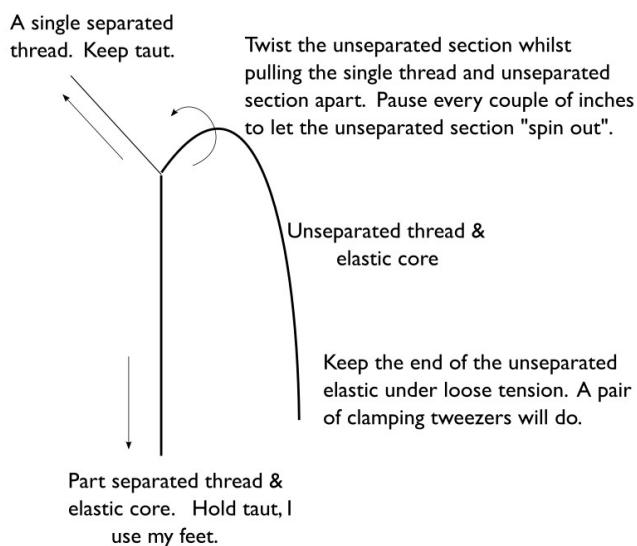
The calculated value won't be bang on because of variation between what's drawn and what you actually build, but it should be close enough that you can cut your part only slightly overlong and sand/cut back to fit pretty quickly. The same approach also works for high wing monoplane struts as well as working out wire lengths for undercarriage legs that have both splay & trail providing the plan has good front & side views from which to take measurements.

Trinity Newsletter – Issue №. 2, 2022

Shirring Elastic – Lurk

Shirring elastic is often recommended as a good source of rigging material for small indoor models. The elastic core is about 0.5mm diameter and dark grey or black. What never seems to be discussed is how to extract the core. This is one way. If you have a better solution I'd be pleased to hear of it.

You start by freeing off an inch or so of one of the covering threads. Then keeping the part uncovered section under tension twist the unseparated section while pulling at the separated thread. Stop every couple of inches to let the uncovered section untwist a bit. I clamp a haemostat to the part uncovered section and keep it held to the floor with my feet.



When you have removed the first thread covering hang the now part uncovered elastic up and let it unwind. It can take several minutes. If you don't, you end up with something like the knotted bunch of a burst rubber motor. Repeat the operation for the remaining thread. Most shirring elastic seems to have a two thread covering.

It takes me between half an hour and 45 minutes and an hour to extract enough elastic core to rig one side of a model of about 16" to 18" span.

To thread the elastic through struts I use cyanoacrylate adhesive to glue a short length (8-10mm) of shaved down bamboo cocktail stick to the end of the elastic and use 0.6mm holes. If you haven't got a 0.6mm drill a bit of sharpened 22SWG (0.7mm) piano wire will do.



Trinity Newsletter – Issue N^{o.} 2, 2022

Newsreels

Peter Smart's Gossamer Albatross
<https://vimeo.com/690017318>

Chris Brainwood's Sopwith Camel
<https://vimeo.com/690015945>

Ian Pearce's Gyminnie Cricket

These are both of the same flight. The camera's batteries died after launch so second clip is about 30-40s into the remainder of a very long flight of which we have just under a minute.

<https://vimeo.com/690054232>
<https://vimeo.com/690054418>

Pete Heywood's Sturmovik
<https://vimeo.com/690183117>
Clip courtesy of Andy Blackburn

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.

Finally a showreel from Chris Brainwood who should forget his reading glasses more often if it means we can have such a comprehensive record of the day's flights.

https://www.youtube.com/watch?v=DOE_6U_Yqfk

The running order is ...
One round of the 'Hainescat' challenge
Lurk's µCourtesan
Peter Smart's SE5a
Mike Stuart's Bostonian Auster B4 Ambulance
John Scates' No-Cal Tigercat
Lurk's BE2c launched by Peter on an early trimming flight
Chris' Telco CO₂ powered KK Sopwith Camel
Peter's Junkers
The Lurker Locust (a knock-off BMFA Gyminnie Cricket)
Peter's Fokker Eindecker
My Graham-White GW6 Bantam CO₂ Telco power
Steve Haines' Ford Trimotor
Dave King's Waco
Peter's CO₂ powered ultralight

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

Trinity Newsletter – Issue N^{o.} 2, 2022

Any Other Business

Nothing to note for this issue.