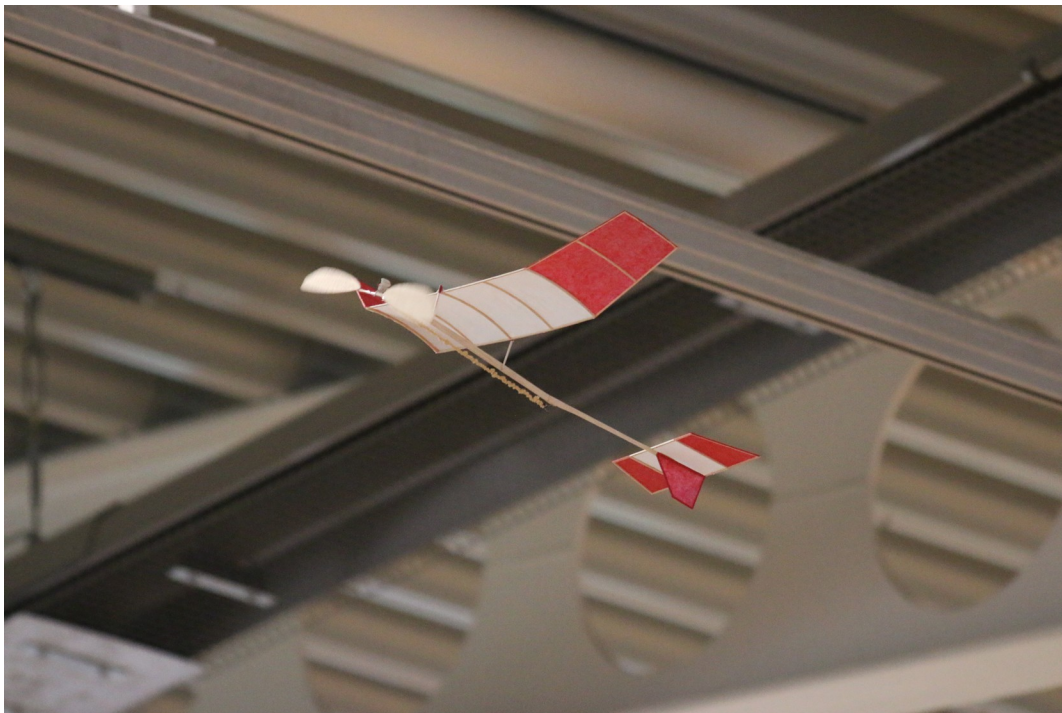
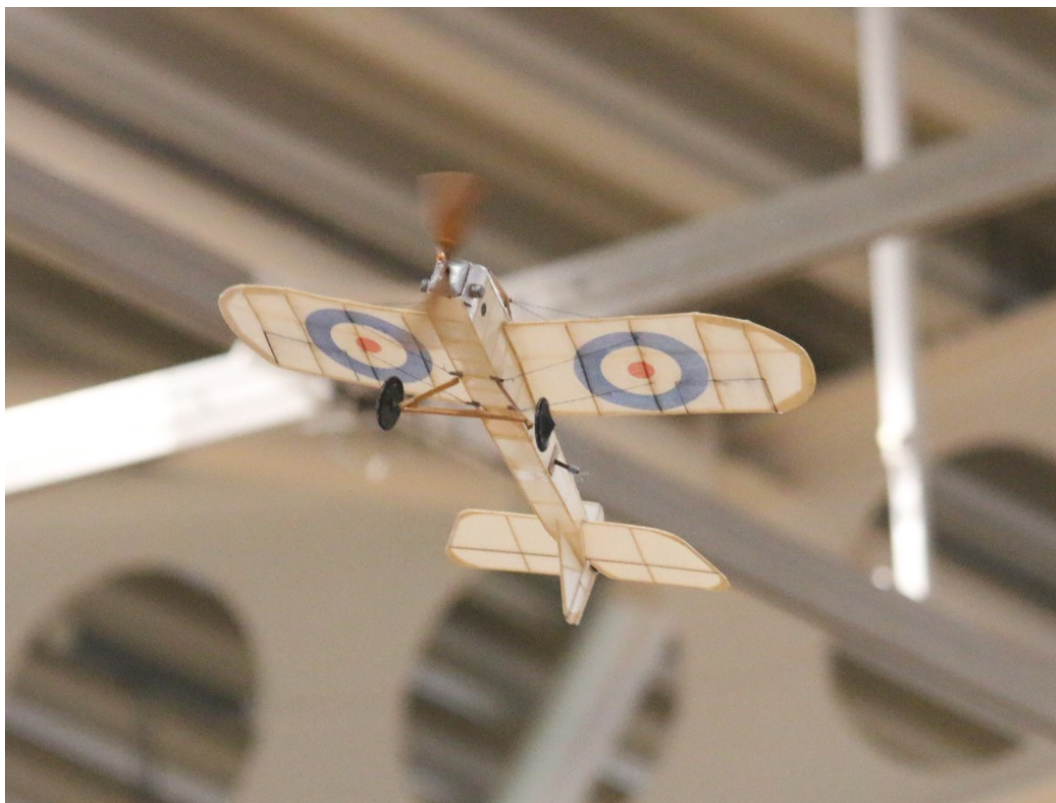


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John Foster's Double Whammy
Photo – *Andy Blackburn*



Dave King's Royal Aircraft Factory B.A.T. Monoplane
Photo – *Andy Blackburn*

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Calendar

2023

Date	Session	Event
December 16 th	09:00 – 13:00	Malmström Mêlée CD – Lurk

2024

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>Darby Day</i> <i>CD – Lurk</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>Themed Scale- Air Racer</i> <i>CD – Dave King</i>
December 14 th	09:00 – 13:00	<i>Boxy Bipe</i> <i>CD – Lurk</i>

The session dates are confirmed and will only be changed in exceptional circumstances. If changes are necessary an e-mail message will be sent to everyone on the distribution list.

The events given are provisional only. See later on for proposals so far.

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

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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.

If you are flying a FF model during the RC half hour please make absolutely sure that you don’t obstruct an RC flier’s view of his or her model. Especially when the RC model is being launched.

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

My thanks to Chris Brainwood, Barry Dunkley, Richard Brown, Andy Blackburn, Dave King and John Foster.

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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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

December – Malmström Mêlée

Lots of people have signed up! Lots of models have been built, many of them fly! 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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October 2023

I'm afraid that I wasn't paying much attention to what was going on outside of the Double Whammy competition and trying to get my entry to fly tolerably well (it didn't, never mind) so I can't really report on what else was going on. Although I did notice WWI and Malmström models being trimmed and tested.

Double Whammy

This was very well supported and was very well managed by Rob Funnell, who was "volunteered" for the role of CD after Andy Blackburn cooked up the idea for a duration event. Scoring was best 2 flights of unlimited attempts.

Despite poorer flying conditions than September some lovely long flights were achieved by Nick, Gerard and Mick and although the rest of us weren't in their league everyone who submitted times managed to get a minute on at least one flight.

Alan Coppen wasn't able to attend due to ill health so I'd like to thank John Foster for ensuring Alan's model was available to be flown on his behalf and Rob Funnell for trying to trim and fly an unfamiliar model from a standing start while simultaneously running the competition.

Results

Entrant	Flight 1	Flight 2	Total (seconds)
Gerard Moore	233	233	466
Nick Peppiatt	184	211	395
Mick Langford	161	118	279
Steve Haines	109	145	254
Lurk	107	90	197
John Foster	81	72	153
Tony Calvert	95	45	140
Alan Coppen	59	42	101

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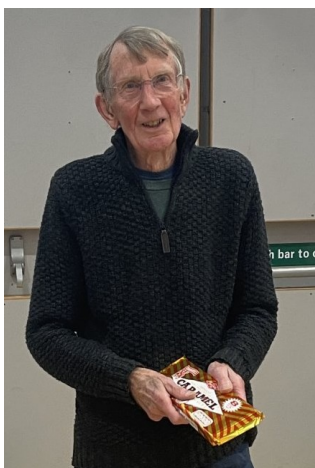
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The Double Whammy Field. Mick scarpered when this was taken...



Clockwise from back
Nick, Reg, Tony, Ray, Rob, Lurk, John, Gerard, Steve
Photo: And Blackburn

... but we still managed to get a picture of him and, because he was flying as well as running things, one of Rob presenting Nick with his prize.



Mick.
Photo: Chris Brainwood



Rob & Nick
Photo: Chris Brainwood

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October's Models

John Holman

John had a couple of interesting cabin sport models with him this month. A Keil Kraft Sedan and a VMC pilot. The Sedan was a mix of archaeology and restoration. Most of it is the decades old original Keil Kraft wood, but the tail had to be made anew. You can see that John's done a first rate job of making it *look* old. The Pilot has also been subject to some work on the tail to make it altogether easier to trim and less sensitive to the knocks that indoor models are prone to.



Keil Kraft Sedan

Photos: Staff



VMC Pilot

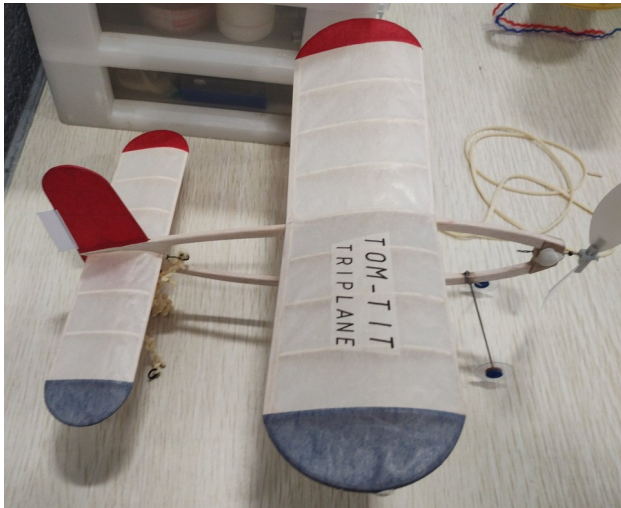
Photos: Staff

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Mick Langford

Mick's indulging in a bit of a Malmström streak, 3 so far, and turned up with a very pretty Tom-Tit Triplane. Not only is it prettier than the Editor's version it also flies far better.



Tom-Tit Triplane
Photos: Staff

Peter Smart

Peter had a couple of his older models with him this month. A foam pistachio Pitts Special and a Taube. Peter was concentrating on his Mann Ragwing and a number of his many WWI biplanes so the Pitts & Taube didn't get many flights, but there is some film of both the Taube & Ragwing, see the newsreels section.



Pitts Special
Photo: Staff



Etrich-Rumpler Taube, or
Ariadne's Revenge
Photo: Staff

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Richard Preston

Richard has too much time on his hands. Three new models this month and, unusually, two of them from designs by *other* people. The first a Pulex by O. F. W. “Peter” Fisher*, the second a scaled down Ken Willard Drake and lastly his own Placid. The Placid started out as an outdoor model, but Richard’s tweaking it for indoor use, which is why it is sporting the temporary trim tab.



Fisher Pulex
Photos: Staff

**Pulex is, as any fule kno, Lat for flea (Pulex irritans is esp. fond of humans) and “Peter” Fisher was Performance Kits. You’ll find several of his designs at Outerzone. Ed.*



Ken Willard Drake
Photos: Staff

Continued over...

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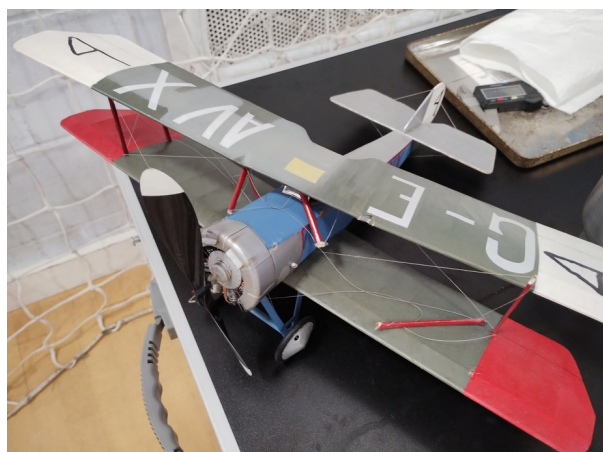
The Preston Placid
Photos: Staff

Chris Brainwood

Apart from parking his Sopwith Pup in a basketball net with attendant damage Chris was mainly occupied with trimming his entry for the December party game; a Miss Starstruck which is finished in a striking orange & black scheme.



Miss Starstruck
Photo: Staff



That'll buff out...
Photo: Staff

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John Winfield

An odd looking bird, the model that is, not John, the Volaré Crossbow and I haven't got the first idea how you'd go about trimming it.



Volaré Crossbow
Photos: Staff

Steve Haines

Steve, like Mick, is on a Malmström jag as well. I *think* the Space Ace is the fourth model that he's built for December and the DH6a is one of his entries for November.



Space Ace. Nuclear Anti-flash scheme
Photo: Staff



Airco DH6a
Photo: Staff

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November 2023

As ritual demands, proceedings were opened shortly before 9 o'clock by a flight of Ray Goodenough's Gyminnie Cricket and the auguries for a successful meeting were good. There are no two ways about it, Ray's Cricket is an awful lot easier to maintain (and more reliable and less ... incontinent) than a flock of sacred chickens.

Mind you, the aeromodelling gods still demanded their tribute of hung-up models, Gerard's Avenger & Tony Calvert's Bostonian Bunny managing to end up in a couple of impressively awkward to retrieve locations. Fortunately Rob Funnell was on hand with his duration model "steering and retrieval pole" and both were recovered with no damage.

Thanks to Andy for dreaming up and sorting out the WW I aircraft event as well as providing some top quality prizes. The whole thing went very well and almost everyone managed to post times for at least one model which was very pleasing to see. However; I want to know why Mick Langford's Sopwith Triplane didn't make an appearance? It would have been nice to have another non Royal Aircraft Factory model in the mix. You'll find a full report from Andy further on.

Wearing my CD hat; it was good to see even more new Malmström models being tested. We've got a nice mix of designs entered; everything from out and out quirky to (near) scale. For reasons I can't begin to explain the Space Ace seems to have increased in popularity in the last two months. I think there are now at least 4 being flown.

New Faces

We welcomed Steve Edwards this month who is already well known to the OMFC members amongst us. Steve's new to this indoor lark, but he's been building models, both FF & RC, since Daedalus started flogging kits for wings to the Cretan royal family. At the moment his main focus is FF rubber for fun flying so I hope he'll find Trinity congenial. Welcome Steve.

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2023 Themed Scale. W.W. I Aircraft – Andy Blackburn



The Flight Line
Photos: Chris Brainwood

As you can see from the pictures above we had a lot of entries; partly because people were allowed to enter a second model as an insurance policy. Conditions were a bit chilly which may have depressed the times a bit, but there were several really good flights recorded.

Continued over...

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Rules Recap

1. Eligible models; military aircraft that flew between the official WW1 dates of 1914 and 1919.
2. Flight score. The total of three nominated flights.
3. Static score. Calculated from the ratings (1-5) given by all in attendance.
4. Placing given by combining the flight ranking and the static ranking of the model. In the case of a tie, the higher position goes to the model with higher flight score.

Results

Name	Model	Flight Total	Flying Ranking	Static Total	Static Ranking	Combined Ranking
Nick Peppiatt	BAT Baboon	133	2	28	5	7
Mike Stuart	Airco DH 5	72	5	44	2	7
Lurk	R.A.F. BE2c	62	7	44	2	9
Peter Smart	R.A.F. BE2e	72	5	28	5	10
Peter Smart	R.A.F. BE2c	79	3	18	8	11
Chris Brainwood	R.A.F. SE5a	136	1	3	13	14
Dave King	R.A.F. (B.A.T) Monoplane	71	6	11	9	15
Jon Markovitz	Halberstadt D.II	39	9	26	6	15
Chris Brainwood	Sopwith Pup	26	10	19	7	17
Dave King	Fokker D VIII	0	15	31	3	18
Steve Haines	R.A.F. SE5a	48	8	10	11	19
John Winfield	Fokker D VII	0	15	10	11	26

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The Prize Winners



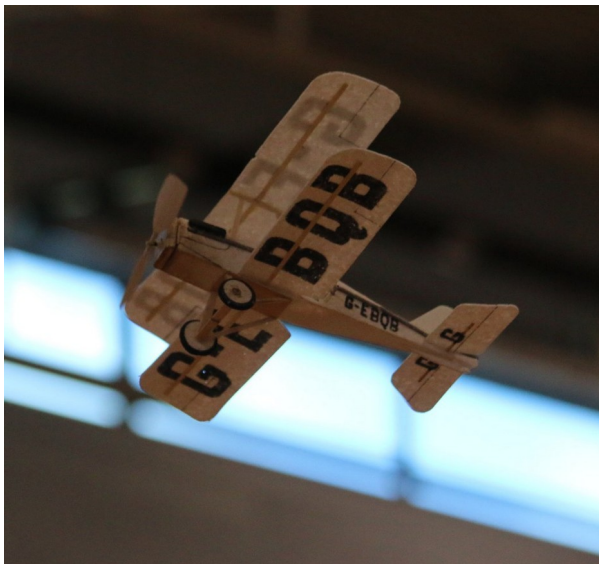
The Podium

Photo: Chris Brainwood

You'll see that I picked a photograph where Lurk simply cannot conceal his joy at making the podium.

The Gallant Lanterne Rouge

Photo: Chris Brainwood



Longest Flight (SE5a)
Photo: Andy Blackburn

Best Crash
Photo: Chris Brainwood

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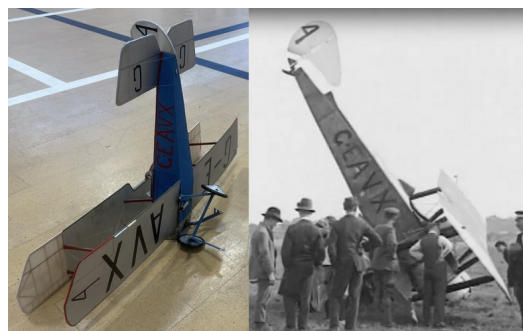
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Highlights



Chris' Sopwith Pup
Photo: Andy Blackburn



G-EAVX is an unlucky aircraft
Composite: Chris Brainwood

Chris's Pup was being re-trimmed after last month's outing in which it suffered some serious damage, see October's notes, and it didn't fly as well as we have seen it do in the past. As we all know Chris's models are notable for their adherence to scale detail, however... it is possible to take fidelity to scale a little too far!

A passing member of the Lurker Industries Aviation C^o. Kinematography Club happened to capture the drama of a head-on collision between Dave King's aerial torpedo and Steve Haines' SE5a:



The moment of Impact and the aftermath
Courtesy of the Lurker Industries Aviation C^o. Kinematography Club.

The chance of this happening is small, and that of the event being captured on film even smaller. Dave & Steve were both awarded prizes for this commendable attempt to enliven proceedings.
See also Newsreels section. Ed

Continued over...

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Peter Smart's BE2e
Photo: Andy Blackburn



Dave King's Fokker D VIII
Photo: Andy Blackburn

I think you'll agree that Peter's model is an attractive rendition of the real aircraft and Dave King's 16" span Fokker DVIII, which was built from a DPC kit, is also attractively finished (don't tell him I said that); it came 3rd in the static round. Flight trimming of the Fokker (34g inc. lots of nose weight) is, however, is a work in progress.



Dave King's RAF B.A.T.
Photo: Andy Blackburn



Steve Haines' RAF SE5a
Photo: Andy Blackburn

Dave's Royal Aircraft Factory (British Aerial Torpedo) Monoplane flew very well. I have seen no actual proof that this... "device" was ever flown by a human pilot, but he got the benefit of the doubt.

Continued over..

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Steve Haines' SE5a is built from a 16" span VMC kit and weighs 49g empty. It uses a 2.5x hook-to-peg length motor of 4 strands of 0.110" which is usually wound to 1200 turns. Unfortunately, it only started to fly really well after the competition when Steve & Jon Markovitz added some gurney strips to reduce the bank angle and generally sort out the low-power end of the flight, but the big change seems to have been the addition of a 1/64" shim on the bottom of the nose block - turns out that it had a little too much down thrust.

Analysis of Results

I know that only a few people will be as interested in an analysis of the results as I am, but since I'm writing this you'll just have to put up with it...

However, there's a handy summary at the bottom for those who just want to cut to the chase.

The Best Flyers

Most of the mid-range models managed best flights of about 25-30 seconds which in view of the temperature wasn't bad but two models had stand-out flight times:



Nick Peppiatt BAT Baboon
Photo: Chris Brainwood



Chris Brainwood's RAF SE5a
Photo: Chris Brainwood

Nick's BAT Baboon (1st overall, 2nd flying, 5th static) is a Pistachio (8" span) and is a reduction of the Walt Mooney Peanut plan. It weighs 3.5g empty and power is a loop of 0.042" Super Sport rubber weighing 0.6g. Nick used 1500 turns for the 47s flight. The motor-length/hook-to-peg ratio is 2.5:1.

Chris' SE5a (6th overall, 1st flying, 13th static) is Peanut-sized and weighs 8g empty. Power is a 17" loop of .090" and on a modest 1200 turns gave a best flight of 49 seconds. The motor-length/hook-to-peg ratio of 3.75:1.

Continued over...

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The Best Lookers

The two models with the equal best static score were quite different:



Mike Stuart's Airco Dh5
Photo: Andy Blackburn



The Editor's RAF BE2c
Photo: Chris Brainwood

Mike's 16" span Airco DH5 (2nd overall, 5th flying, equal 1st static) is from a DPC kit. The all up weight is a "rather substantial" 49g including nose weight and rubber. The motor is two loops of 0.115" rubber and drives a Tern 6" plastic airscrew.

Lurk's BE2c (3rd overall, 7th flying, equal 1st static) is also 16" span and was built to Peter Smart's plan. It weighs 23g empty and was flown using a relatively short loop (2.16 x hook-to-peg) loop of 1/8" weighing a little under 3g driving a Peck 5" plastic prop. This setup gives 22-23s from a hand launch on 1000-1100 turns. A tissue only finish, it looks good in the air.

Continued over...

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Conclusions

Looking at the evidence, I have drawn the following tentative conclusions - well, they're rules of thumb, really, and some of them are a bit obvious:

- 1 Build it light.
 - 1.a Don't put anything heavy anywhere near the tail. Buy some competition-grade balsa from The Balsa Cabin if you haven't got anything lighter than 7 lb/cu ft.
 - 1.b A tissue only finish can look very effective – if you can find a suitable scheme – and will be lighter than a doped/painted model.
- 2 Move the rear peg forwards, particularly if the nose is short. Move it forward a lot if the nose is very short!.
- 3 Use a *looong* loop of rubber so that you can get lots of turns (1200-1500); Nick's BAT Baboon has a loop of rubber 2.5x the hook to peg distance for 47 seconds, Chris' foamie SE5a has a loop that's 3.75x (!) the hook-to-peg distance for 49 seconds without trying too hard.
- 4 Try and avoid tightly-banked turns, because if it's using all that lift to circle then it's not using it to climb towards the ceiling. And it's probably flying too fast anyway, see next point.
- 5 When flying left, it's very easy to overdo the down thrust so that the model is circling at high speed at head height. A small (1/64") reduction in down thrust packing can make a big difference. The gyroscopic couple of the spinning propeller will drag the nose up when turning left, and down when turning right, so you need more down thrust when turning left. This effect is more noticeable with heavier plastic propellers that have relatively low pitch.

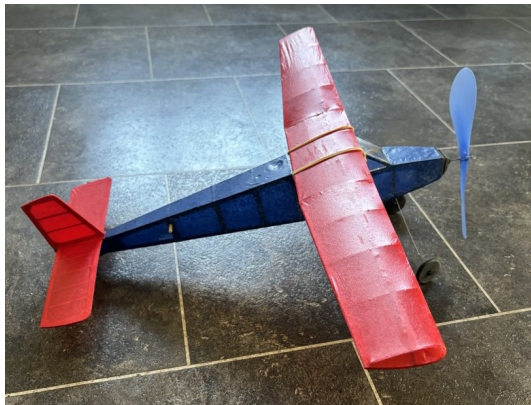
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November's Models

Barry Dunkley

Barry shocked, no *stunned*, me, by turning up with a VMC Sparrowhawk which I would never, ever, have considered as an indoor* model; at least not for somewhere as compact as Trinity. He then proceeded to make the thing fly in a nice, controlled way getting flights of around 30s on ≈ 900 turns of a $14\frac{1}{2}$ " loop of 0.15" strip. He hasn't *quite* finished trimming it yet, but I think we can now, thanks to Barry, safely classify the VMC Sparrowhawk as Trinity Compliant.



VMC Sparrowhawk
Photos: Barry Dunkley

**The Sparrowhawk's maiden flights were made in the old Nottingham Uni sports hall which was much, much, much bigger than our own dear Trinity. Ed.*

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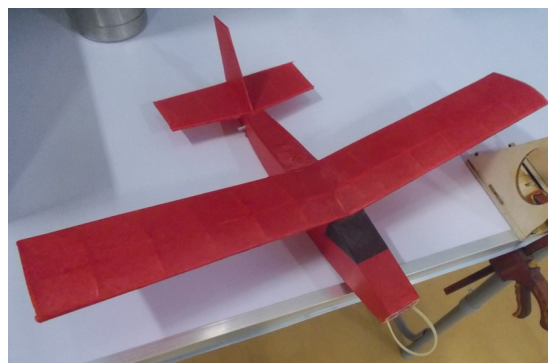
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Steve Edwards

Steve's made his indoor start with a couple of Richard's designs. The Speck and the Big Pussycat. I didn't see the BP aloft, but the Speck was performing admirably. Steve tells me that he's working on a Mick Flack Tiddler from John Whatmore's recent redrawing of the plan.



Big Pussycat
Photo: Staff



Speck
Photo: Staff

Reg Bees

Reg brought along his build of the free plan in the November issue of Aeromodeller, the Livesey DL5. Reg wasn't optimistic about his build's chances, he thought it too heavy to stand much of a chance. Having seen one built I'm now tempted to have a go at one myself.



DL5 Minimum Aircraft
Adrian Culf & John Cooper from a Ray Malmström original
Photos: Staff

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Dave King

As well as his BAT Monoplane and the Fokker D VIII entered the WWI comp Dave had another interesting model with him. The very rarely modelled Austro-Hungarian designed König 1,5. The design never saw front line service as senior officers in the Luftstreitkräfte felt that the prototype, while good, was no better than existing aircraft in service and could not be improved to match newer designs



König 1,5
Photos: Staff

Yes, yes; it is just a titivated FROG Tomtit, but it's surprisingly convincing. Ed.

It was Dave's meeting for unusual endings to flights. As well as the head-on of his BAT Monoplane with Steve's SE5a just prior to touchdown (see newsreels) he managed to park his Fokker DV III most imaginatively.



Ernst Udet has one too many...
Photos: Staff

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Peter Smart

Another new one from Peter. A Morin PM 01, about which I can find absolutely nothing to tell you. It is yellow, if that helps any.



Morin PM 01
Photos: Staff

Jon Markovitz

Jon paid a far too rare visit, muttering some utterly *feeble* excuses about mostly flying RES these days, to take part in the WWI. Unfortunately his Halberstadt was rendered hors de combat by the rafters. However his Puss Moth was flying nicely and, thankfully, went home in one piece.



de Havilland Puss Moth
Photo: Chris Brainwood

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John Whatmore

And last, but by no means least, a welcome return for John's version of the Mick Flack Tiddler.



John Whatmore's Flack Tiddler.
Photo: Chris Brainwood

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Richard Preston's Serene – John Foster

Well, you couldn't give a better name to this design. It leaps skyward from the fingers, climbs effortlessly then circles the ceiling or rafters for what seems like a long time if I've got the turns right and then, just as gently, it descends. The motor goes slack and the trusty Ikara prop freewheels until the ground comes up to reclaim it.



John's Serene in flight.
Lurker Industries' Kinematography Club

That's quite enough of that –but the maiden flight was, for me, an unexpected joy. The Serene flew off the board, I did not need to do any trimming and no weight was needed. The designer, our very own Richard Preston, came over to me as he'd noticed it flying. We had quite a chat about his aero-design career. He does have a soft spot for the Serene and now, so do I. He noticed that I am using the 4 3/8" spade type Ikara prop and not the 5" Ikara Butterfly prop that the plan calls for. This was my mistake, but the prop works well and looks good with the white foam materials.

I completed the build in a couple of evenings, but I am sure skilled modellers could do it in one. For materials that I had to hand, I used slightly thicker depron sheet for the pylon and fin and some balsa sheet for the stick and strip for the wall foam wing LE reinforcement. David Herman had given me some of the wallpaper foam that the wings are made of and Ian Pearce provided a few of the Ikara propellers that are well made, make the job so straightforward and which are sadly no longer available new. Thanks to them, and many other friends in the group, I've benefited greatly in materials I could not otherwise source and tips and techniques that have taught me so much. A big thank you to you all.

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I expect this is common knowledge, but a key opportunity with wallpaper foam is to capitalise on the pre-formed curve due to the fact that the wallpaper is rolled; well it is wallpaper, after all. This curve means that cutting a wing perpendicular to the axis of the roll results in a crude aerofoil shape being built in. The centre of the main wing is glued to the curved pylon which holds the required aerofoil profile at the wing centreline. But, how to maintain the aerofoil to the ends of the wings without added bracing? In Richard's clever design, the dihedral extensions have a concave curved shape at the joint which, when glued to the main wing, locks in the aerofoil shape across the wing and the dihedral extensions. Magic.

I had read that wallpaper foam quickly blunts cutting tools, which sounds ridiculous for something so insubstantial, but it's true. I did finish the job with one blade, but by the end it was beginning to drag on the wallpaper foam a bit. I used Uhu Por for all the joints and I'd say it is perfect for this job, if maybe not as light as other thinned glues. I'm not in the league to worry about glue weight yet! If the pieces stay together, that's success for me. I didn't decorate the model at all. I wanted to get on and try it out, and in white, I think it looks great.

The Serene is a small, easy and quick to build model, but it's given me great satisfaction just watching it do its thing. So go on build one, and may serenity be with you too.

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If wet, in church hall.

Work in Progress

Hillson F.H. 40 – Lurk

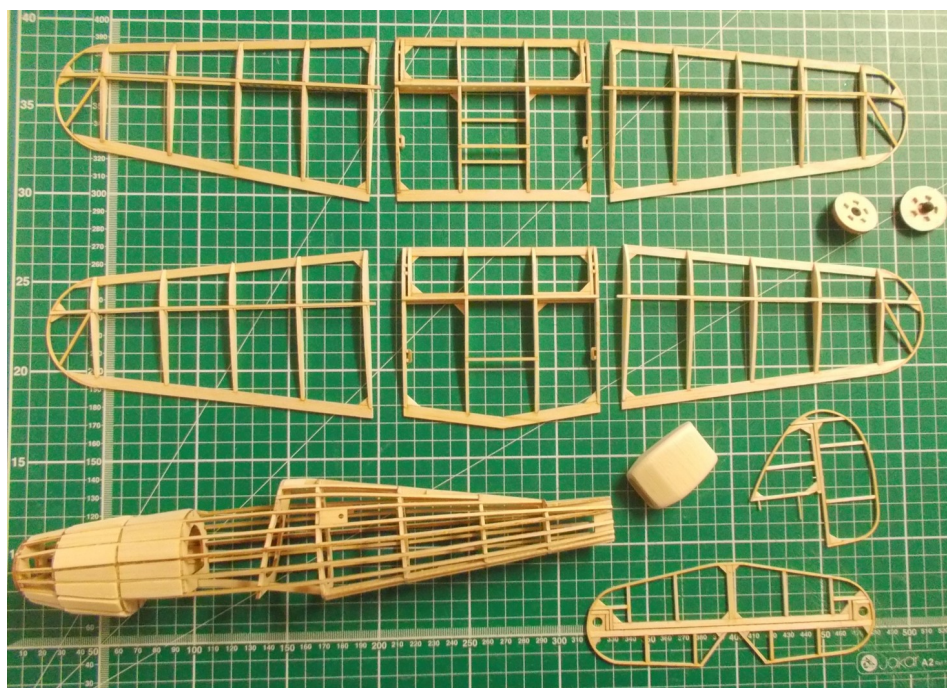
As some of you know I rather like the Hawker Hurricane and, as you also know, research into a type can lead you down some odd by-ways; which is how I found out about the Hillson F.H. 40. It was one-off built to investigate whether not a fitting an upper wing that could be jettisoned in flight could provide any operational advantages. It'll be no surprise to you that it didn't, but it does make for a fascinating subject to model.

It's based on the VMC kit (yes I am lazy) with modifications to the wing centre section, a new wing, yes well, a new tail group and some other minor modifications such as 5 "spoke" wheels and a more accurate radiator boat than the kit version.

I'm *hoping* that the upper main plane will bring the wing loading and V_{min} down sufficiently to make this a good subject for indoor use.

If you want to know more about the F.H. 40, have a look here

<https://www.vintagewings.ca/stories/hurricane-biplane>



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If wet, in church hall.

Events 2024 – Proposals

We had some positive feedback from the participants in November's WW1 Themed Scale event and since many of us now have qualifying models, we were wondering if it was worth considering running it as a regular event every November. This would mean that we would have two themed scale events every year, which might be a bit of an ask for some people. What do you think? Too much? Please e-mail the editor, privately if you wish, with your view.

My view is that 4, perhaps 5, events a year is enough to provide fun for those who like party games without ruining the atmosphere for those who aren't interested in such things. Ed.

Suggestions for next year

- Autumn. Themed Scale – Interwar Air Racer. CD – Dave King
- December. Hannan's Boxy Biplane. CD – Lurk
- Ray Malmström. One Design Space Ace. CD – Steve Haines
- Andrew Darby. Outdoor Design. CD – Lurk
- Keil Kraft Elf.

See previous issues for details of the Air Racer & Boxy Biplane suggestions.

Space Ace

Steve hasn't suggested any rules for the Space Ace event, but I can't see there being any ROG bonus.

Darby Day

A number of Andrew's outdoor designs for VMC (Buddy, Pilot, Sparrowhawk) have been flown successfully at Trinity so it seems to your editor that there may be a ready built pool of aircraft for this. Simple duration, best 2 flights of unlimited with (perhaps) a static element.

Keil Kraft Elf

Anyone interested in a re-run of Tony Calvert's successful Elf event? I still see lots of elves skipping around Trinity's fairy ring. *Hmm, maybe lay off the absinthe for a wee while, eh?*

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If wet, in church hall.

Just Because

Peter Brown couldn't make it to the November meeting because he had something very much more important to do; welcome a new grandson. However, Peter has made absolutely sure that the sprog has received the very best possible start in life, see the pics, and let's hope the "inoculation" takes.

Long life and good health to the new arrival however he ends up spending his free time.

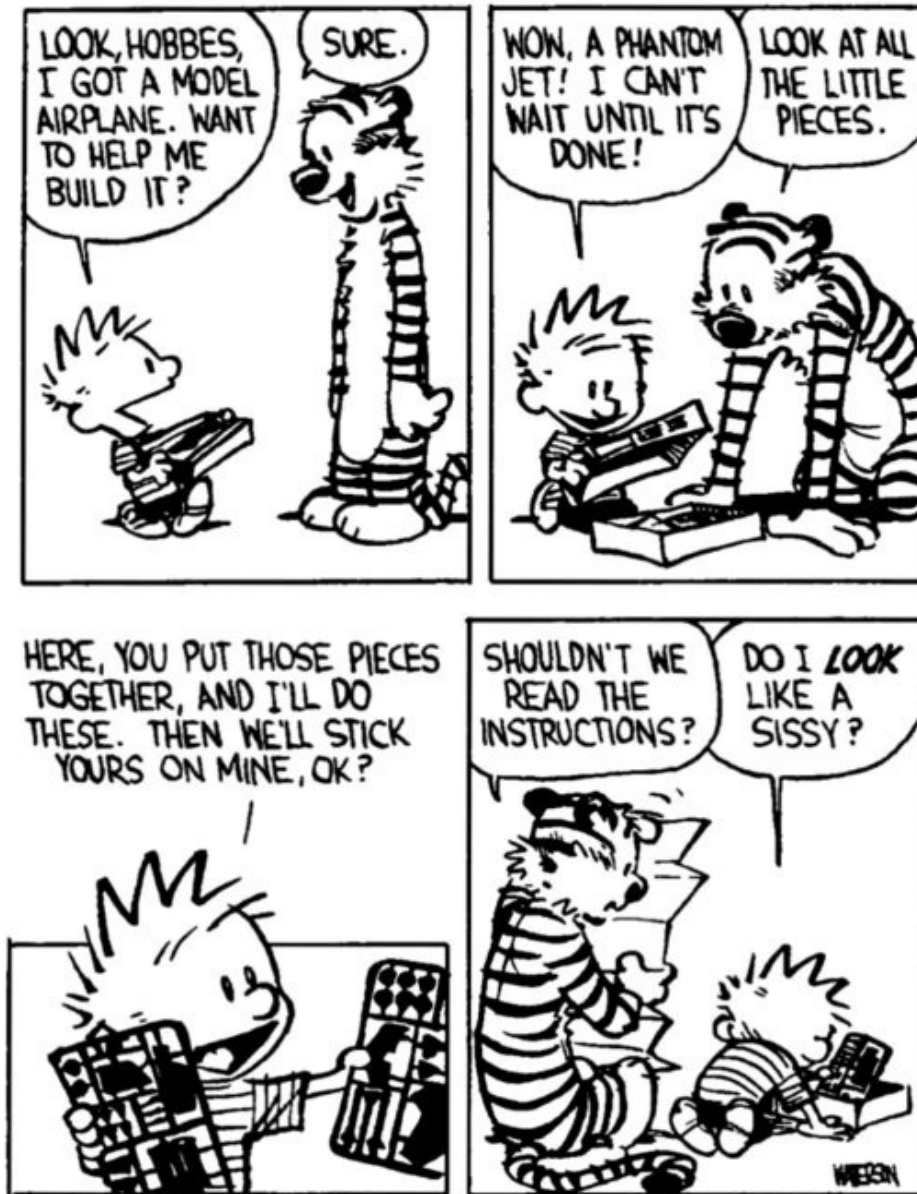


Indoctrination? Dear me, no; just some basic aircraft recognition
Photos: Peter Brown

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This is from Dave King. I'm not sure if this some sort of admission of guilt or an accusation; make up your own mind.



Calvin & Hobbes. Bill Watterson

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If wet, in church hall.

And finally....



Is it a bird? Is it a 'plane?....
Photo. Andy Blackburn

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If wet, in church hall.

Newsreels

October

Peter's Pistachio Mann Ragwing	https://vimeo.com/884047990
Mike's He45	https://vimeo.com/884049158
Peter's Taube	https://vimeo.com/884052476
Lurk's VMC Buddy	https://vimeo.com/865110102

Squirrelnet October Newsreel

<https://www.youtube.com/watch?v=ammcWpYu5hQ>

November

Dave's BAT Monoplane plus random SE5a	https://vimeo.com/884045140
Barry's VMC Sparrowhawk	https://vimeo.com/884043640
John's VMC Buddy	https://vimeo.com/884046480

Squirrelnet November Newsreel

<https://youtu.be/pXScXBdG9YY?si=RkTnwQgrDNFg7Xrw>

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.