

Trinity Newsletter – Issue N^o. 4, 2023



Laurie Kirby's Wittman Special
Photo – *Andy Blackburn*



Peter Smart's MKI Spitfire
Photo – *Andy Blackburn*

Trinity Newsletter – Issue N^o. 4, 2023

Table of Contents

Calendar.....	3
2023.....	3
2024.....	3
Lionel Haines.....	4
Parish Notices.....	4
Flying at Trinity.....	4
Contributors.....	4
Trinity Indoor Flyers. Online Resource Hub.....	4
Free Stuff.....	5
Forthcoming Events.....	5
June 2023.....	6
New Faces.....	6
Model of the Meeting.....	6
June's Models.....	7
July 2023.....	11
July's Models.....	12
Events 2024 – Proposals.....	20
Autumn. Themed Scale – Interwar Air Racer. Dave King.....	20
Work in Progress.....	22
Double Whammies – Various Builders.....	22
Ian Pearce.....	23
Steve Haines.....	24
Chris Moes.....	25
Just Because.....	26
Newsreels.....	27
Any Other Business.....	28

Trinity Newsletter – Issue N^o. 4, 2023

Calendar

2023

Date	Session	Event
August 12 th	09:00 – 13:00	
September 9 th	09:00 – 13:00	
October 14 th	09:00 – 13:00	Double Whammy 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

2024

What party games would you like to see next year? Drop a line to the editor with your suggestions and we'll put them to the vote. So far we've had one proposal, see below.

Reviewing the way things have gone the last couple of years, 4 or 5 seems to be a comfortable number of events. The calendar doesn't get crowded out and it gives time to build and trim any new models that may be required in something like a relaxed manner.

Trinity Newsletter – Issue N^o. 4, 2023

Lionel Haines

You'll be pleased to hear that Steve says Lionel is making steady progress, but that the, necessarily, prolonged stay in hospital has left him a bit weak.

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 Nick Peppiatt, Ian Pearce, Steve Haines and Andy Blackburn. Keep the copy coming chaps, otherwise you'll have nothing to read but my maundering drivel and you really wouldn't enjoy that.

Trinity Indoor Flyers. Online Resource Hub.

Thanks to John Whatmore's initiative we have permission from Andrew Boddington, the Editor of AeroModeller, to host the plan sheets for some recent free plans linked closely to Trinity which will save you having to cut up your collectors' edition issues of AeroModeller. They are

- John's own Gas Ghost
- Peter Smart's BE2a/c/e
- Andy Blackburn's B. A. Eagle

The full article texts will continue to be only available from AeroModeller.

For back issues, other 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 (john.whatmore@hotmail.co.uk) and he'll add it in the appropriate place.

Trinity Newsletter – Issue N^o 4, 2023

Free Stuff.

If you've got stuff you want to hand on for free and don't want to bother John please send Lurk an e-mail a week to a few days before the meeting and the details will be added to the usual reminder message that goes out shortly before the meeting.

Forthcoming Events

October – Double Whammy

I see a steady trickle of machines appearing and flying well. If you are intending to take part and haven't built yours yet you may want to have something ready to test & trim for the August meeting as it may take you a couple of meetings to fettle your model. There are a couple of notes you may find helpful under WIP.

If you're interested in taking part and haven't already let the administrative staff (i.e. Lurk) know, please do so.

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

I have not had any expressions of interest. Is anyone going to enter? If so, please let Lurk know so that a start can be made on the paperwork. Thanks.

December – Malmström Mêlée

Possible contenders have started to appear and I do know Blackers is swearing at a build even as I type this.

At the moment I think the field is Nick Peppiatt, Gerard Moore, Mick Langford, Steve Haines, Andy Blackburn & myself. If you're thinking of entering please let the CD (i.e. Lurk) know so that result slips can be prepared. Thanks.

The rules are simple.

- Any design by RM provided it is rubber powered. ICE & CO₂ designs converted to rubber and rescaled to suit Trinity are permitted and encouraged.
- Scoring. Best 3 flight times of unlimited attempts plus a bonkers-ness score adjudged by all in attendance on the day.
- No ROG bonus, no scrutineering.

Trinity Newsletter – Issue N^o. 4, 2023

June 2023

A surprisingly well attended meeting considering that it clashed with the rescheduled OMFC event at Port Meadow and the weather was close to ideal for flying out of doors. No organised event this month, just the quiet hum of bods playing with toy aeroplanes. A very pleasant and relaxed session.

New Faces

We welcomed Shaun Miles on his son Braden and (on a flying visit to the UK) his dad as well. Shaun's already known to some of you from Berensfield and he'll be dropping by as often as he can as it's a bit of a trek to us from the far northern wilds of MK to Newbury.

Model of the Meeting

Colin Hutchinson took the palm with his RC Avro Avis, but Mick Langford got *multiple* mentions for his models and Braden got a vote too.

Trinity Newsletter – Issue N^o. 4, 2023

June's Models

Not many photos for this month. Andy was busy on CD duties at Port Meadow for OMFC so wasn't available to take his usual excellent in-flight photos for Trinity and my camera isn't good enough for action stills. Action stills, hmmm, oxymoron?

Colin Hutchinson

Colin's always good value for money. This month he brought along a new (to him) RC Avro Avis and his Flettner Rotorcraft. Colin's had the Flettner flying out of doors, but he did say that it does need a breeze to launch into and despite his best (and comical – to us) efforts to generate the necessary headwind by running with it he couldn't get it to fly indoors. A shame, because I'd really like to see this one airborne. However, he did treat us to an excellent demonstration of how to fly a large (ish) RC model in a confined space, see the Newsreels section.



Avro Avis
Photo: Staff



Flettner Rotor
Photo: Staff

Colin also had a pretty black & white Copland Streamliner with him, but my pictures of it are hopelessly out of focus so not worth including here. If anyone has a decent snap or two of it I'd be pleased to have copies for the next newsletter.

Trinity Newsletter – Issue N^o. 4, 2023

Laurie Kirby

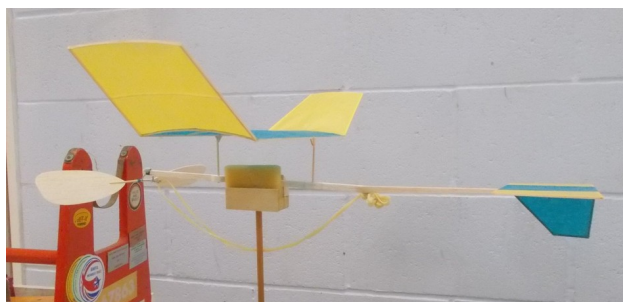
Laurie has given up his Ryan M-1 as a bad job, so its prop was transferred to his Tiger Moth.



Veron Tiger Moth
Photos: Staff

Nick Peppiatt

Nick was getting his Double Whammy in trim. He had it breaking 3 minutes by the end of the session.

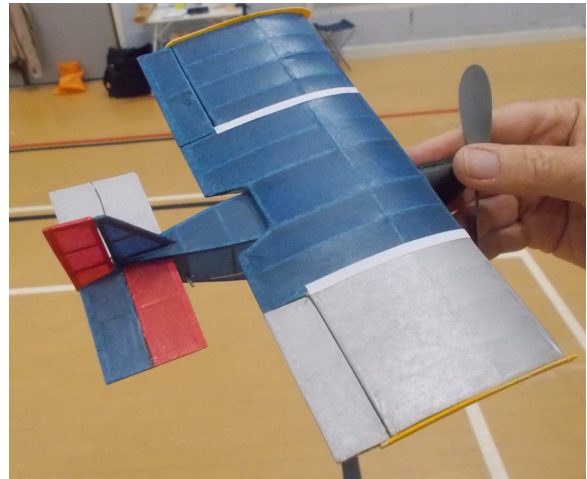


A Ukrainian Double Whammy?
Photos: Staff

Trinity Newsletter – Issue N^o. 4, 2023

Peter Smart

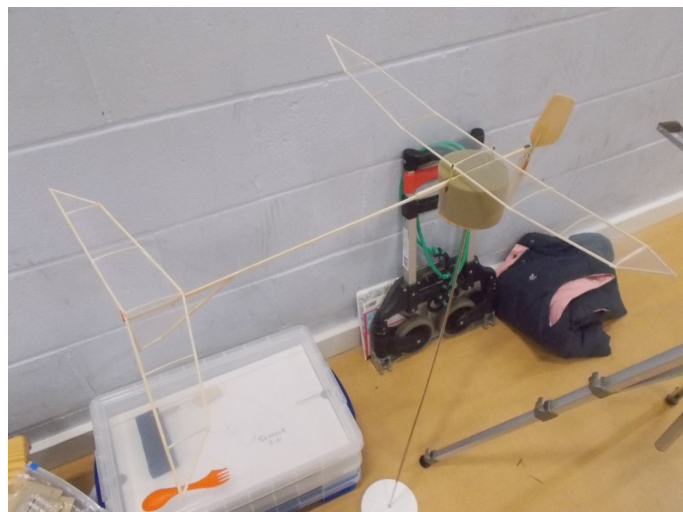
Peter brought along a new Pistachio model. A Mann Ragwing (model unknown – if you know please say) in a gaudy, but accurate, scheme. It showed signs of being able to fly, but wasn't great so it was put to one side for some workshop modifications while Peter played with his Citabria which was pictured in the last edition.



Mann Ragwing
Photos: Staff

Rob Funnell

Not a lot to say about this, it's Rob's A6 Slugger and it flies *forever*.



A6 Slugger
Photo: Staff

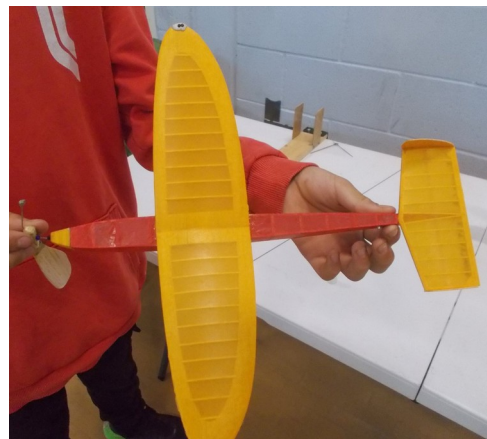
Trinity Newsletter – Issue N^o. 4, 2023

Shaun Mileson

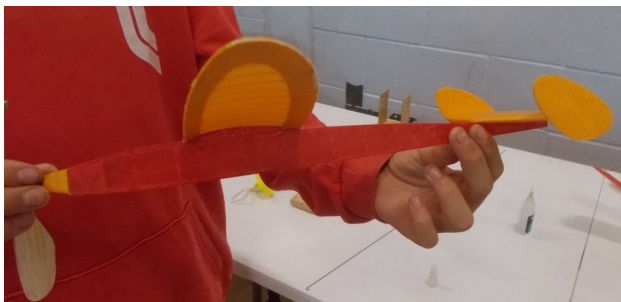
Shaun was fettling a Keil Kraft Elf and a Mooney Peanut Turbo Porter amongst others while Braden was busy flying, to good effect, a number of models including a baby Senator and what I think was a Little Toots (corrections welcomed). Shaun's model transportation scheme is worth a look. Instead of faffing about with lots of little boxes or slinging the models higgledy-piggledy into a big tupperware box he has a cunning rack system built into a large box.



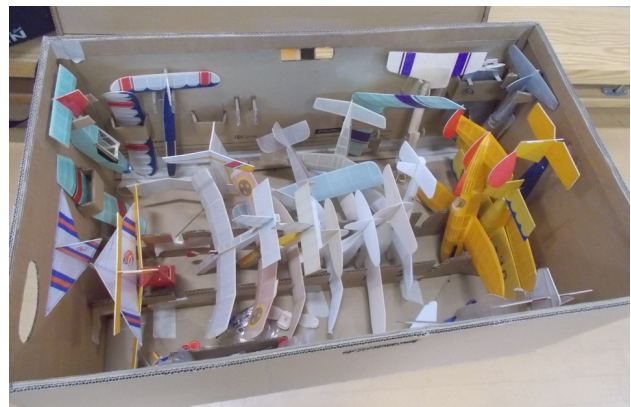
Turbo Porter
Photo: Staff



I think it's a Little Toot(s)
Photo: Staff



Little Toot(s)?
Photo: Staff



Model transportation done properly
Photo: Staff

Trinity Newsletter – Issue N^o. 4, 2023

July 2023

How very odd. An almost complete reversal of last month, perfect weather for indoor flying (i.e. bucketing it down and high winds) but a lower attendance than June.

As it happens the wind did cause problems in the hall, the fiercer gusts forced their way through the ventilation system and set up some all too noticeable and unwanted turbulence. NoCals were bouncing up and down and struggling to climb because of the down draft, Steve's Lacey M-10 was also seen to wobble alarmingly at one point and Laceys, famously, just do not wobble in mid-air and, at one point, I watched my Double Whammy achieve a ground speed of 0.0Kt because of "headwinds".

We're now seeing a steady trickle of Double Whammies and Malmström models being trimmed for the October & December events, but I haven't seen anyone flying anything for October's WWI themed scale yet. Even Peter's BE2s seem to be having a rest.

Trinity Newsletter – Issue N^o. 4, 2023

July's Models

David Herman

As well as his usual mix of Prairie Pups and foam models David had an unusual little biplane with him. It's about 15 years old and he thinks he bought it from FliteHook, but he couldn't remember anything else about it. By dint of careful research, well; I asked a question on HPA and Gerard, amongst others, came up with the answers, it seems to be a kit by Arkus of Sweden called the, "Tre Kroner" (Swedish for Three Crowns?) and is based on a Hannan design which was also kitted by SIG as, "Uncle Sam" with decoration suitable to the USA. Leaving the history aside, it flies very nicely.



Arkus Tre Kroner?
Photos: Staff

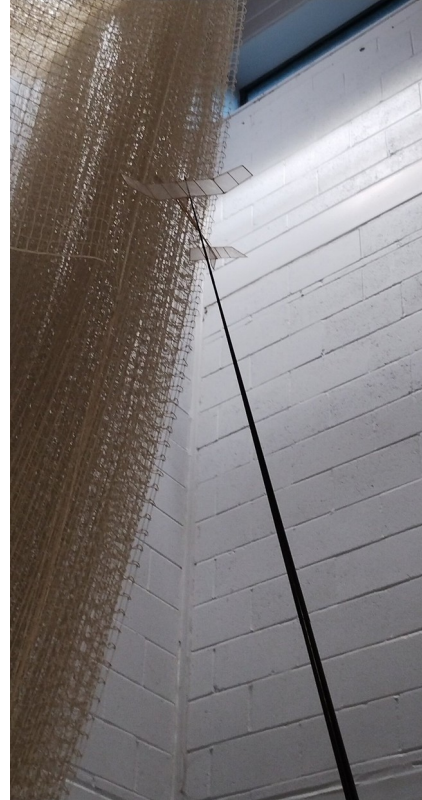
Trinity Newsletter – Issue N^o. 4, 2023

Reg Bees

Reg had a mix of FROG and other sport models with him, but the one that caught my eye, and in the cricket nets, was his Gyminnie Cricket which was stooging around quite placidly. You'll be relieved to hear it was recovered with some help from Rob Funnell.



Reg's Table
Photo: Staff

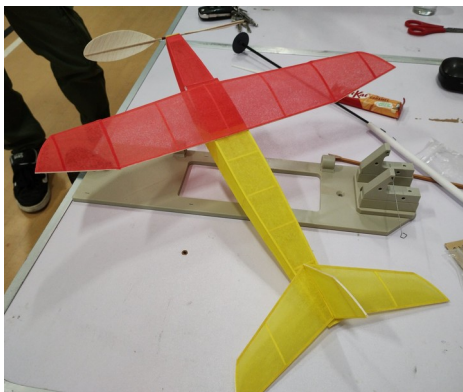


Trees or cricket nets, there's always
something to snag a model.
Photo: Staff

Trinity Newsletter – Issue N^o. 4, 2023

Ian Pearce

You have to admire Ian's loyalty to and perseverance with Legal Eagles. Yes, he's got a new Legal Eagle. It's not quite flying though, Ian says it needs some further work. The motor peg is at the stern post and apparently it's a devil of a job to load the motor so it will probably be moved forward and he also needs to tweak the tail incidence a bit. This is the first model that Ian's covered with EzeTissue which he tried as he'd had problems with other tissues continuing to shrink after they had, allegedly, shrunk. He reports that the EzeTissue seems to be in his words, "completely inert" once shrunk although it does have an odd fabric like feel to it. He's also been working on a lightweight version of his BYO, about $\frac{1}{4}$ the weight of his tissue covered one.



Legal Eagle
Photo: Staff



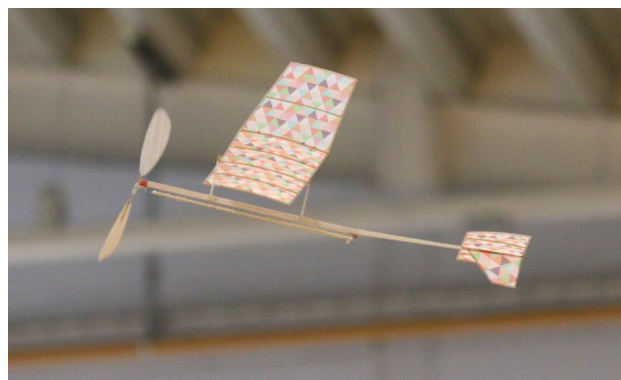
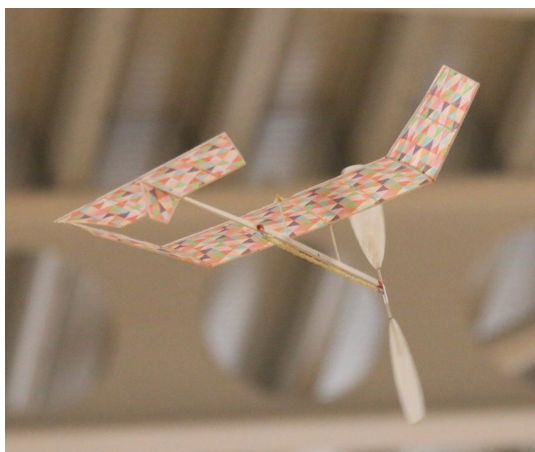
BYOs.
Photo: Staff

There are some more snaps of Ian's models in WIP.

Trinity Newsletter – Issue N^o. 4, 2023

Gerard Moore

Gerard's another trying out a Double Whammy. I say trying, perhaps I should say succeeding beyond the wildest dreams of most of the rest of us. He's managed to get 4'15" from it already and I wouldn't be surprised if he manages to get close to the 5 minute mark. Not only does it fly forever it also comes in a charming printed tissue design which is reminiscent of the lozenge schemes used on German aircraft in WWI. The tissue design was downloaded from <https://lilyvolt.com/instant-wrapping-paper-free-downloadable-gift-wrap>



Double Whammy
Photos: *Andy Blackburn*

Laurie Kirby

Laurie had a very nice Wittman Special with him which he had flying very well from ROG on several occasions. His Soviet AirCobra, however, was not co-operating at all.



Wittman Special
Photo: *Andy Blackburn*



Wittman Special
Photo: *Staff*

Trinity Newsletter – Issue N^o. 4, 2023

Andy Blackburn

Andy was finally able to try out his Mooney Sparrowhawk this month. He's been working on it off and on for a good long while now, nearly two years I think, and the effort seems to have paid off. Trim isn't finalised yet, but is quite definitely heading in the right direction, so the wing serials and a few other bits of decoration have been left off to allow for any further wing warping that may prove necessary. He was also tinkering with his NoCal IL-2 Sturmovik, but the turbulent conditions were far from ideal.



Miles Sparrowhawk
Photos: Staff

Mick Langford

Mick brought along a couple of new models, both for the autumn events. A lovely pusher prop driven Malmström Viggen and a Double Whammy. I saw the DW flying well towards the end of the session and Mick tells me that he got a circuit out of the Viggen, but it's still a work in progress.



Malmström SAAB Viggen Photos: Staff

Trinity Newsletter – Issue N^o. 4, 2023

Peter Smart

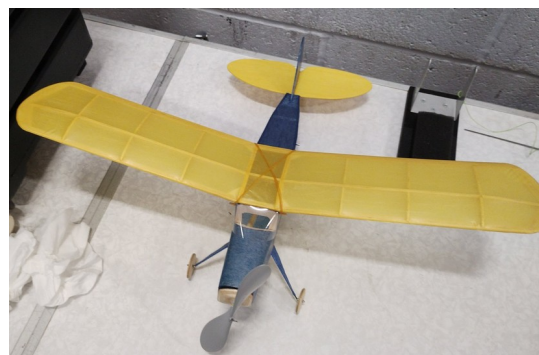
Peter's main efforts were focussed on his Mann Ragwing, see June's photos, which now has adjustable ailerons used as elevons, because as he says, "It's little more than a flying wing." He's also rejigged the nose-block because the previous one wouldn't hold its position with the expected deleterious effects on trim. Altogether the changes seem to have worked as it is now flying well although I think Peter wants to tweak things a little more as he's not quite satisfied with it. He was also flying his MK I Spitfire in a new scheme with the black & white, "I say Ack-Ack types, please don't shoot me down." undersides.



Dawn Patrol
Photo: Andy Blackburn

Ray Goodenough

Ray maintained his traditional start to the day; putting up his Gyminnie cricket for a couple of flights because, as he says, it's always nice to start things off on high note. Speaking of flying well, his FROG Senior Redwing, below, was flying like it was on rails. A real pleasure to watch.



FROG Senior Redwing
Photos: Staff

Trinity Newsletter – Issue N^o. 4, 2023

Steve Haines

Steve has got his Malmström Invicta, see Issue N^o. 2, well and truly sorted. That gives him, unwanted accidents allowing, two entries for December. He's now also got his VMC SE5a flying nicely from ROG. He tells me it still needs a smidgen more nose weight and he's going to try it with a longer motor to see if he can get a bit more altitude and endurance from it. On the new model front he also brought along a Nesmith Cougar which I saw flying nicely towards the end of the session. I particularly liked the navigation light details he's added. Maybe not scale correct, but they do add an air of realism.



Nesmith Cougar
Photos: Staff

John Whatmore

John didn't have any new models with him this month, but it was nice to see his newly repaired Gas Ghost aloft again as well as his Flack Tiddler which is always a treat to see flying.



Gas Ghost
Photo: Andy Blackburn

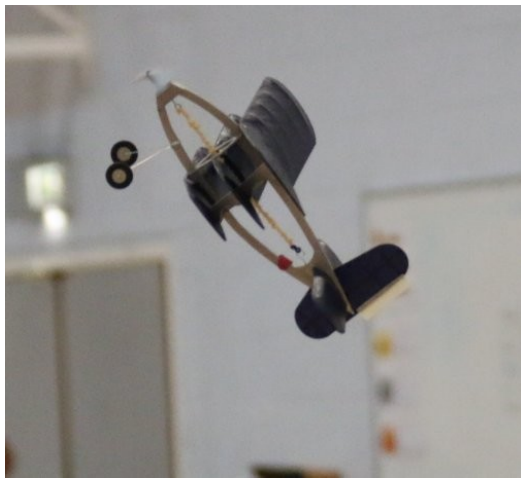


Tiddler:
Photo: Andy Blackburn

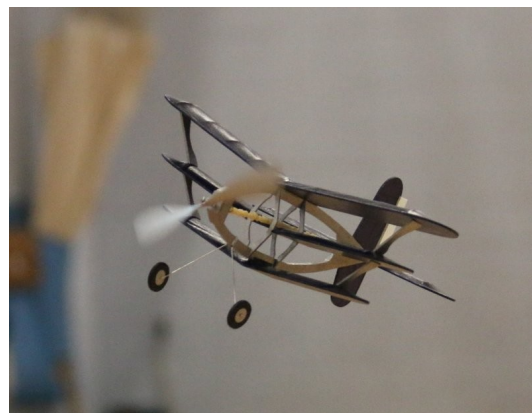
Trinity Newsletter – Issue N^o. 4, 2023

Lurk

I don't usually include my own models as it seems a bit... self-centred, but I am unreasonably pleased with my Malmström Tom-Tit so please forgive me this once. I doubt it will fly for more than about 25-30s as it only has room for a very short motor, but, once I'd discarded the utterly unnecessary tail weight – I'll explain later, if you're *really* interested, and reduced the down-thrust ever so, ever so slightly, it flew well enough to leave me with a silly great grin on my face. It needs some minor repairs as a motor burst took out the starboard "fuselage" formers, despite Dave King having said not 5 minutes beforehand that a burst motor wouldn't be anything to worry about. Heigh ho.



Tail weight is always a bad idea!
Photo: Andy Blackburn



I'll be blowed! It actually flies!
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o 4, 2023

Events 2024 – Proposals

I'll keep this section going until we have a reasonably settled selection of events. If you've got an idea and don't mind being CD please suggest it with some outline rules and I'll add it here.

Autumn. Themed Scale – Interwar Air Racer. Dave King

Any aircraft entered in one of the air races listed below, up to and including any event in 1939. The table shows a non-exhaustive list of valid subjects

Event	Example aircraft
Gordon Bennett Trophy	Curtiss No. 2, Bleriot XI, Nieuport II, Deperdussin 1912 Racing Monoplane, Deperdussin Monocoque, Nieuport 29
Daily Mail Aviation Prizes	Antionette, 1910 Deperdussin, Amy Johnson's Gipsy Moth
Coupe Deutsch de la Meurthe	Hanriot HD.22, Nieuport 29, Nieuport 44, Gloster Mars, Potez 53, Caudron 362, Comper Swift
Schneider Trophy	Sopwith Tabloid, Curtiss CR-3, Macchi M.39, Supermarine S.5/6/6B
U.S. National Air Races including Thompson & Bendix Trophies	Cessna CR-3, Gee Bee(many and various), Hughes H-1/2, KR-1/2/3/5/6, Laird, Travel Air Mystery, Wedell-Williams(various), Folkerts SK-1-4, Chambermaid, Howard Pete/Mike/Ike/Mr Mulligan, Wittman Bonzo, Mr Smoothie, Chester Goon, Beech Staggerwing
Kings Cup Air Race	Airco DH.4a, A.W. Siskin II/V, D.H. 60 Moth, Avro Avian III, D.H. Leopard Moth, Percival Mew Gull, Miles Sparrowhawk, Miles Hawk Speed 6
The Dole Derby	Travel Air 5000, Goddard Special, Lockheed Vega 1, Buhl CA-5 Air Sedan Challenge International de Tourisme Darmstadt D-18, Klemm L.25, Avia BH-11, Junkers A.50
MacRobertson Air Race	D.H.88 Comet, Miles Hawk Major, Airspeed Courier, D.H. Puss Moth, Miles Falcon, B.A. Eagle, Lockheed Vega, Gee Bee R-6

The model must be rubber powered and profile scale (no-cal) models are not allowed.

Position will be determined by the sum of flying place and static placing. The entrant with lowest combined value being judged the winner. In the event of a tie the entrant with the higher (1 is high) flight place wins. Should there be no

Trinity Newsletter – Issue N^o. 4, 2023

difference whatsoever there will be a fly-off, the model making the longest flight wins.

The best two flights from an unlimited number of flight attempts count towards the flight score. Times are rounded down to the nearest second and one point is awarded per second. The flying place computed from the flight score.

Static points will be awarded using the Trinity "Beauty Pageant" method. All present, spectators and competitors may submit a results slip to the CD with their top five models of those entered rated first to last. A rating of 1 attracts five points and a rating of 5, one point. A static placing will be computed from the models overall rating.

Markers will be encouraged to favour aircraft that have the correct colour scheme, but beauty is in the eye of the beholder so you may use whatever criteria you deem best when selecting your chosen five.

Trinity Newsletter – Issue N^o. 4, 2023

Work in Progress

Double Whammies – Various Builders

Nick Peppiatt sent this picture of the man ultimately responsible for our party game.



Chuck Markos
From, “AMA Outdoor Free Flight Nats 2019”

Trimming Notes – Ongoing

A little bit more information to share and a reiteration of some previous points

- Blade pitch. It looks like 35° or thereabouts is right.
- Blade diameter. Overall about 10½”, each blade approx 4 1/4”
- Blade shape. As given on the plan.
- Avoid using a commercial prop-hanger if you can make your own.
- Very little, possibly no, down thrust needed.

As for motors, nothing hard and fast, but, if it helps as a starting point; mine, at ≈4.3g, was climbing (slowly) on a 0.073” section motor at the July meeting.

Trinity Newsletter – Issue N^o. 4, 2023

Ian Pearce

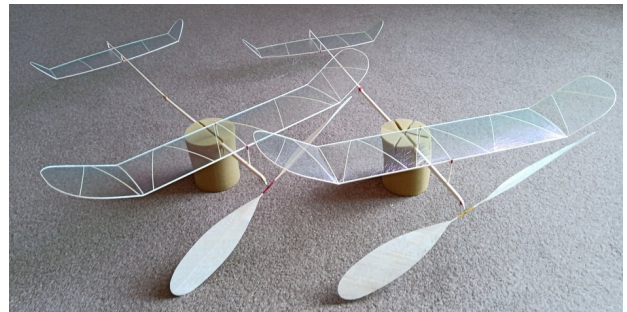
Ian's been fettling his fleet in preparation for the Indoor Nats and, at my insistence, sent some pictures and the following note.

I really look forward to the nationals weekend. It's always been a friendly competition and obviously I want to improve on my times at the last nats with all of my models.

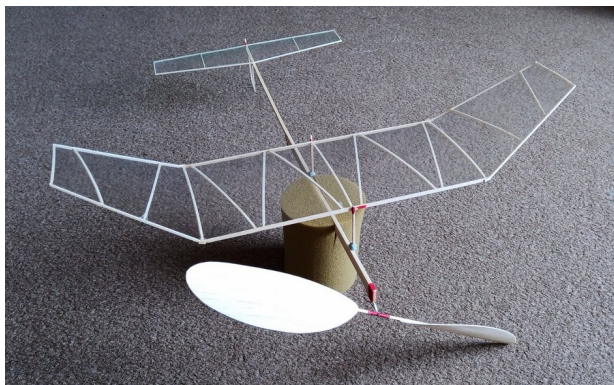
The Indoor Duration Nationals take place from Saturday 2nd September to Monday the 4th September at Daventry Leisure Centre, Lodge Road, Northamptonshire, NN11 4FP.



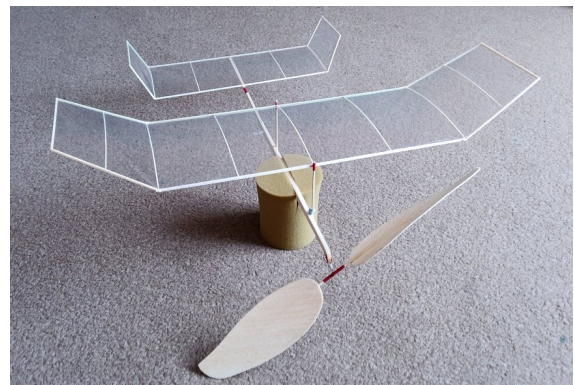
35 cm Challenge 1g
Photo: Ian Pearce



F1L International 1.2g
Photo: Ian Pearce



Gyminnie Cricket 3g
Photo: Ian Pearce



Limited Penny Plane (LPP) 3.1g
Photo: Ian Pearce

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Trinity Newsletter – Issue N^o 4, 2023



Beech Staggerwing NoCal
Photo: Ian Pearce



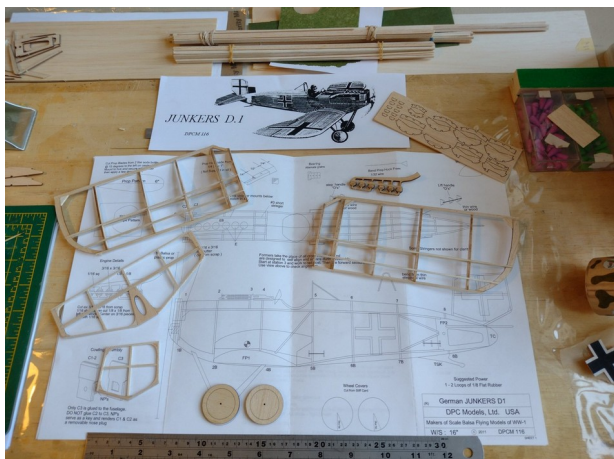
Legal Eagles Cabin Duration
Photo: Ian Pearce

Steve Haines

A couple of pictures of what's on my board at the moment.

The DPC models Junkers D1 is one of the kits Andy B got us from the States. It's laser cut with a 16" wingspan. As you can see I've started with the fin, tailplane and wings and it's coming along nicely.

The other picture is my Veron Focke-Wulf 190. I've repaired the damaged wing and it just needs covering. I didn't have a lot of luck with this one at Trinity as it kept stalling on the turn but I thought I'd give it another try.



DPC Junkers D1
Photo: Steve Haines



Veron FW-190
Photo: Steve Haines

Trinity Newsletter – Issue N^o 4, 2023

Chris Moes

No, you won't have seen Chris at Trinity, he's the newsletter's Canadian Correspondent (and publisher) and he flies with the Far Valley MFC in Ontario. Back in May he was about to start on this...



Bet you can't guess what this is?
Photo: Chris Moes

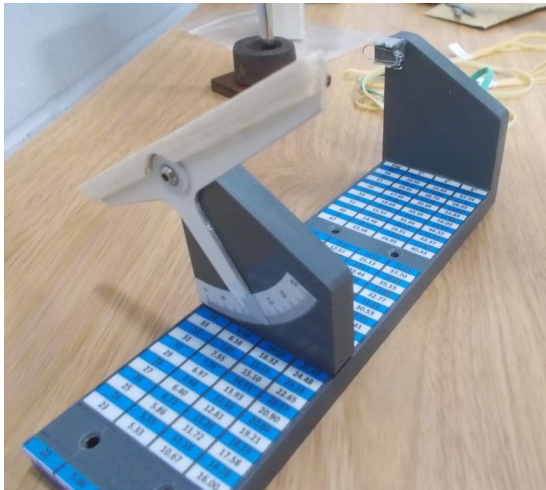
... and I want to know how it's getting on. Well Chris?

For those of an inquisitive turn of mind, The Far Valley MFC club web site is at <https://farvalley.ca>

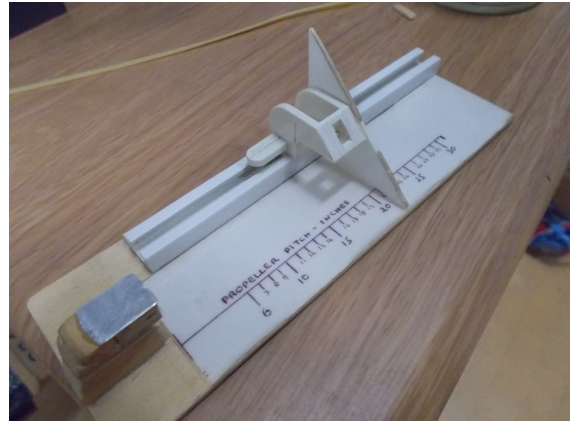
Trinity Newsletter – Issue N^o 4, 2023

Just Because

Two approaches to propeller blade pitch gauges from Moore Père et Fils. The highly engineered blue one is Gerard's and is a lovely piece of work, the second more obviously home-brewed one is Doug's. However, don't dismiss Doug's gauge as a bodge. Look very carefully. It has possibly the most inventive and best use of curtain track you are ever likely to see.



Gerard's pitch gauge
Photo: Staff



Doug's pitch gauge
Photo: Staff



The catering at Trinity leaves a lot to be
desired...
Photo: Staff

Trinity Newsletter – Issue N^o. 4, 2023

Newsreels

June

Colin Hutchinson's Avro Avis	https://vimeo.com/837274931
John Scates' NoCal Ju87	https://vimeo.com/837275436
Mick Langford's Bücker Jungmann	https://vimeo.com/837275740
Mick Langford's VMC Bird Dog	https://vimeo.com/837276151
Rob Smith's foam profile Republic SeaBee	https://vimeo.com/837276373

July

Andy Blackburn's Sparrowhawk. Its very short maiden flight & a trimming flight.	https://vimeo.com/845556494 https://vimeo.com/845557029
Laurie Kirby's Wittman Special. A woefully short fragment, but it does hint at how well it flies.	https://vimeo.com/845557372
Steve Haines VMC SE5a	https://vimeo.com/845557756
Richard Preston's reworking in foam of the Zip by Lidberg & Bierenstein from 1970	https://vimeo.com/845558046
Richard Preston's NoCal Illegal Eagle	https://vimeo.com/845558618

Vimeo hosted clips can be a bit... awkward. The site's video encoding is odd. If they don't play well in your browser (Opera is a complete non-starter) try using Chrome or Firefox.

Trinity Newsletter – Issue N^o. 4, 2023

Any Other Business

Nothing for this issue.