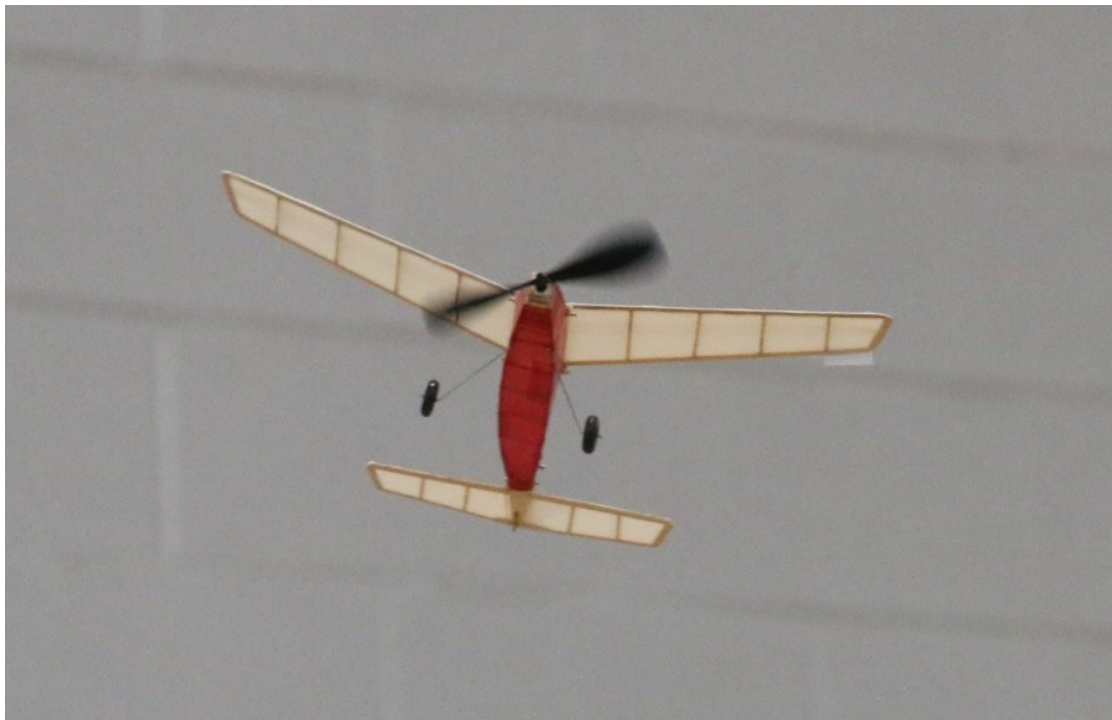
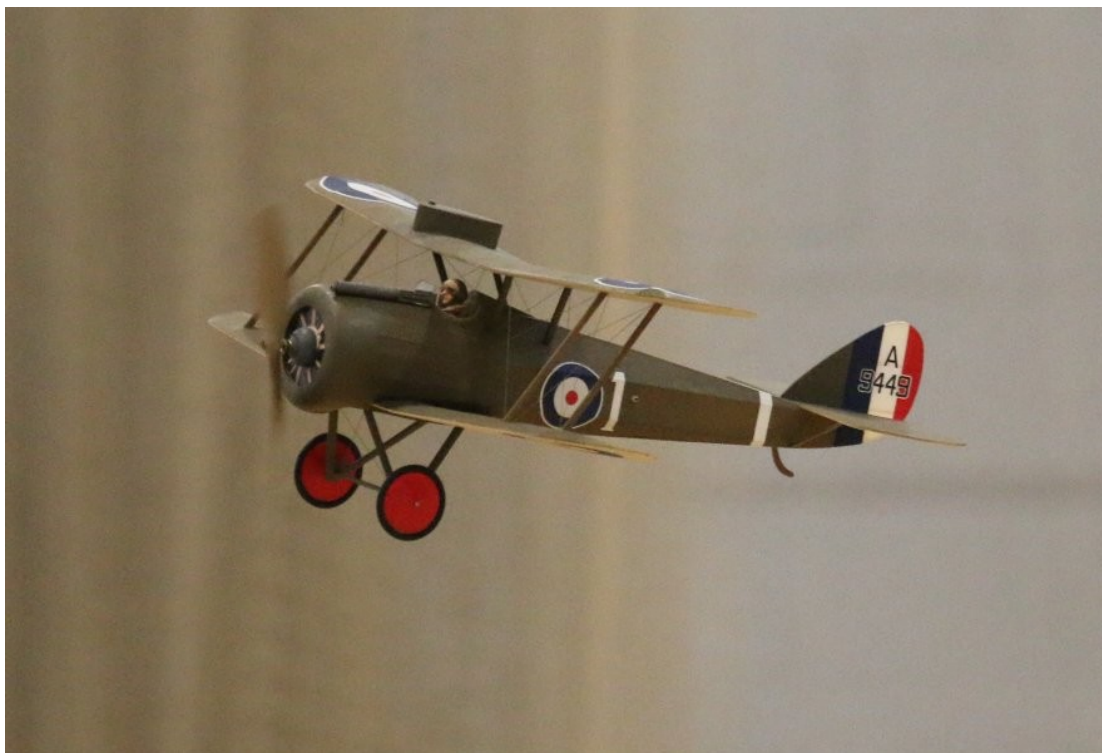


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If wet, in church hall.



Tony Calvert's Keil Kraft Elf
Photo – *Andy Blackburn*



Mike Stuart's AirCo D.H.5 (DPC kit)
Photo – *Andy Blackburn*

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Calendar

2023

Date	Session	Event
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 – Provisional. Very, very provisional.

Date	Session	Event
January 13 th	09:00 – 13:00	
*February 10 th	09:00 – 13:00	
*March 9 th	09:00 – 13:00	<i>Event Candidate</i>
April 13 th	09:00 – 13:00	<i>Event Candidate</i>
May 11 th	09:00 – 13:00	
June 15 th	09:00 – 13:00	
July 13 th	09:00 – 13:00	
August 10 th	09:00 – 13:00	
September 14 th	09:00 – 13:00	
*October 12 th	09:00 – 13:00	<i>Event Candidate</i>
November 16 th	09:00 – 13:00	<i>Event Candidate</i>
December 14 th	09:00 – 13:00	<i>Event Candidate</i>

The dates given are not confirmed, but sessions are usually on the second Saturday of the month. Those marked with an asterisk may be on the following Saturday. Mark your diaries with pencil only for the moment.

What event or events would you like to see next year? Drop a line to the editor with your suggestions and we'll put them to the (e-mail) vote towards some time in November. See later on for proposals so far.

Please do have a look at the suggestions made so far and let me know if they interest you or, if they don't, what you'd prefer in their stead.

I've indicated the months that seem to be the best candidates for comps bearing in mind summer holidays and outdoor flying events. They are only suggestions.

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If wet, in church hall.

Alan Coppen

Alan sends his apologies for his long and enforced absence. We haven't seen him since May because he has been undergoing, enduring, some gruelling and unpleasant treatment for cancer.

Lionel Haines

Steve tells me that Lionel is making progress, slow, but definitely progress and may be home in the next week or two.

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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 models 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.

Trinity Dimensions & Model Suitability

The hall’s limiting dimensions are; 21m to bottom of the rafters and approximately 13m between the basketball nets and about 15m maximum.

For FF scale models a span of 17”-18” is a “safe” maximum, but models of up to 20” with a low wing loading have been flown successfully. As a rule of thumb, given the size of the hall, a model with a wing loading of about 10g/dm² or lower (without motor) is very likely to survive a session. Duration models usually have such a low wing loading that more or less anything of that sort can be flown, the limit being the rafters. RC models up to 24” span are regularly flown successfully.

Contributors

Thanks to John Winfield, Mike Stuart, Andy Blackburn, Gerard Moore, Steve Haines, Chris Brainwood. Dave King and Richard Preston.

Trinity Indoor Flyers. Online Resource Hub.

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, including items for sale or being given away let creator & custodian John Whatmore (john.whatmore@hotmail.co.uk) know and he’ll add it in the appropriate place.

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If wet, in church hall.

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

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

We have seven confirmed entrants so far, not bad for a scale event but the more the merrier.

December – Malmström Mêlée

Lots of people have signed up! Don't miss out on *the* event of the season!

Proxy Flying

What with some of us enjoying less than perfect health, the fast approaching onset of the winter snuffles season and the appearance a New! Improved! Now With added Mutations! version of our "favourite" virus it seems sensible to suggest that proxy flying be allowed by default for all our events. It's not as satisfying as flying your own model, but at least the effort of making the model, especially if it is a new build for a competition, won't be wasted.

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August 2023

It seems that traditional British summer weather is very good for, indoor, flying. Lots of us turned up and at times the air was thick with models which was a very pleasant sight. More sessions like this and we're going to need to recruit someone as an ATC. There were lots of Double Whammies flitting about which promises to keep Rob busy in October and Steve's Malmström Invicta was going extremely well while Rob was terrorising all and sundry with his McHard Canard "Missile". Tin hats all round I think.

Not many snaps this month, I was busy getting my own models to fly and Andy had camera woes.

New Faces

Peter Brown joined us this month. One or two of you know Peter from Berensfield and other venues. Welcome Peter and watch out for the walls, they're nearer than you think.

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August's Models

Colin Hutchinson

Colin brought along several crates full, but the only models I noticed that he flew were his Ajax, Peg Leg Ike and RC "Yak".



Peg Leg Ike

Photo: Andy Blackburn



Ajax

Photo: Staff

Peter Brown

Peter spent some time trying to persuade his new Cessna Airmaster to fly, but it wasn't having it, so it was put back in the box to be (re)fettled. His "Born Loser" & Piper Cub were much better behaved and flew very nicely thank you. He also had a WIP with him, a Wilga PZL P11 which got a test lob, but no more.



Born Loser

Photo: Staff



Wilga

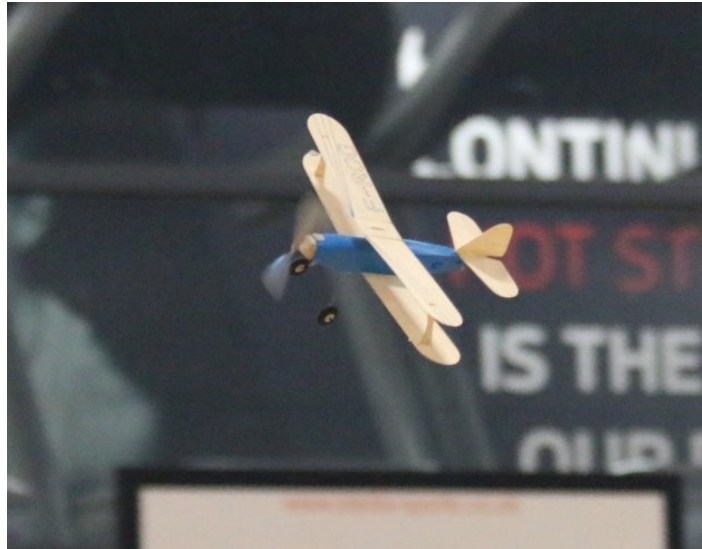
Photo: Staff

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Shaun Milesen

Shaun made the trek down from the Far Northern Wastes of MK and it was good see him so soon after his last visit. He was flying a variety of models including a FROG Junior Tomtit.

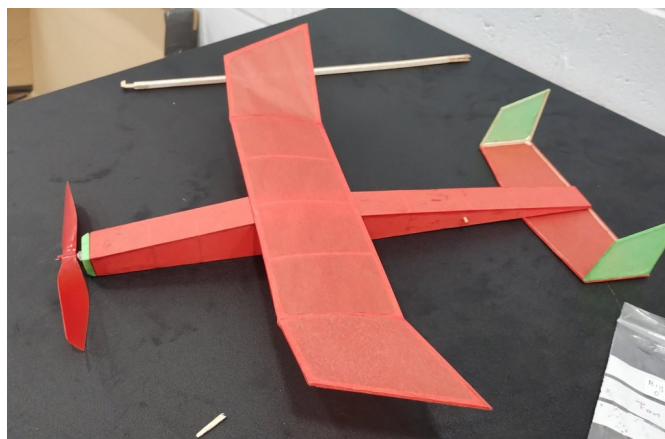


Tomtit

Photo: Andy Blackburn

Richard Preston

Richard's main model for August was a Big Pussycat and he very kindly saved me lots of typing by providing some notes on the design and his own tweaks to it which you can find later on in this issue.



Big Pussycat

Photo: Staff

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Peter Smart

Peter turns up with some interesting subjects. August's was a Lohner 10.20, an Austro-Hungarian design. Peter told me that it may be the DD, but a poke around on the web suggests that it might be a revised A, of which only one was built, with the original small fin replaced with something a bit more practical. If you speak Czech or Russian you'll find a couple of pages on the web with a bit more detail.



Lohner 10.20
Photos: Staff

Dave King

One can never have too many yellow aeroplanes...



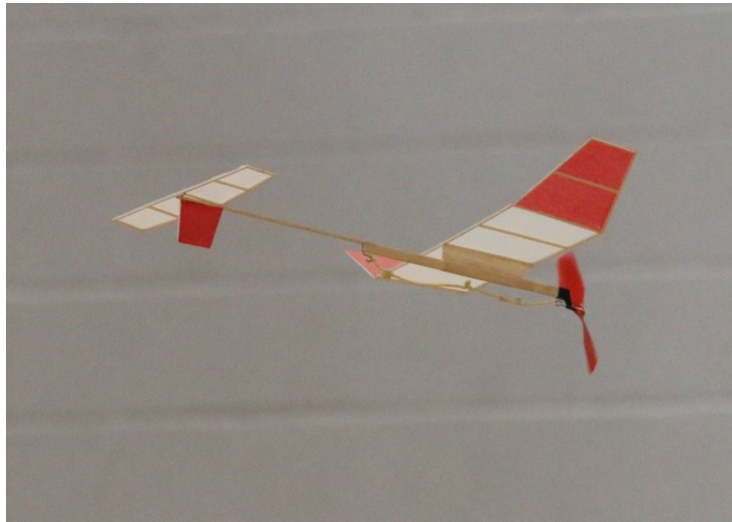
They call him Mellow Yellow...
Photos: Staff

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If wet, in church hall.

Ray Goodenough

It wouldn't be a Trinity session without Ray's Cricket doing it's thing, now would it?



Gyminnie Cricket
Photo: Andy Blackburn

Rob Smith

Similarly, no meeting is complete without an Aerial Observation & Offensive Patrol by Rob's Bristol Scout



Bristol Scout
Photo: Andy Blackburn

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September 2023

Very, very quiet this month, the clash with Old Warden may have had something to do with it, so lots of air space available and no need to rig an ATC tower.

There were a gratifyingly large number of Double Whammies in evidence and all flying well. Some were flying *extremely* well and their builders were busy wringing the very last seconds of endurance out of them. I have high hopes of a good competition especially if, as this month, the ventilation fan isn't switched on until well past 10 o'clock.

Two or three new Malmström models were being tested as well which, as CD, I found reassuring, although one entrant, Andy, reports that his newly finished Fli-Wing is proving an absolute horror to trim, even outdoors.

September's Models

Gerard Moore

This is G's latest CO₂ motor. You may not be impressed by it, but I am. The bearings you can barely see in the top LH corner? Only 0.5mm Ø.



The GM07 CO₂ Motor

Capacity	0.7 mm ³
Bore	0.9 mm
Stroke	1.1 mm
Weight	0.836g, inc 44 mm Ø prop.

Date of Mfr 15th Sept. 2023

GM07 CO₂ Motor
Photo: Staff

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Doug Moore

I didn't get any detail about Doug's model other than it's a Gypsy Moth from the Peck kit and it flies nicely.



Gypsy Moth
Photo: Staff



Stooging around the hall
Photo: Andy Blackburn

Peter Brown

Peter tells me that the attempt to improve the Cessna Airmaster's flight behaviour by increasing the dihedral didn't work. It is, to use his own word, "ruined." A shame. Looking on the bright side he had a lovely Curtiss P-40 from the Bradley plan with him to trim and his J4E was flying a treat.



Piper J4E
Photo: Andy Blackburn



Curtiss P-40
Photo: Staff

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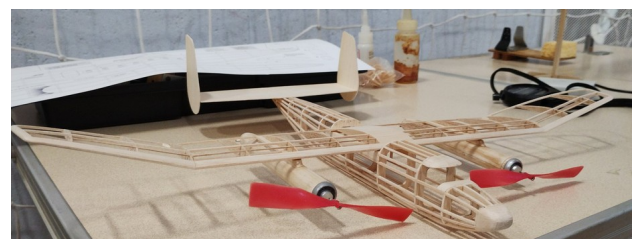
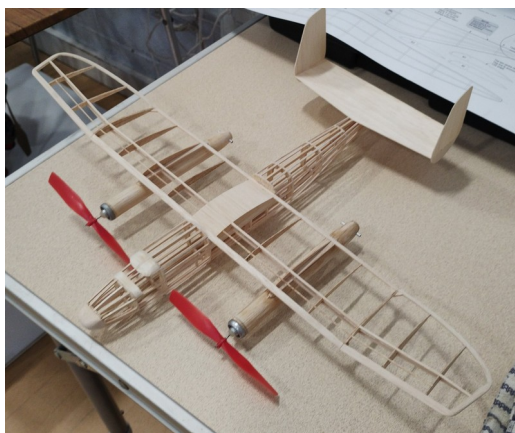
John Whatmore

To go with his flying models John brought some work in progress with him. A ducted fan jet and a rubber twin. The “Fan Jet” features a very cunning construction with the battery & ESC in a $\approx 3/32$ ” lattice frame with printed skin.

The twin is not quite what it first appears to be. Despite appearances it is not a model of a “real” aeroplane. What is it? Believe it or not, it is a development (Development? More a complete re-imagining!) of Richard Preston’s, single engined, “Aggro” which gets a regular airing at Trinity. I won’t steal John’s thunder by revealing any more details of his plans for it, but I am eager to see the finished result. Of course I expect a full write-up of the project for the next issue of the newsletter. Eh John?



Fan Jet. WIP
Photo: Staff



Aggro, with attitude. WIP
Photos: Staff

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If wet, in church hall.

Mike Stuart

Mike is in danger of filling the September section of the newsletter all by himself. He made up for last month's, medically imposed, absence by turning up, and you really won't believe this, at half past 9 o'clock! Not only was he early, but he had 3 brand new models with him. A DPC AirCo D.H. 5, a Heinkel 45 finished in a Spanish Civil war Condor Legion scheme and his entry for the December party game, an 80% Malmström Bi-Star. It won't be a surprise to any of you that he had all 3 flying well by session's end. Mike kindly scribbled some notes about his Bi-Star which, although it is now finished and flying, you'll find in WIP.



Bi-Star

Photos: Mike Stuart



AirCo D.H. 5

Photos: Staff

Continued over...

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If wet, in church hall.



Heinkel 45
Photos: Staff

Nick Peppiatt

As well as his Double Whammy and some μ RC stuff Nick brought along his entry for November's First War Aircraft event, a Pistachio scale BAT Baboon. This model is nigh on 30 years old and Nick told me that it took him a very, very long time to get it to fly in anything like a controlled fashion. The trick? A pair of cellophane (can you still get cellophane?) curtains on the cabane struts. Nick wasn't pushing it to any sort of limit this month, but it was still flying for a long old while.



BAT Baboon
Photos: Staff

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If wet, in church hall.

Steve Haines

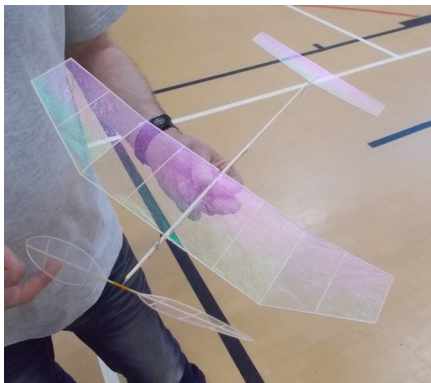
This is his Junkers D1 from the DPC kit that was part of the bulk buy that Andy organised last year. Steve tells me it weighs 33g and that back garden testing on 100 winds give a nice left glide, but indoor trimming is “ongoing”. I saw it get a test lob or two and it looked promising, but Steve spent, or seemed to spend, most of the session trimming his Double Whammy.



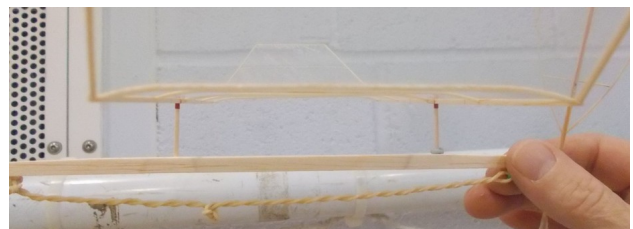
Junkers D1
Photos: Staff

Ian Pearce

Fresh from another successful Indoor Endurance Nats. (a 1st, 2nd & 3rd) Ian was taking it easy this month, not a stopwatch in sight and rather more nattering than flying, but he still found time to fly his Competition Gymninnie Cricket, note the “bathtub” ribs, which, as usual, stayed aloft for weeks. See the newsreel section for a link to a short clip of it loitering near the rafters. Who needs geostationary satellites when you’ve got one of these?



Competition GC
Photo: Staff



Bathtub rib detail
Photo: Staff

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Peter Smart

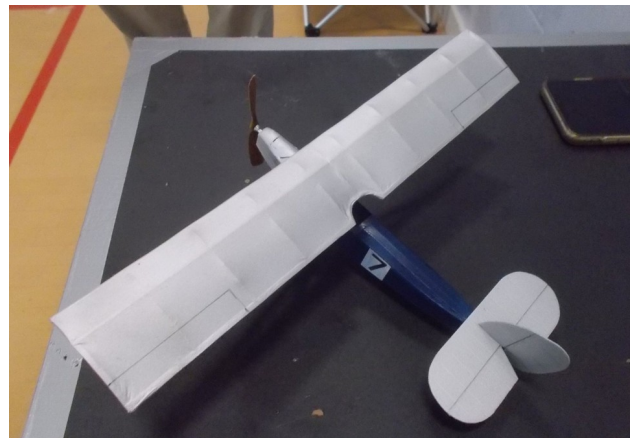
As well as his more recent builds Peter had a couple of his older models with him this month. A Cessna 150 and a Piper Cherokee. He was quite dismissive of them as, “boring aircraft to model” but I think, secretly, he is incapable of thinking of any aircraft as boring, especially not ones that he has flown the full size version of. The ones pictured were intended as prototypes for kits to be sold to pupil pilots, “Build the aircraft you’ve just flown!”, but the scheme didn’t come off. And, he couldn’t turn up without at least one new model, a CO₂ powered Supermarine Sparrow.



Cessna 150
Photo: Staff



Piper Cherokee
Photo: Staff



Supermarine Sparrow
Photos: Staff

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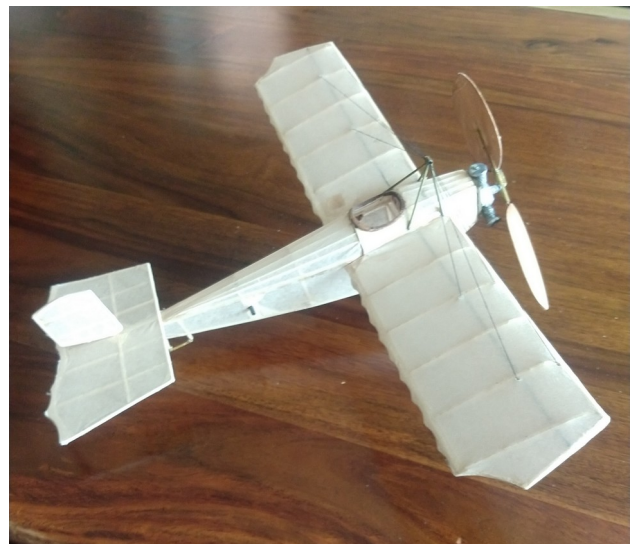
If wet, in church hall.

Dave King

Another yellow(ish) one from Dave, a scaled down Trenton Terror or Terrorist as one wag christened it after a notably wayward flight. Dave knocked some of the diagonal bracing out of the fuselage, but kept the original rib count. He was also trimming his Malmström Space Ace. Well, he was, until one of the prop blades let go with an accompanying loud raspberry from the motor as it unspooled in a hurry. He was having more luck with his Caudron N.



Trenton Terror
Photos: Staff



Caudron N
Photos: Dave King

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John Holman

John's VMC Buddy is a completely stock build. Not only was he using the kit supplied 3/16" rubber *but also* the cocktail stick! He tells me that it was flying satisfactorily, but, as he expected, the kit rubber is a bit too much for indoors so he'll give it a birl with 1/8" strip next month. Knowing John he'll have it floating round the rafters for hours.



VMC Buddy
Photo: Staff

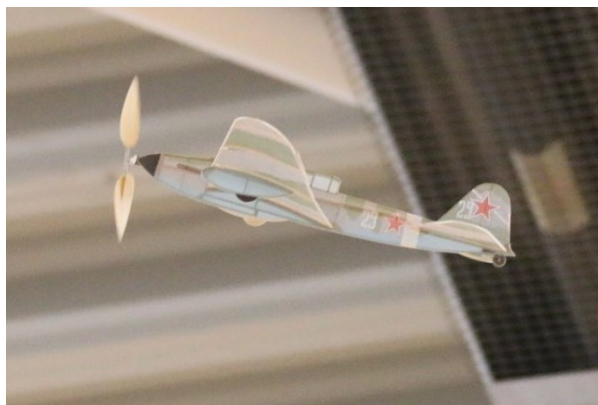
At the risk of sounding like a shill for VMC, if you want a straight-forward and quick to build fun flyer for yourself or a very first rubber model for someone else you'll not go far wrong with the Buddy. Mine has proved to be simplest rubber model to trim that I have ever encountered. Lurk.

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If wet, in church hall.

Andy Blackburn

Andy took advantage of the late starting ventilation fan to put up his No-Cal IL2 Sturmovik, but, as last month, his best model, for my money, was the Mooney Sparrowhawk which put in two good ROG flights. Andy will tell you he's still not satisfied with it, but for a model as notoriously difficult to trim as this one I think he, "doth protest too much."



IL-2

Photo: Andy Blackburn



Sparrowhawk

Photo: Staff

Mick Langford

As well as his Viggen and Double Whammy Mick gave his Bücker Jungmann an airing and as usual it didn't disappoint. Beautifully finished and flies well.



Bücker Jungmann

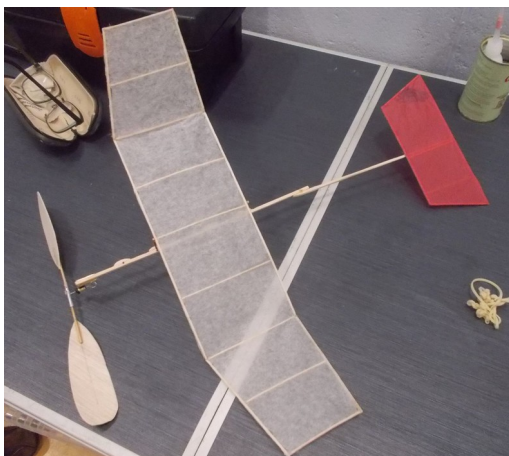
Photos: Andy Blackburn

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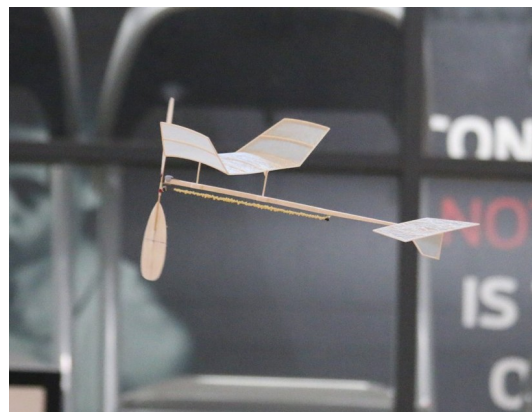
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Double Whammies

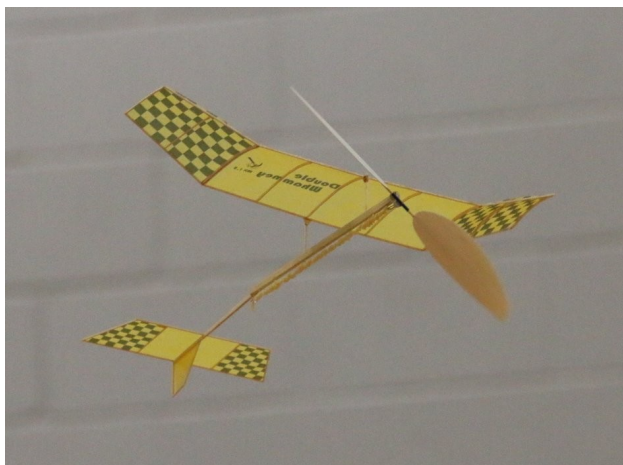
At least 9, including mine, were flown this month and at times there were 3 or 4 in the air at simultaneously. It was a charming sight. For this reason it seems like a good idea to have the pictures grouped together rather than scattered throughout. The in-flight pictures are all Andy Blackburn's & the others, mine.



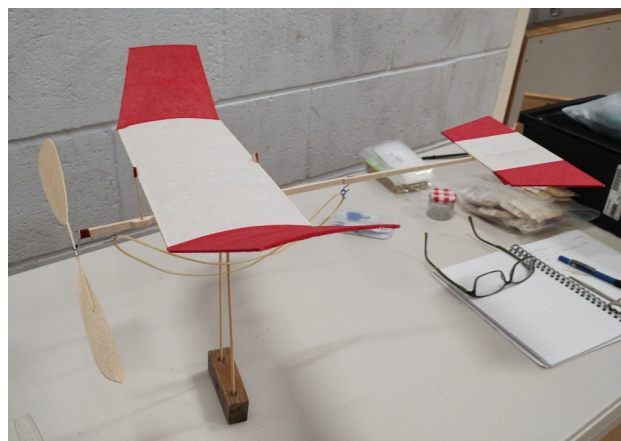
Tony Calvert's



Steve Haines'



John Whatmore's

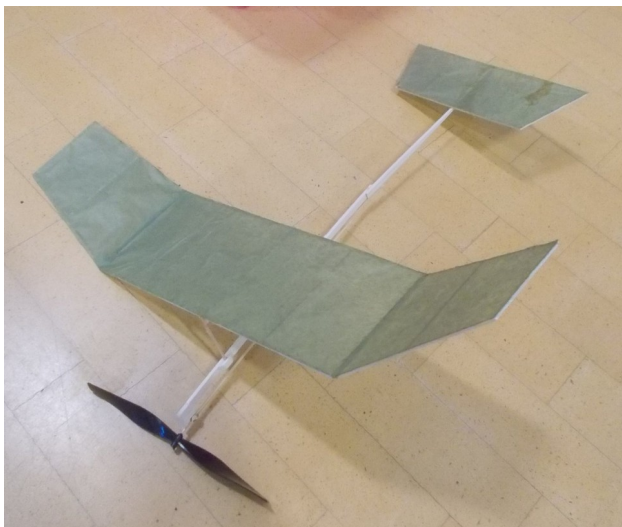


John Foster's

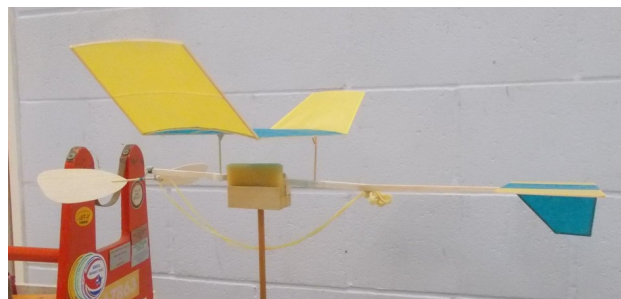
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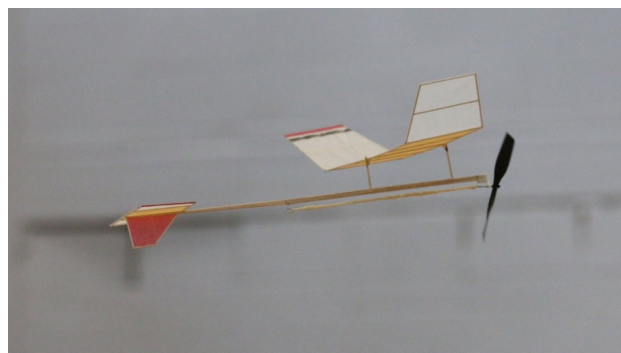
Rob Smith's



Nick Peppiatt's



Gerard Moore's



Mick Langford's

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If wet, in church hall.

Big Pussycat – Richard Preston

History

The Big Pussycat was adapted from the original Pussycat designed by Dick Baxter in the eighties. The original had a 12 inch flat surface wing and became very popular as a first time model for beginners. In 2006 Dick had his larger 16" span version with a cambered wing, for even better performance, published in 'Flying Models' magazine. Dick's original Big Pussycat was designed for outdoor flying but another American modeller, Gary Hinze, recognised that it would make an excellent indoor flyer with a few tweaks here and there.

Conversion

The original BP had 6 degrees of washout on both wing tips and 6 degrees of incidence on each fin. This last bit I found hard to get my old brain around but maybe that is what we here in the UK would call 'fin offset'. Apparently this made it fly in 15 feet steeply banked circles which may have been good for outdoor thermals but not so good for indoor flying.

Gary's modification entailed changing the angles of the outer wing dihedral break ribs to produce 2 degrees of wash in on the left wing tip and 2 degrees of wash out on the right wing tip to counter the left roll due to motor torque. He also changed the angles of the tail fins to provide one degree of left turn to open up the turn. These changes, combined with a reduction of down thrust, produced a more gradual climb to suit the lower ceilings of typical indoor venues.

I built the model after seeing how well they flew on You Tube videos and I incorporated the changes that Gary had made. I also introduced a modification of my own to make joining the two fuselage sides together much easier. This was to add two square fuselage frames made from 1/16 inch square balsa at the wing leading edge and trailing edge positions. The change works well and the weight increase is negligible.

Details of Gary Hinze's modifications, including an optional wire undercarriage, can be found by following this link

www.endlesslift.com/big-pussycat-introduction

Flying It

I had made up three different motors ranging from 0.090" to 0.100" and found that the thinnest one suited it perfectly and it flew beautifully first time out. All in all, I am very pleased with the model which has proved to be a consistent flyer even though it has somewhat quirky looks. Well done Dick and Gary.

A two page scan of Richard's annotated copy of the plan should accompany this issue. Ed

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If wet, in church hall.

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 are prepared to be CD for it please let me know what you have in mind together with some outline rules and I'll add it here. The hope is to have a rough plan for next year by late November.

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.

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If wet, in church hall.

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 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.

December. Hannan's Boxy Bipe. Lurk

How about something light-hearted and simple for the December meeting? This idea was sparked by seeing David Herman's, "Tre Kronor" which is the Arkus kit version of the design at this year's July meeting.

Design. Hannan's Boxy Bipe

Prop & hanger. Commercial stick fuselage unit. If you haven't got one in your spares box VMC sell a suitable 5½" item for about £3.

Scoring. Simple duration contest, no ROG, with a "prettiness prize" for the model voted best decorated by all in attendance.

A scan of the build notes and the plan from Bill Hannan's 1985 book, "Models And Musings" accompany this issue. My apologies for the "blue" cast to the pages, I'm not sure if it's the paper or my document scanner.

Malmström One Design Space Ace. Steve Haines

Steve says that the Orpington MAC used to have an event based on the Space Ace and as a good number of us will soon be Malmström "experts"...

Steve hasn't suggested any rules, but I can't see there being any ROG bonus.

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If wet, in church hall.

Work in Progress

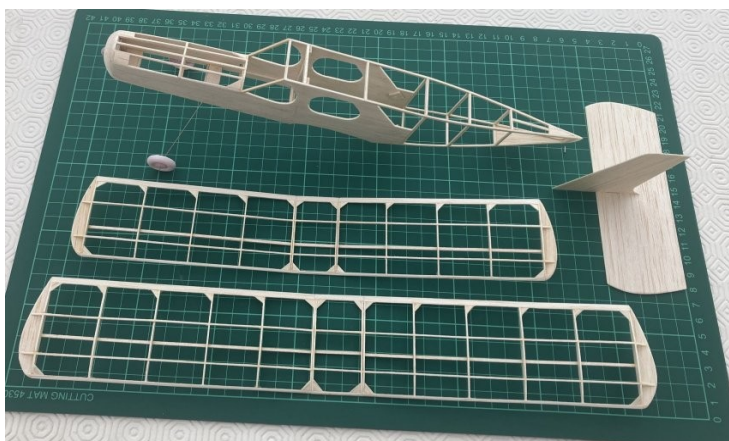
Mike Stuart - Malmström Bi-Star (80%)

With so many choices available (*at least 76 designs on Outerzone. Ed.*) it was tricky to pick a Ray Malmström design for our M^êlée in December. I didn't want to duplicate anybody else's model and had to pick something that would stand a chance of circling in the Trinity hall. Taking advantage of the "re-sizing allowed" rule, I decided to go on a bit of a nostalgia trip and build an 80% Bi-Star. The original was published in December 1973 as one of those free plans stapled into the centre of Aeromodelleur. I would have been 16 at the time and built it straight away. I think it flew OK but I don't remember any details.

The original span was 17½", which becomes a handy 14" when scaled to 80%. I have reduced wood sizes more or less proportionally. For example, 1/20" sheet fuselage sides instead of 1/16", tail surfaces 1 mm sheet and upper wing spars now 1/16" x 1/32" etc. The weight of the parts shown in the bones photo is 9g, which includes a couple of coats of thinned dope prior to covering. I used Dilly Japanese tissue and then airbrushed a thin coat of thinned Tamiya white acrylic before adding some decoration.

The registration G-AZMF is the same one Ray used on his prototype. Lettering was done using laser printed decals and the blue and red markings are cut from painted decal sheet (as usual!)

The finished model is a touch over 19g with rubber on board (14.5"). Initial hops in the garden showed it nose-heavy so instead of adding trim tabs to the tailplane I glued a strip of 1/16" sq. all the way along the top of the trailing edge which did the trick. A test flight then flew right across the garden, so the trim was very close and a good place to start indoor trimming. Power is one loop of 1/8" with a Sleek Streak prop. It's a fun little model and I really enjoyed building it.



The Bare Bones.
Photo: Mike Stuart

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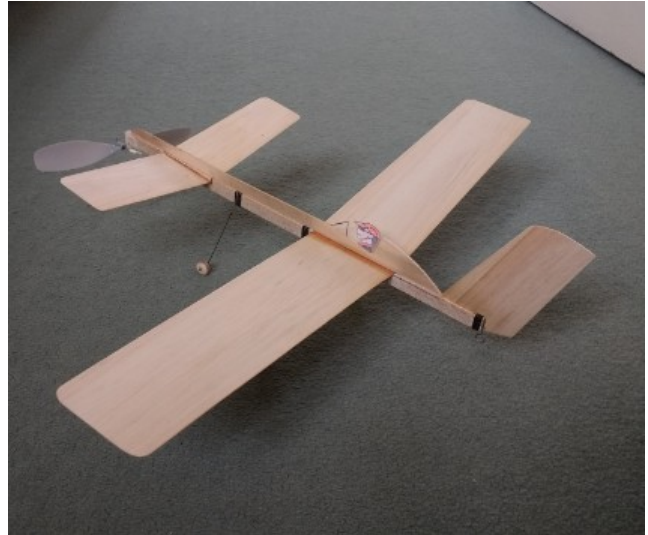
If wet, in church hall.

Malmström Mêlée – Various Builders

A few snaps of some of the, potential, entries for the mêlée. Many, but not all, of these have already flown.



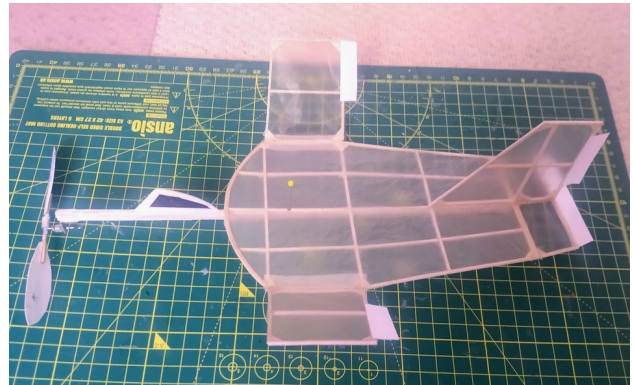
Candice
Photo: John Winfield



Canair
Photo: Gerard Moore



Fli-Wing
Photo: Andy Blackburn

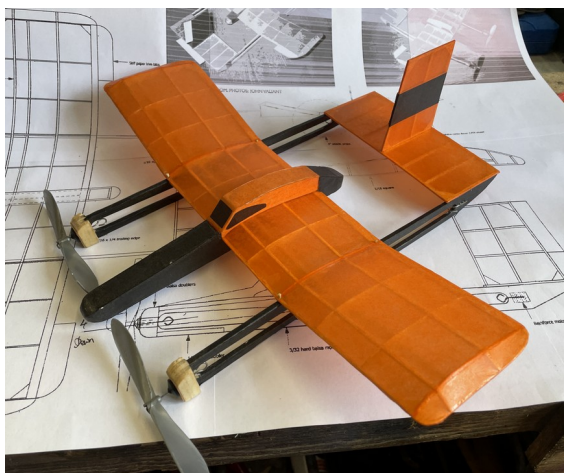


Space Ace
Photo: Dave King

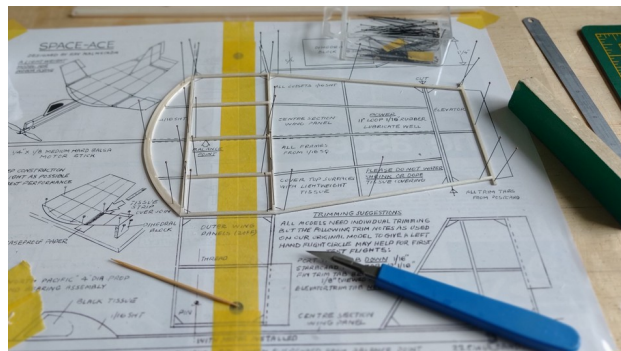
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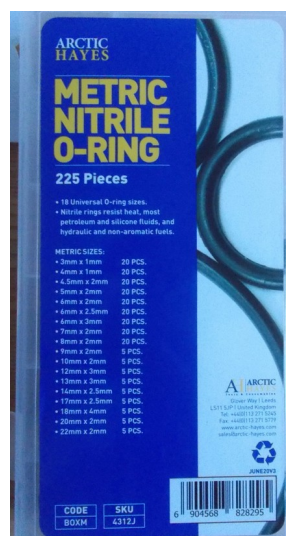
Miss Star-struck
Photo: Chris Brainwood



Space Ace
Photo: Steve Haines

Odds & End

For those of you that use O rings when making up rubber motors. B&Q seem to have stopped selling blister packs of the small (≈ 4 mm dia.) O rings. A good alternative can be had from Tool Station for a few pence under £13. The larger sizes won't be much use for motors, but most of the rest, well over 2/3, are. Even with the "wastage" they're cheaper per doz. than the blister packs.



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Just Because



Peter launching his (doomed) Cessna
Airmaster
Photo: Andy Blackburn



Shaun & his P-51
Photo: Andy Blackburn



A relaxed Steve letting his Double
Whammy go
Photo: Andy Blackburn



Nick, concentrating hard
Photo: Andy Blackburn

Continued over....

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Mike & his He-45
Photo: Andy Blackburn



Watching intently
Uncredited

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If wet, in church hall.

Newsreels

August

Peter B's Piper Cub	https://vimeo.com/853983159
Peter B's Born Loser	https://vimeo.com/853980261
Peter flew this on low turns as a favour to me at the end of the session.	
Peter S' MK I Spitfire	https://vimeo.com/853982521
Lurk's Tom-Tit	https://vimeo.com/853976942
10" motor, 650 turns.	

September

Andy's Miles Sparrowhawk ROG	https://vimeo.com/865116330
Mike's Bi-Star	https://vimeo.com/865115685
Mike's AirCo DH5	https://vimeo.com/865111385
Nick's BAT Baboon	https://vimeo.com/865113717
Gerard's Canair	https://vimeo.com/865110765
Compilation	
• A flock of Whammies	https://youtu.be/gwwLgowOiSM
• Ian's Competition GC. Loitering	
• Peter B's J4E	
• Steve's Invicta	

Thanks to Chris for the space on SquirrelNet TV

Lurk's VMC Buddy	https://vimeo.com/865110102
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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.

Any Other Business

Nothing for this issue.