

Trinity Newsletter – Issue N^o. 2, 2023



*Mike Stuart's Bristol Freighter prior to painting
Photo – Staff*



*Mike Stuart's WACO C7
Photo – Andy Blackburn*

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Calendar

2023

Date	Session	Event
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	
October 14 th	09:00 – 13:00	Double Whammy MK II (LPP) CDs – Rob Funnell, Ian Pearce
November 11 th	09:00 – 13:00	Themed Scale. Aircraft of the 1914-19 war. CD – Andy Blackburn
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. 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, Andy Blackburn, Gerard Moore, Ian Pearce, Steve Haines and especially to Chris Brainwood for supplying the bulk of the photos from the March meeting.

Trinity Indoor Flyers. Online Resource Hub.

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

www.trinityindoor.uk

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.

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Correction

My apologies to Steve Haines & Mike Stuart. I identified Mike's Sorta Senator as Steve's in the last edition. Here they are labelled properly.



*Mike's
Photo: Andy Blackburn*



*Steve's
Photo: Staff*

Embarrassment

My thanks, I think, to the Vicar and the Verger for the public vote of thanks and for the "brown" envelope (a VMC gift cert.) It is a bit unfair though, you blokes do all the work building the models and providing contributions and I take all the credit for taking a few snaps and slapping them down on "paper". It's not even as if I take all the photos. Ah well, as the song says, "It's the rich wot gets all the gravy...".

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Forthcoming Events

May – FROG Senior

John Winfield is the CD and he has provided the rules below. If you have any questions about them please send them to him at j_winfield@btinternet.com

As usual would you please let the CD (and his clerical assistant, Lurk) know in advance if you intend taking part and what you hope to fly so that result slips can be prepared. Thanks.

Model.

1. Eligible designs. Any of the FROG Senior models listed below.
 - Tomtit
 - Linnet
 - Raven
 - Widgeon
 - Heron
 - Redwing
2. The model is to be built with sheet tail surfaces, built up tail surfaces are forbidden.
3. The propeller is to be a 6" commercial item, but there is no restriction on pattern or manufacturer. Its diameter may be reduced if necessary and one side only may be shaved down for balancing. No other modification may be made.
4. The motor peg location may be moved to suit the builder.

Scoring.

1. Five (5) nominated flights, the best three (3) results submitted.
2. There is no minimum/attempt time for a nominated flight and a nominated flight may not be re-flown.
3. There is no ROG bonus.
4. Flights end at 1st ground contact or when the model becomes stuck in or on anything.
5. Times are to the nearest whole second. A flight time of X.50 to X+1 seconds is to be recorded as X+1 seconds and a flight of under X.50 seconds is to be recorded as X seconds.

In the event of any uncertainty, discussion or dispute about the rules the CD will make a decision at the time and it will be final.

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October – Double Whammy MK II (LPP)

Rob has finalised the rules for the event and they are set out below. If you have any questions please talk to Rob (rob.funnell@btinternet.com) or Ian (ianep54s5j1@gmail.com).

Model

1. Chuck Markos' "Double Whammy" design, specifically the second 'LPP' version. Models must be the design as circulated, subject to the variations listed below.
2. Cambered ribs will be allowed.
3. Covering to be tissue including Condenser paper
4. Propeller (Airscrew) blades to be flat to the shape shown in article 2
5. Prop hangers are "free". See below.
6. Rear hook can be changed to a conventional shape

Builder of model rule applies.

Rob and Ian tried to arrange the supply of standard prop hangers, but there aren't any available in sufficient quantities. However Rob has a small stock of the VMC "stick model" propeller assembly should you want to use a commercial hanger. Contact Rob. Ed.

Scoring

1. Flights will be unlimited with total of best 2 to score.

In the event of any uncertainty, discussion or dispute about the rules the CD will make a decision at the time and it will be final.

If you haven't read the two articles that Ian sent around with the A4 plan sheets, do so; they seem to answer just about all the questions a tyro builder of this type of model is likely to have, including some trimming hints Ed.

If you haven't already expressed an interest but decide that you would like to join in, Rob has 9 or 10 spare plans.

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February

A very quiet meeting indeed, it seems as though everyone was quite worn out from January's Bostonian exertions and opted to put their feet up at home instead. Well we're all getting on a bit and chucking toy aeroplanes around can be tiring.

Most people used the session to fly old favourites although Richard Preston did have a new Keil Kraft Elf with him, Barry Dunkley a FROG Linnet and Laurie Kirby was trimming his new VMC SE5a. Your editor was also tinkering with a peanut scale Roma 37 from John Cooper's plan. The R.C. side of things was enlivened by Rob Smith deciding to fly his Bristol Scout into Reg Bee's small quad-rotor which was quietly minding its own business and harming no-one.

A high spot of the day for me was seeing Mike Stuart's new electric Bristol 170 Type II (Superfreighter) at the, "Body in White" stage. It's one of my favourite aeroplanes and although it is too large for Trinity I'm hoping to see it aloft at Walsall. Get weaving Mike!

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February's Models

Not many pictures for February, as I said in the preamble it was a very quiet meeting.

Laurie Kirby

The finish is printed tissue, s'good innit? Trimming was progressing nicely, I saw a couple of short but otherwise very nice flights, but Laurie tells me the model was broken beyond repair in one of those unlucky events where the hall furniture was positioned just right to inflict the maximum possible damage.



*VMC SE5a
Photo: Staff*



*VMC SE5a
Photo: Staff*

Rob Smith

An unusual one from Rob. An early 1930s Czechoslovakian (as it was then) design. The model started the session considerably less distressed than it appears here, but it suffered a couple of hefty wall & furniture collisions. I expect Rob will have it properly repaired by the time we next see it.



*Přikryl-Blecha PB-5 Racek (Seagull).
Photo: Staff*



*Přikryl-Blecha PB-5 Racek
Photo: Staff*

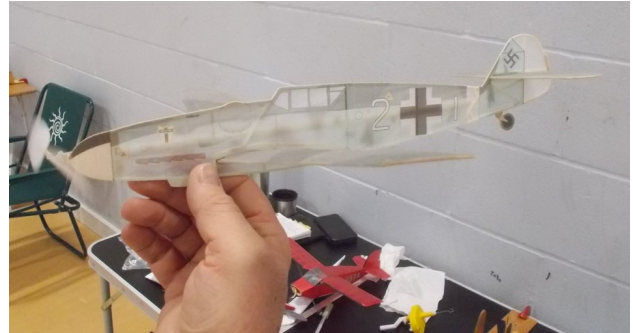
Andy Blackburn

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Having changed the prop Andy was re-trimming his Wittman Tailwind and his no-cal Bf-109G got an airing as well. Andy was not entirely happy about the results of the change of prop on the Tailwind and further investigations are planned.



*Wittman Tailwind
Photo: Staff*



*Me. Bf-109G
Photo: Staff*

Barry Dunkley

Barry's busily working his way through his hoard of green tissue, the Linnet is the latest to wear it.



*FROG Linnet
Photo: Staff*

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Richard Preston

Another charming little Elf to add to the Trinity squadron. This one finished in some of the last of the Tern tissue that Richard acquired when he was nipping back & forth to the USA.



*Keil Kraft Elf
Photo: Staff*

Gerard Moore

Gerard's Tiger Moth in a fictitious scheme and his Gunbus, for which I can find no adequate superlative.



*DH Tiger Moth
Photo: Staff*



*Gunbus
Photo: Chris Brainwood*

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Mike Stuart

Mike was busy with his Waco, preparing for the March Peanut comp. but he brought along a Caudron as well.



*Waco C7
Photo: Chris Brainwood*



*A Caudron?
Answers on a postcard to...
Photo: Chris Brainwood*

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March

A complete contrast to February; the world, his dog and the dog's fleas all turned up. It was great! The Peanut competition was well subscribed and kept both the Editor and media Editors very busy so there are fewer table shots than usual and no flying shots this time. We know you expect better and heads will roll.

Flying conditions were a little tricky this month, there was a persistent cold breeze, it was a sight more than a draught, which was obviously upsetting the lighter models, but there weren't too many prangs. However, Reg does deserve a special mention for flying one of his at high speed straight into the travelling box for Rob's Thrush which was, fortunately, not in the box at the time.

New Faces

Roger Butler came along to spectate this time, but will be bringing things to fly to future meetings. Welcome Roger and I for one am looking forward to seeing what you'll be flying.

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Peanut Competition

Thanks to everyone who took part, including those who weren't flying and took the time to go round and rate the models for the "Beauty Parade" scores; which, you will note, decided the order of the 2nd & 3rd placings. Peter's Gossamer Albatross won quite comfortably but us lesser mortals didn't disgrace ourselves; although Andy's utterly shameless grovelling for beauty parade votes was not, perhaps, his finest moment. Commiserations to Alan who worked hard to get his Aeronca Defender ready for the meeting only to have a motor burst render it unflyable while he was trying to get it trimmed and before he was able to log any satisfactory flights. Likewise John Winfield didn't manage to get a flight out of his, similarly, untrimmed Piper Cub, but it did pick up a few points in the Beauty Parade.

Mick's Corona Cougar deserves a special mention as being trickier to build than the Nesmith Cougar and requiring finer wood.

On a personal note; a heartfelt thank-you to the person who gave the charity vote to my M-10, quite made my day.

The results from 1st to last for those who entered flight times were

Pilot	Aircraft	Flight Total	Beauty Parade	Total
Peter Smart	Gossamer Albatross	137	30	167
Mike Stuart	Waco C.7	94	42	136
Andy Blackburn	Wittman Tailwind	111	14	125
Nick Peppiatt	FRED	76	32	108
Lurk	Lacey M10	84	1	85
Mick Langford	Corona Cougar	60	22	82
Chris Brainwood	Piper J3 Cub	73	7	80
Steve Haines	Bell Aircobra	49	29	78
Lionel Haines	Nesmith Cougar	64	4	68

Quite a few people expressed an interest in Andy's 3rd place Tailwind which, if he hadn't messed about with the propeller would have.... Anyway, he's kindly sent some notes should you want to have a go at one of your own. See WIP.

Finally, thanks to Mike for donating the prize kits and to Andy for making sure that Mike didn't have to cart one of his own kits home by providing alternative kits.

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The Models

In no particular order



*Peter Smart's Gossamer Albatross
Photo: Chris Brainwood*



*Mike Stuart's Waco C7
Photo: Chris Brainwood*



*Andy Blackburn's Wittman Tailwind
with utterly shameless begging letter
Photo: Chris Brainwood*

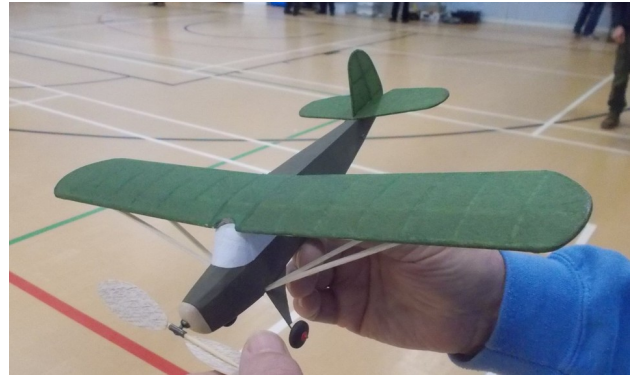


*Nick Peppiatt's FRED
Photo: Chris Brainwood*

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*John Winfield's Piper Cub
Photo: Chris Brainwood*



*Alan Coppen's Aeronca Defender
Photo: Staff*



*Lionel Haines' Nesmith Cougar
Photo: Staff*



*Mick Langford's Corona Cougar
Photo: Staff*

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*Steve Haines' Bell Aircobra
Photo: Chris Brainwood*



*Chris Brainwood's Piper Cub
Photo: Chris Brainwood*

An candid photograph of Lurk's Lacey M-10 may be obtained by sending a Postal Order for 10/- to, "The Editor, The Lacey M-10 Appreciation Society" at the usual address. The picture will be sent by return in a plain envelope and confidentiality is guaranteed.

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The Prize Winners



*1st Peter
Photo: Chris Brainwood*



*2nd Mike
Photo: Chris Brainwood*



*3rd Andy
Photo: Chris Brainwood*



*4th Nick
Photo: Chris Brainwood*

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*The Top 4
Photo: Chris Brainwood*



*Grand Order of the Chocolate Lollipop
for Meritorious Last Place
Lionel Haines
Photo: Chris Brainwood*

The Whole Motley Crew



*The field with guest photo-bomber Reg.
From L-R
Mick, Steve, Reg, Lurk, Lionel, Chris, Mike, Peter, Nick, Andy, Alan
Photo: Gerard Moore*

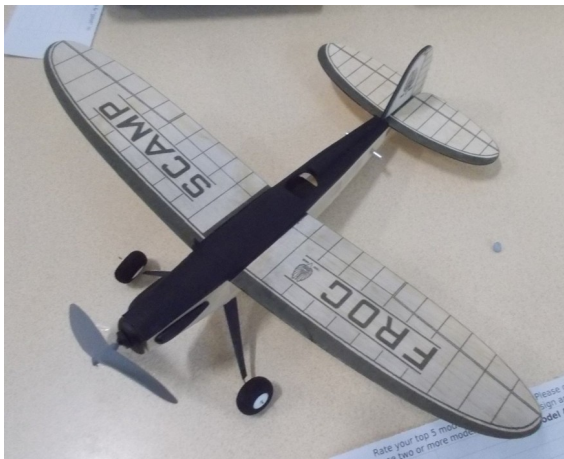
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March's Models

Yes, there were models other than Peanuts being flown.

John Scates

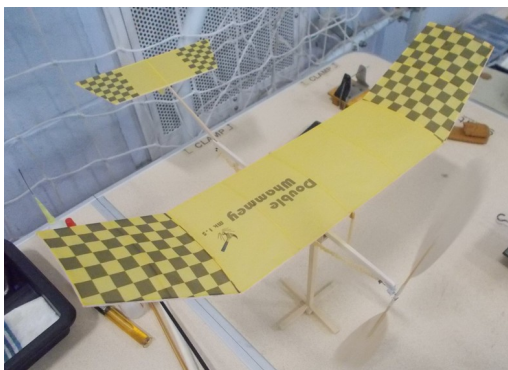
John had his new FROG Junior Scamp in its menacing, “Night Intruder” scheme. It suits it. I wasn’t paying close attention, but I did see it put in some good flights towards the end of the session.



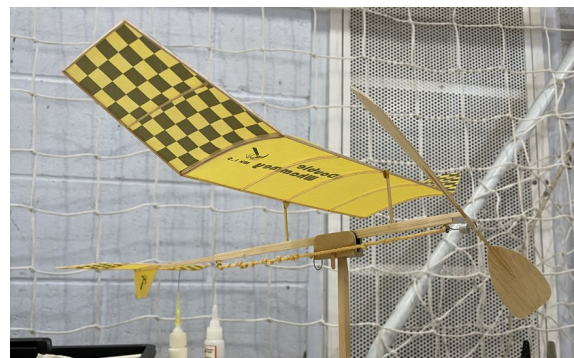
*FROG Junior. Scamp
Photos: Staff*

John Whatmore

John's made an early start on trimming his Double Whammy LPP for October. I thought I heard him grumbling that it didn't want to climb. Anything to add John?



*Double Whammy
Photo: Staff*



*Double Whammy
Photo: Chris Brainwood*

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Peter Smart

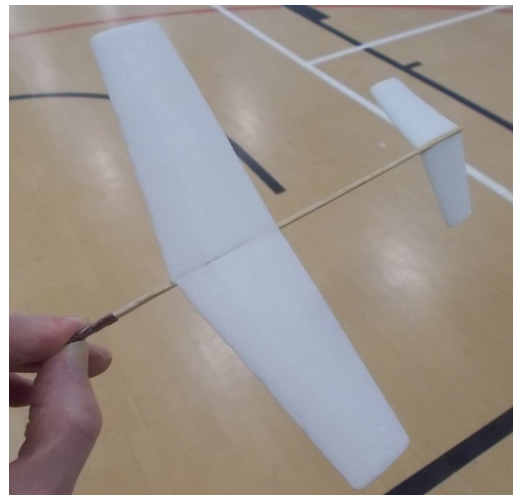
Given his rate of production I'm sure Peter has made some sort of Faustian pact with Hung that allows him to work 24 hours a day. Here's his latest, a, so far untested, Roland D VI.



*Roland D VI
Photos: Staff*

Doug Moore

An anonymous, OD, elegant, little chuck glider of Doug's from some while ago proving that models don't have to be complicated, or expensive, to be fun.

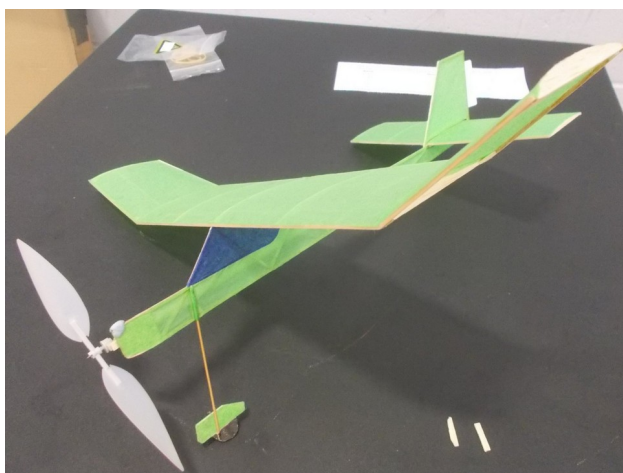


*Fun on a budget
Photo: Staff*

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Richard Preston

I think Richard has a serious addiction to foam as a building material. What's wrong with balsa and tissue Richard? Youngsters these days, eh? Joking apart some interesting new "faces" from Richard, including a reworking in foam of the Zip by Lidberg & Bierenstein from 1970 and his conversion from RC to rubber FF of his OD Red Ship



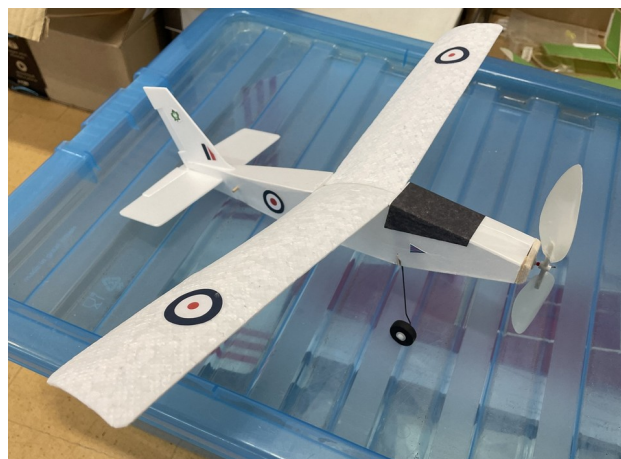
*Illegal Eagle and the last of the Tern
tissue
Photo: Staff*



*The Red Ship
Photo: Staff*



*The Zip. Richard at the controls?
Photo: Chris Brainwood*



*What is it Richard?
Photo: Chris Brainwood*

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Mick Langford

As well as taking part in the Peanut comp. Mick was also flying a VMC Spitfire but I don't remember seeing the Spad he brought with him airborne. The covering on the Spad is cut and lapped tissue. Mick obviously has deep reserves of both skill and patience.



*Spad VII (?)
Photo: Staff*



*Supermarine Spitfire
Photo: Staff*

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Laurie Kirby

Laurie brought along some of his older models as part of the ongoing, “Fly or die” winnowing of his fleet. This month he had his VMC Spitfire and the lockdown build of a Bell Aircobra which could be either Dumas or Herr, he couldn’t remember which. He was also flying his Auster AOP which I saw put in at least one very good flight around about midday.



*Bell Aircobra
Photo: Staff*

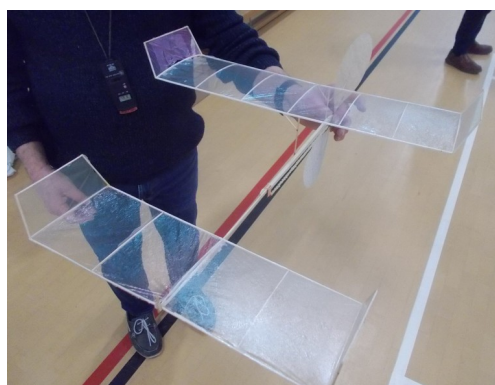


*Supermarine Spitfire
Photo: Staff*

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Rob Funnell

This is the Thrush that Rob flew to 3rd place at the Indoor Nats. It's capable of a very impressive full power dive and recovery after a rafter strike induced stall. I wonder, what is VNE for one these? Hmm, must give Farnborough a bell...



*A Thrush
Photo: Staff*

Chris Brainwood

This is the Bristol 29 that Chris has been working on for the last month or two. He's been able to make a few test glides, but he's not going to risk it indoors until he's been able to get the basics sorted out of doors over some nice, soft, *forgiving* Keil Kraft grass. There's a build thread on HPA if you'd like to see more.



*Bristol 29
Photo: Staff*

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Steve Haines

A man of rare taste and discernment is young Steven. This is his second Lacey M-10, he flew his 1st at the Nats some years ago. He also brought along his Mooney Embraer Ipanema, which is very pretty, but it can't hold a candle to the M-10.



*Lacey M-10
Photo: Steve Haines*



*Embraer Ipanema
Photo: Staff*



*Comparing Notes
Photo: Chris Brainwood*

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Colin Hutchinson

Colin's been on a bit of rubber to CO₂ conversion spree lately. His Hangar Rat and the Peg Leg Ike being recent converts. The Peg Leg has also had its dihedral bumped to see if that makes it any more cooperative



*Peg Leg Ike
Photo: Staff*



*Colin likes his coffee fresh
Photo: Staff*

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Work in Progress

Mike Stuart

As mentioned earlier Mike's been working on his entry for indoor electric at Walsall and brought it along to the Feb. & March meetings to show progress so far. I'm biased because I think it's a particularly nice aircraft so will rate any model of it highly, but the consensus among the less partisan parishioners was that Mike has pulled another cracker out of the bag.



*Body in White
Photo: Staff*



*Nacelle detail
Photo: Staff*



*Decoration nearly complete
Photos: Chris Brainwood*

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Andy Blackburn

As Andy is still tinkering with propellers & trim this seems like a sensible place for his notes. Ed.

The Tailwind is built from the Andrew Moorhouse kit plan available from Outerzone (https://outerzone.co.uk/plan_details.asp?ID=8980), any of the Moorhouse kits plans will generally turn out to be cracking little models but they tend to be a bit porky compared to equivalent designs that use specialist indoor wood sizes.

For this model, much of the structure was replaced with the next size wood down so. 1/16" x 1/8" trailing edge became 1/20" x 3/32" and so on, but even so it turned out to be about 12 grams + nose weight. I think more weight could easily be saved; for example, it doesn't really need 22 SWG (0.7 mm) undercarriage wire. Having said all that, it's a very enjoyable model to build and fly.

As for trimming, the latest data after the motor was replaced with a loop of 3/32" (0.093") are:

Turns	ROG?	Duration	Notes
900	No	20	Not much height
1300	Yes	31	
1400 back off 100	Yes	28	
1450	Yes	49	Circled inside the roof furniture! Hit wall, then floor. No damage - got lucky.
1480 back off 100	Yes	31	6' headroom to roof furniture. Rubber maybe a bit tired at this point.
1500 back off 90	Yes	31	3' headroom. Glide phase quite steep.

From this it looks as though altitude attained seems to be very sensitive to number of turns, which - given that it'll be well into the power burst at 1400 turns - is perhaps not surprising. I think I might check the CG (DeLoach to the rescue!) and if it's OK, maybe try some very slight down elevator and remove a bit of nose weight. I have a suspicion that it might benefit from slightly smaller rubber, perhaps 0.090".

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Just Because



Oshkosh or Trinity?
Photos: Chris Brainwood

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Newsreels

February

Mike's Bristol Freighter. Engine test! <https://vimeo.com/798015247>

Andy's Wittman Tailwind <https://vimeo.com/798015793>

Richard & Barry "Mass" launch of Serenes <https://vimeo.com/798016113>

Rob's LRS <https://vimeo.com/798016618>

Chris' Piper Cub <https://vimeo.com/800285647>

Mike's Waco. A trimming flight <https://vimeo.com/800286178>

Chris' round-up of the day <https://www.youtube.com/watch?v=FgpUxb69g9U>

March

Peter's Gossamer Albatross <https://vimeo.com/807071594>

Colin's No-Cal Buzzard <https://vimeo.com/807072213>

Steve's Mooney Embraer Ipanema <https://vimeo.com/807073177>

Chris' round-up of the day https://www.youtube.com/watch?v=EWn_E370g7Y

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.

Any Other Business

Nothing for this issue.