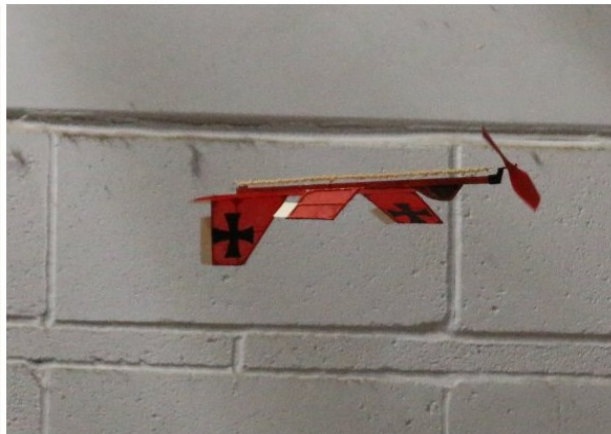


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If wet, in church hall.



Tony Calvert's Aerobatic Space Ace
Photos – *Andy Blackburn*



Gerard Moore's Mini Viking
Photo – *Andy Blackburn*

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Calendar

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	Serene Single Design Precision CD John Winfield
April 13 th	09:00 – 13:00	
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	Themed Scale- Air Racer CD – Dave King
December 14 th	09:00 – 13:00	Keil Kraft Elf CD – Tony Calvert

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.

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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, Peter Brown, Andy Blackburn, Richard Preston, Rob Smith, Steve Haines, Bernie Brown, Gerard Moore and Dave King.

As this is the first issue of the year it seems like a good time to highlight Andy’s & Chris’ willing and ongoing sacrifice of flying time to take pictures for the newsletter.

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

March – Single Design. Richard Preston's Serene

Your CD is John Winfield and the rules are

Format	Precision
Target	210 seconds over 3 nominated flights. Winner is the modeller with the smallest total deviation from the target time.
Flights	Timed from launch to landing. Hang-ups may be re-flown. Flight time is recorded to nearest whole second. A time of N.5 is recorded as N+1 Anything less than N.5 is recorded as N
Model	Richard Preston's Serene. No change to published dimensions or materials is permitted except where outlined below.
Propeller	Any propeller up to, but not exceeding, 6" (150mm) in diameter may be used.
Motor	The length and section of strip used is at the builder's discretion.

In the event of any dispute the CD's decision is final and binding.

AeroModeller

When I found out Nick's Pistachio BAT Baboon was going to be the free plan in the January issue it prompted me to look through previous issues and I found that Trinity Parishioners have contributed free plans, or articles, to at least 16 issues of AeroModeller since the March 2019 issue up to and including the February 2024 issue. It's not bad is it? Slightly better than $\frac{1}{5}$ th of all issues over the last 5 years with content from Trinity parishioners, some of whom are also OMFC members.

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Scale Competition Prizes

Peter Smart has very generously donated some CO₂ motors to be given away as prizes for scale competitions. The motors have all been refurbished by Gerard and are all in as new or, knowing Gerard, *better* than new condition.



Yes! You could win this motor!

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December 2023

Vote of Thanks

A heartfelt thank you to Bernadette Brown (Bernie to her friends) for the large box of delicious sausage rolls which I (eagerly and with absolutely no shame) co-opted as bribes for the party game. Did I mention they were delicious?

New Faces

Paul Masterman. Paul's spent a good deal of time in the U.S. and has only recently returned to the UK. I know he's interested in CLGs and he put together a Viking at very short notice for the party game, but he is, for the moment, our International Man of Mystery.

Harry Brown, Peter's son, has also joined us and has single handedly reduced the average age of attendees to (almost) middle aged. Most of Harry's indoor models are scale types.

A warm welcome to you both and we all hope you enjoy yourselves.

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Malmström Mêlée

My thanks to everyone who entered, it was very, very satisfying to see so many models. Thanks also to Andy Blackburn for his help with running the event – *especially* the collation of the static votes – and to Peter “Tannoy” Smart for making all the announcements in his inimitable, crystal clear, style. With a voice like that he really should be on the stage.



The Field

Standing (L-R) Paul, Nick, Mick, Ray, David H, Tony, John, Peter, Andy

Kneeling (L-R) Gerard, Steve, Mike, Lurk, Chris

Photo: Harry Brown

David Herman standing in for Dave King who'd done a runner by the time we'd organised the photograph.



The Static Judging
Photo: Chris Brainwood

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Results

Name	Model	Flight Total	Flying Order	Static Total	Static Order	Combined Order
Mike Stuart	Bi-Star (80%)	61	8	45	2	10
Nick Peppiatt	Featherfly	104	3	10	10	13
Steve Haines	Wren	60	9	42	4	13
John Whatmore	Viking	105	2	5	13	15
Gerard Moore	Canair	79	5	9	11	16
Peter Brown	Eastbourne Monoplane	38	16	60	1	17
Steve Haines	Invicta	87	4	4	14	18
Tony Calvert	Space Ace	64	7	7	12	19
Gerard Moore	Avenger	39	13	33	7	20
Mick Langford	SAAB Viggen	23	19	42	4	23
Chris Brainwood	Miss Starstruck	38	16	27	8	24
Mick Langford	Tom-Tit Triplane	20	20	39	5	25
Andy Blackburn	Cessna 210	54	11	2	16	27
Lurk	Tom-Tit Triplane	23	19	24	9	28
Paul Masterman	Viking	24	17	2	16	33

The following turned in some good flights, but scored no static points – I don't know why, there were some lovely schemes chosen – so didn't make it onto the main scoreboard, but Colin won the "best single flight" prize of a Free Session voucher with a 65s flight by his ArrowAir

Name	Model	Flight Total	Flying Order	Static Total	Static Order	Combined Order
Colin Hutchinson	Arrow Air	123	1			Flight time order.
Steve Haines	Space Ace	66	6			
Rob Smith	Space Ace	58	10			
Dave King	Space Ace	45	12			
Mick Langford	Space Ace	38	16			

Continued over..,

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All of the models were very, very well finished and the flight line for the beauty parade was impressive. Well done all.

Chris Brainwood gets a mention for sheer bloody-mindedness. His Miss Starstruck twin would not fly the same way at all on any two flights, but he did, after much fettling, manage to get a couple of 19s flights out of it. Tony Calvert also deserves singling out for getting his Space Ace to perform aerobatics, including flying inverted. See the cover.

Nick's Featherfly was entered almost, but not quite, at the last minute, "To make the numbers up." and John Whatmore secured 4th place with a model that he hadn't flown for 7 or 8 years and which he entered on a whim at the very last minute. Such whims should be entertained more often as it won him a bottle of beer for, "Latest Entry to the Competition", pipping Nick to that prize by the matter of an hour or two. Nick's results, or rather his handwriting, had Nick & myself laughing out loud. I looked at his slip and did a double take; 505? 545!? Three minute, nearly four minute flights!? So I called him over to check. No, no, no. 50S(econds) and 54S(econds).

Peter Brown won the prize for prettiest model and (I have a cruel sense of humour) took home a BMFA Gyminnie Cricket kit and an honourable mention for Paul Masterman and his Viking which won him a small Revell Chuck Glider by way of a wooden spoon and, of more utility, a chocolate lollipop!

I think only three of us had a disappointing comp. from a flying viewpoint, myself, Mick & Ray. The Tomtit Tripes that Mick and I entered would not cooperate & Ray failed to get times that he was happy with from his two entries. Of course Mick's TomTit then decided to fly quite nicely thank you very much after the competition cut-off time. Typical, eh? However, although its endurance wasn't great, I really did enjoy see Mick's Viggen circuiting the hall.

Steve Haines has been agitating for a single design Space Ace event and looking at how many of them (6) were entered and how well they can be made to fly I think he may have a point.

One thing that did become apparent was how many entrants got really good un-timed flights early on and then saw their model sulk when shown a stopwatch. A word to the wise; if the event is, like this one, best "n" of unlimited flights then, time every single flight.

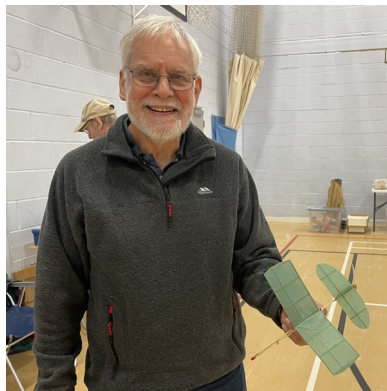
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The Prize Winners



Mike Stuart 1st



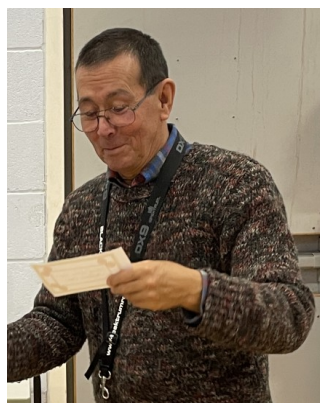
Nick Peppiatt 2nd



Steve Haines 3rd
Photo: Steve's Boss



Peter Brown
Best Static Score



Colin Hutchinson
Longest single flight



Paul Masterman
Wooden Spoon



John Whatmore – Latest Entry
All photos except where noted otherwise: Chris Brainwood

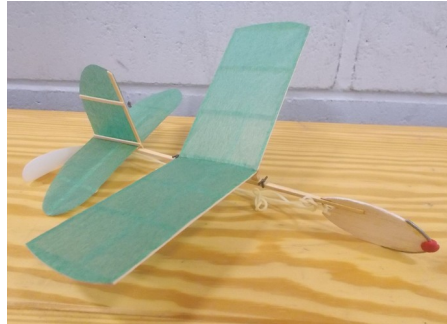
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The Prize Winning Models



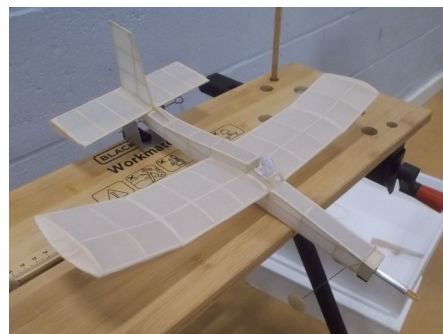
Mike Stuart's 80% Bi-Star
Photo: Andy Blackburn



Nick Peppiatt's Featherfly
Photo: Staff



Steve Haines' Wren
Photo: Chris Brainwood



Paul Masterman's Viking
Photo: Staff



Colin Hutchinson's Arrow Air
Photo: Chris Brainwood



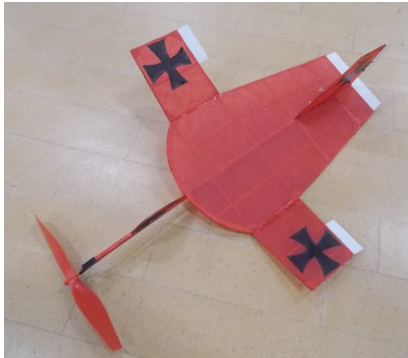
Peter Brown's Eastbourne Monoplane
Photo: Staff

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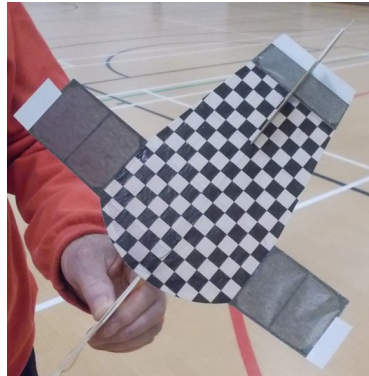
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The Other Models

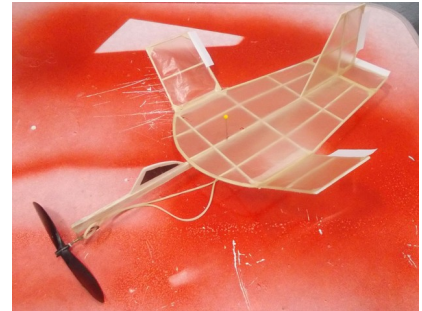
We'll start with the Space Aces. This was far and away the most popular design and if I didn't know better I'd swear they'd been breeding!



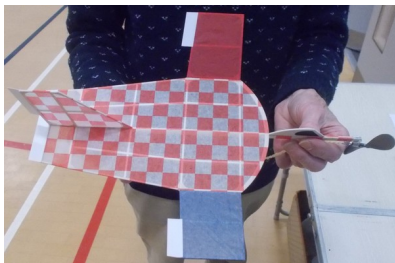
Tony Calvert's
Photo: Staff



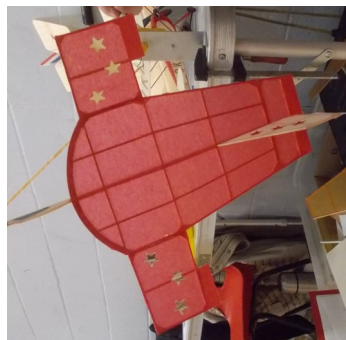
Ray Goodenough's
Photo: Staff



Dave King's
Photo: Staff



Mick Langford's
Photo: Staff



Rob Smith's
Photo: Staff



Steve Haines
Photo: Chris Brainwood

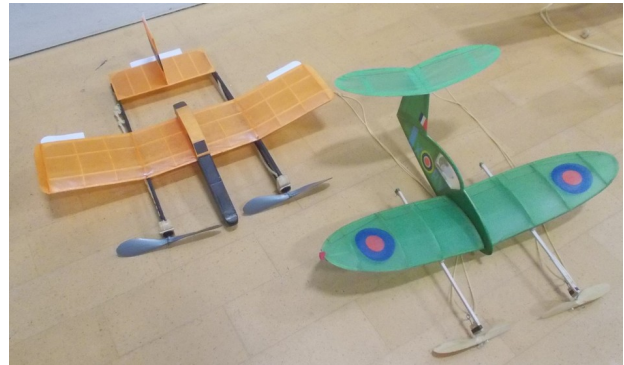
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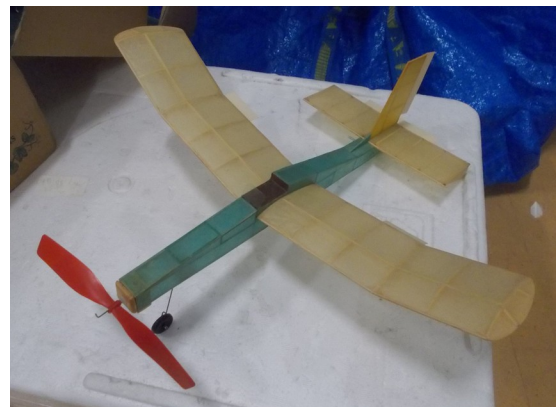
Mick Langford's SAAB Viggen
Photo: Staff



L - Chris Brainwood's Miss Starstruck
R – Gerard Moore's Avenger
Photo: Staff



Front – Mick Langford's Tomtit
Back – Lurk's Tomtit
Photo: Staff



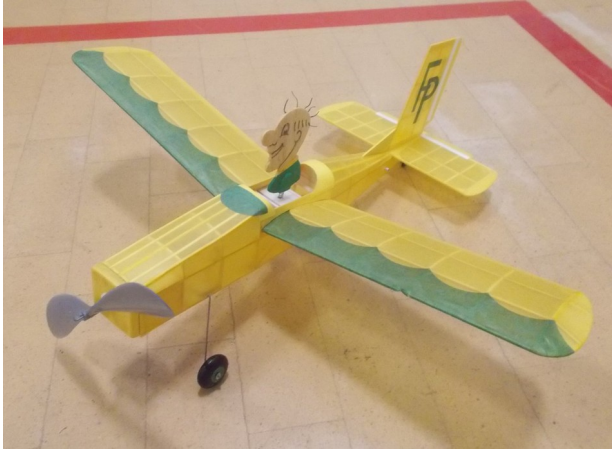
John Whatmore's Viking
Photo: Staff

Continued over...

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And to wrap up



Ray Goodenough's Flier Phil's Flyer
Photo: Staff



Steve Haines' Invicta
Photo: Staff



Gerard Moore's CanAir
Photo: Chris Brainwood

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December's Models

The December meeting was dominated by the Mêlée, but there were people flying non Impington designs. Not many, it's true, but some.

Harry Brown

Harry had several models with him including a Guillows (or was it Dumas?) Cessna Bird Dog, but the model that caught my eye was his his Dumas Pietenpol Air Camper. It's a nice light model, easily sub 30g and I was taken with the engine detailing. It flies very well.



Pietenpol Air Camper
Photos: Staff

Paul Eggleton

Paul didn't have any new models with him, but it was good to have him back after a year which he'd rather not talk about.



Paul's table
Photo: Staff

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Peter Smart

I'd be lost for copy & pictures without Peter, I really would. He almost always has something new and often slightly off the wall. December's offering was a to 16" span version of the Nasise Comper Swift. Not especially odd, at least not by Peter's usual standards, but a cracking little model that was flying really well by the end of the session.



Comper Swift
Photos: Staff

Steve Edwards

There was no escape from Impington models this month. As well as all the Malmström's flitting about Steve was flying his Mick Flack Tiddler which he's built from John Whatmore's recent redraughting. It's a design that flies very nicely and If you'd like to build one of your own the plan is available on the web site.



Flack Tiddler
Photos: Staff

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January 2024

A good start to the year I thought. Lots of us in attendance and no irretrievably smashed up models, at least none that I saw. A few models lost the odd strut and other odds and ends; including my M-1 which, probably, needs a new wheel and a couple of the engine cylinders reinstating.

There weren't many brand new models in evidence although Steve Haines made sure there were a couple. Where does he find the time? What I did notice was quite a few people having fun with their Malmström Space Aces. I also saw Mick Langford getting some good flights of his Malmström Tomtit Triplane, nowhere near the 45s or so claimed in the original 1943 article, but heading toward 25-30s and Andy Blackburn seemed to be having fun with his Cessna as well.

It doesn't often happen, aside from single design events, that we get more than one model of a given design at Trinity, but we had two this month. A couple of foam Wot Hos one by Doug Moore the other by Ian Pearce and a couple of Piper Cubs from Peter Brown and Chris Brainwood.

New Faces

We had the pleasure of welcoming one very new face indeed, James Brown; who granted his Dad & Grand-dad the privilege of bringing him to, possibly, his first ever flying meeting. Unfortunately James had been too busy to build anything in time for the meeting but I'm sure he'll get around to it eventually.



Start of an aeromodelling dynasty?

Photo: Bernie Brown

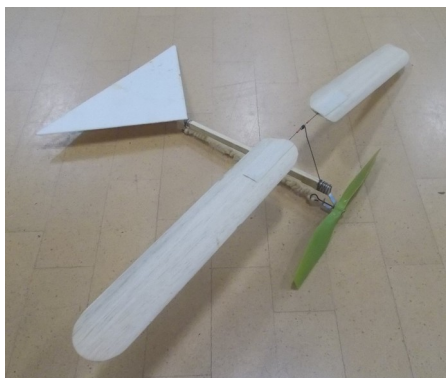
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January's Models

Colin Hutchinson

I do wish Colin Hutchinson could turn up more often with his treasure chest of flying oddities. This month it was a Gareth Evans' Rotamatic. It's not a Magnus effect design, but it *sort of* is. However you classify it, it is delightfully bonkers and flies surprisingly well.



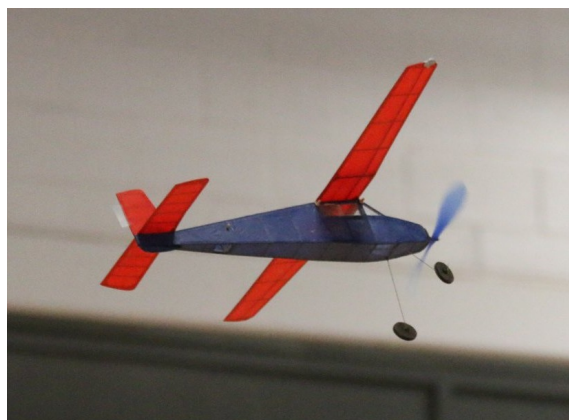
Evans' Rotamatic
Photo: Staff



Evans' Rotamatic
Photo: Andy Blackburn

Barry Dunkley

Barry had his VMC Sparrowhawk just about trimmed back in November and he finished the job this month. It was good to see it climbing gently and circling sedately.



VMC Sparrowhawk
Photos: Andy Blackburn

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Nick Peppiatt

I did catch sight of his Malmström Featherfly, but he was also flying some, slightly, more orthodox models including his Clutton FRED.



Clutton FRED

Photos: Andy Blackburn

Doug Moore

Not a lot I can say about this. It's a foam Wot Ho that Doug built a very long time ago, but it still flies extremely well and is good for 40-45 seconds from a hand launch.



Wot Ho

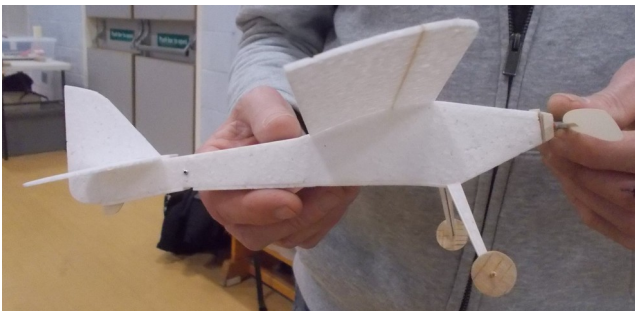
Photos: Staff

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Ian Pearce

The second foam Wot Ho at the meeting was Ian's brand new one. I don't know how far he got with it, but I did see the second flight and it looked as though it wouldn't take a lot of work to properly fettle it. Ian also brought along a new Legal Eagle, yes it was red and yellow, but I didn't get to see it – the wing had "pringled". However we were treated to a red & yellow model. A Bostonian Banana – Beechcraft Bonanza.



Wot Ho
Photo: Staff



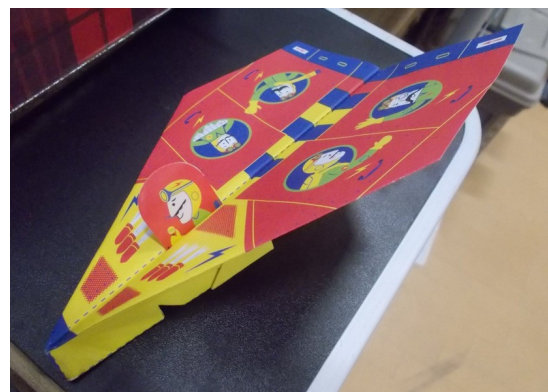
Bostonian
Photo: Staff

Chris Brainwood

Chris was mostly having fun with catapult gliders, including a paper one made from a book of glider models that his daughter gave him as a Christmas present. He was also flying more conventional models including his foam SE5a & Peanut Piper Cub.



Bill Dean Space Scooter
Photo: Staff



Err, umm... I dunno.
Photo: Staff

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Paul Eggleton

As well as his usual RC stuff Paul had a CO₂ powered Aeronca C3 with him. It's a couple of years old and he says it's proving a bit problematic but it is charming and the Gasparin 24 twin up front looks very scale like.



Aeronca C3.
Photos: Staff

Paul Masterman

Paul, Andy and I spent puzzling quarter of an hour or so searching for Paul's Malmström Viking which we thought had hidden itself among the rafters. We *eventually* found it skulking in a corner of the hall. He also had a Double Whammy sporting a temporary commercial prop assembly with him but I don't think he flew it. The little chuck glider foisted upon him as the "wooden spoon" for the Malmström also turned up, converted into a CLG with some added tip dihedral that looks as though it might just be persuaded to fly.



Double Whammy
Photo: Staff



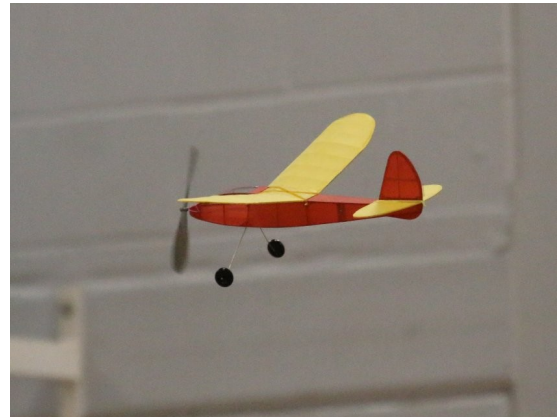
Modified Revell Eagle Jet Glider
Photo: Staff

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Richard Preston

As well as his Gemini, see WIP, Richard was flying another of his own designs. This one, which has a vintage air about it, is called the Frogwell Flyer. Looking at the scheme I think he's been taking advice from Ian Pearce on how to best decorate a model.



Richard & his Frogwell Flyer
Photos: Andy Blackburn

Gerard Moore

Gerard was (re)trimming his, "Helio Stallion", originally built in 2013, which had been given a new fuselage over the Christmas break. It seemed to be suffering a bad case of τοιχοφιλία, but I'm sure he'll have it sorted by the next time it appears at Trinity.



Helio Stallion in refit
Photos: Gerard Moore

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Steve Haines

Steve had very nicely finished model of the recent two seat conversion of a Hawker Hurricane IIB which is currently finished as a 174 Squadron aircraft, BE505. The passenger is our very own Rob Smith who, lucky devil, flew in it last year. Steve sent me the following notes shortly after he'd finished it,

“The initial weight is 23g including a little nose weight and it's 16" span.

I used the Comet plan as a guide but I widened the wing tips and enlarged the tail a small amount. I also added some extra spars and stringers .

After reading a Malmström tip in an old AeroModeller aimed at low wingers, I've add some weight to the undercarriage as he thought it would make it more stable in flight. We will see.”

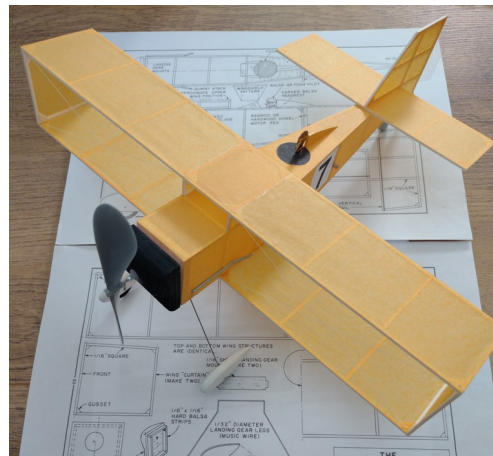
There's a bit more about BE505 here

<https://www.aircraftrestorationcompany.com/hurricane-be505>

Steve also had a Hannan Far-Man biplane with him that reminded me of Hannan's Boxy Bipe. I don't know which of the two designs came first.



BE505 XP-L
Photo: Andy Blackburn



Hannan Far-Man
Photo: Steve Haines

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If wet, in church hall.

Those of you less ~~obsessed by~~ interested in the Hawker Hurricane than your Editor may not know that “BE505” isn’t the 1st two seat Hurricane. Two, designated T MK IIC, were built in 1946 by Hawker for use as training aircraft for what was then the Persian, later Iranian, Air Force.



Persian Air Force T MK IIC No. 231

Photo: Uncredited

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If wet, in church hall.

Angels One Five – Rob Smith

Lurk has asked me to write a brief account of my flight in a Hurricane so here goes.(I could go on all day)

In mid September last year my son 'phoned and told me that a Hurricane was doing aerobatics over Greenham Common and he 'phoned again shortly after to say it was a two seater based at White Waltham and it was available for flight experience trips. He said 'Go for it Dad', so I duly did as I was told! As it was the only two seat Hurricane in the world I was expecting a long wait but a prompt reply offered me two time slots only ten days hence. So on the 28th of September we set out for White Waltham on a somewhat overcast morning. I was joined by my son, John Winfield and Laurie Kirby to make sure I didn't chicken out (no chance).

Before the flight I was given a half hour briefing on the dangers of flying in warbirds and instructions on how to evacuate the aircraft in the event of an emergency and how to deploy the parachute. Oops, press on. I then had to empty my pockets of all loose items including my phone to ensure no foreign objects fell into the controls. I was then fitted out with flying overalls to try to make me look the part!

We took off and flew west over Henley, past Reading and on to Newbury. On to Didcot where we indulged in some aerobatics, barrel roll, loop and victory roll as well as some steep turns. Absolutely exhilarating. I say we but I was only the passenger. I did get quite a bit of stick time however and it was quite daunting to realise that I was flying a Hurricane. The pilot Mike raised his hands above his head to prove that I had control. There were no rudder pedals in the rear cockpit and the only instrument was an air speed indicator which hovered around the 200 to 250 knots. I was warned that it would be cold and noisy on the flight but I found it to be neither. Adrenalin kept me warm and deafness I guess kept the noise level down!

The flight was for ½ an hour chock to chock but I was lucky enough to get an extra 5 minutes for free. Of course it was all over far too quickly but what an experience, worth every penny. I thoroughly recommend it if you can persuade your better half that it is absolutely essential that you do it. Also your bank manager.

Flights are with Hurricane Heritage www.hurricaneheritage.com, my pilot was Mike Collett and the lovely Abigail abigail@hurricaneheritage.com did the admin. She also gave the briefing and settled me into the cockpit making sure at first that I could operate the hood and door should it be necessary.

They also do flight experience trips in a Harvard. Later this year all being well.

Continued over...

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If wet, in church hall.



Hands up anyone who *doesn't* wish this was them.
Photos: Rob Smith & Hurricane Heritage

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Adventures in Technology – Peter Brown

Peter very kindly made a Gloster Gladiator mobile for my next door neighbour's newly born son and I asked if he'd laser cut it. He had, so I twisted his arm (ever so, ever so gently) into telling us about his setup. Ed.

The cutter was bit of an impulse buy, an offer from Amazon flashed up on my phone and I took the bait. I was originally thinking of a 3D printer but I've got access to those at work. It was a really good deal so I took the plunge.

It is an Atomstack A5 M50 Pro (whatever all that means who knows!) and has a working area of 400mm square but biggest area I have covered is A4. It can cut 3mm ply with ease, and flies around balsa of the thicknesses we generally use at up to 500mm/min.

I did try cutting 6mm balsa but you get a rather scalloped and burnt edge, so now I limit myself to 3mm. I've found that the most effective way to use it is to laminate, with alternating grain direction, parts cut from 1/32–1/16" sheet.

It is great for balsa wheels particularly the tyre parts, so much easier than an Olfa cutter. I usually cut a 1/16 core with 1/16" 'tyres' each side then glue in 1/16" Al tube and spin them in a Dremel and sand to shape.

A typical chain of events is to download a plan, import it into Inkscape (a fantastic piece of free graphics software, bit of a steep learning curve but worth it. *Agreed. Ed.*). I can then trace around the parts and make multiple copies if needed, e.g ribs. Once I have all the parts I arrange them for best economy of balsa and save as a SVG file.

SVG – Scalable Vector Graphics. A file format that describes how to draw a set of shapes. Because it is a collection of "plot instructions" the resulting drawing can be resized by any amount with no loss of sharpness. Ed.

I then import the Inkscape SVG into Lightburn, the software that drives the laser, and add in the cutting parameters. After some trial and error I have built up a fair library of settings that work. If I'm working with a new material I do a test cut of a 25mm square until I am happy then save that in a library facility.

The next step is to load a suitable piece of balsa or ply onto the workbed. It doesn't really need holding down but I use Blutack. I then do a dry run to make sure the workpiece is in the right place, then hit go.

There is not a lot of smoke but for longer, big plywood jobs I have installed an extractor fan above it. I bought the optional air assist which blows air around the beam, gives a cleaner cut. The kerf (\approx width of cut Ed.) is only about 0.08 mm but this has a neat compensation feature to take care of it.

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The laser is also capable of engraving and works a treat on natural slate.

It has been a revelation for me as my eyesight has been deteriorating (just due to anno domini) and opened up a whole world of building from plans

The supplied Lightburn software has a free 30 day trial then a one time payment of £49 which will cover 2 computers. The laser cost £350 but that was on a deal, I think it costs about twice that now!

I have been asked to do stuff for others but I'm not intending to make it a commercial enterprise, the main problem is time as I am still working and the file preparation is very time consuming.

I do feel a bit mean not being able to accommodate making bits for others, mainly for time constraints but also have great difficulty charging good friends for this type of thing. I may be facing redundancy in the New Year so will possibly have more free time and will need to keep out of the way of she who must be obeyed so helping others might be possible.

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Work in Progress

Gemini – Richard Preston

Some of you may have spotted a rather wayward twin motor job being flown by Richard at the January meeting, Andy Blackburn certainly did, so I thought I'd quiz Richard about it. This is his response. Ed.

My wayward twin has only recently been given the name of Gemini, not very original I know. It started life as a three channel electric powered model that I knocked up for flying indoors at Melksham before we were evicted by the town council about three years ago. It flew very well with its two small motors and it wasn't too fast. It had been up in the loft since then but I rediscovered it about a month ago and thought that it would probably be OK for Trinity.

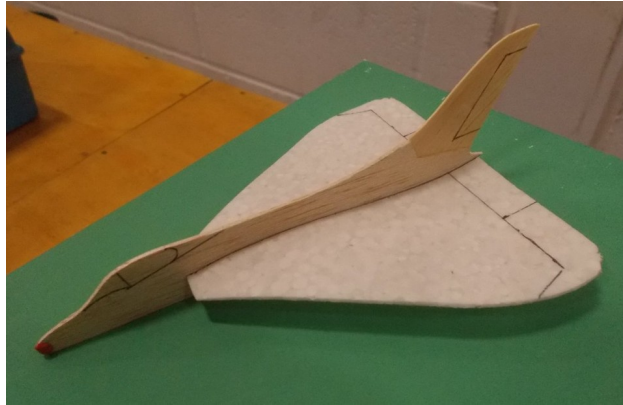
Alas, the ESC on the tiny circuit board would not cooperate and I thought that I would have a look at it later on. Then I thought, why don't I convert it to rubber power? All it needed was a pair of over wing nacelles for the rubber and it may even fly. I also had to fix the elevator and rudder in a neutral position. Early trimming flights showed that it had a lovely glide but with a turn to the left, nothing that couldn't be fixed or so I thought.

Since then it has been a little b****r being rather inconsistent each time I take it out. I have done all the usual trimming tweaks but it always seems to be not quite there. When I got home on Saturday afternoon I put it in the naughty corner and gave it a good talking to. I warned it that if it doesn't pull its socks up next time out it will up in the loft again with the spiders. If it doesn't perform as I want it to perform I will have no option but to confiscate its propellers.

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Modified Bill Dean Sky Scout – Nick Peppiatt



Sky Scout
Photo: Staff

Nick's got to cut the parts for thirty of these for his daughter's class. The science & technology curriculum has been changed this year to include a module on the Wright Brothers & flight so Nick has been "volunteered" to help with the practical part of the lessons.

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In the Workshop – Tool Recommendations

Got a tool or tools that make building models that tiny bit easier for you that others may not know about? This is the place to tell the rest of the parish.

I'll kick things off with a recommendation for Maun Industries' parallel jaw pliers, particularly their model 4860-125, and their cutting pliers for hard wire. I've been using a couple of their model 2999 hard wire cutters since the mid 1970s and they are very good. The parallel jaw pliers make wire-bending, especially prop-shafts for dog clutch props, very much easier. They're not the cheapest bits of kit, but they're not stupidly expensive and your descendants will thank you for your foresight in buying them. Go to www.maunindustries.com



Maun Industries' 4860-125

Photo: Staff

Events 2024 – Proposals

Keil Kraft Elf- December

As no sort of consensus emerged for any of the other suggestions made, Tony Calvert has very kindly offered to run an Elf Event for this year's Xmas party game. As many of us already have Elves in flyable condition I've accepted his offer.

Space Ace

Steve Haines suggested this and as there are at least 6 Spaces Aces in the Trinity fleet at the moment, it seems like there may be enough interest to schedule a comp. for October. If you are interested please send an e-mail to Lurk.

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Just Because

This month we've got rather a nice selection of "action" shots. Action? Well, it's more like Tai Chi. There's also some first class gurning...



Chris & his Piper Cub
Photo: Andy Blackburn



Paul & his Bill Dean Space Scooter
Photo: Andy Blackburn



Peter & his Citabria
Photo: Andy Blackburn



Peter & his MK I Hurri
Photo: Andy Blackburn

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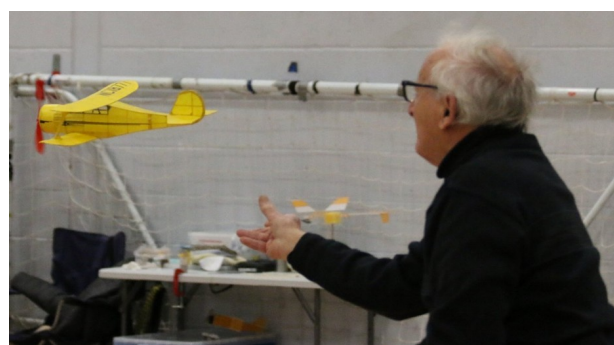
Steve & his MK IIB Hurri
Photo: Andy Blackburn



Andy & his Wittman Tailwind
Photo: Dave King



Some random Smurf with a Roma 37
Photo: Dave King



Rob with his Staggerwing
Photo: Andy Blackburn

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Newsreels

December

Mike Stuart's 80% Bi-Star	https://vimeo.com/865115685
	https://vimeo.com/896096116
Peter Smart's Pistachio Mann ragwing	https://vimeo.com/884047990
Peter Smart's Etrich Taube	https://vimeo.com/884052476
Nick Peppiatt's Featherfly	https://vimeo.com/896097260
This is only the last half or so of a flight, but it gives a good indication of how well it flies.	
John Whatmore's Malmström Viking	https://vimeo.com/896097260
This is a low turn (~ 1000) flight that JW flew as a favour to me towards then end of the session. On full turns its good for 50 odd seconds	
Peter Brown's Malmström Eastbourne Monoplane	https://vimeo.com/896099188
Steve Edward's build of Richard Preston's Big Pussycat	https://vimeo.com/896099866

Chris' summary <https://youtu.be/zXXsSjLgQ3o>

January

Chris flying his Bill Dean Space Scooter. Difficult to film, but flies surprisingly well.	https://vimeo.com/902540691
Gerard flying his Dad's foam Wot Ho	https://vimeo.com/902540426
Colin Hutchinson's Evans' Rotamatic	https://vimeo.com/902540057

Chris' summary <https://youtu.be/79faJNo4u7Y>

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.