

**Trinity Newsletter – Issue N<sup>o.</sup> 2½, 2024**  
**BMFA Indoor FF Scale Nats. April 21<sup>st</sup>**  
*Trinity Away Day. Match Day Special.*



Antonin (Tonda) Alféry's FJ-1 Fury  
Open Electric 2<sup>nd</sup>



Mike Stuart's Blackburn Dart  
Open Rubber 3<sup>rd</sup>  
Photo: *Chris Brainwood*

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### The Event

I can't comment on the RC day, but the FF day was extremely well organised and the whole thing ran smoothly and pretty close to time, which, given the "herding cats" nature of these things, was very impressive. There was a reshuffle of the flying order for intermediate scale, but even that only caused minor ripples.

The space for the flying area was large enough to induce a touch of agoraphobia in those of us used to run of the mill school sports halls and it's worth entering simply for the sheer pleasure of being able to let your models loose without worrying unduly about where the walls are.

I'm told that planned attendance was slightly down on last year and one or two people had to abandon at the last minute, but even so there weren't many empty tables and it seemed healthily busy. There were also a small number of visitors from continental Europe, Mats Johansson from Sweden, Antonin (Tonda) Alféry (with his sons as ground crew) from the Czech Republic, as well as Roel Lucassen, Gert Brendel & Bernard Bruins from the Netherlands. Trinity regulars turned up mob handed with support from John Foster, Peter Brown & John Scates. Trinity *Irregulars* Jon Markovitz and Mike Hadland were spotted as well



If seen, call the Police on 999...  
Photo: Monz Lyons

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### Results

I'm going to be (ha ha) very parochial about this and only give the Podium places and the placings for parishioners in the events that we entered. The full results will be available on the BMFA web site soon if they aren't already.

### Intermediate Scale

Twelve entries in this class and most people managed at least one qualifying flight, unfortunately my FH40 emulated the prototype rather too successfully and slipped both wings on hitting a wall so no qualifying flights for me.

1	John Cooper	Lockheed Vega
2	Ken Bates	Auster Arrow
3	Pete Fardell	Cessna Comet
5	Chris Brainwood	Sopwith Camel
6	Peter Smart	Royal Aircraft Factory BE2c
8	Lurk	Hillson FH40

### Kit Scale

Twenty models entered for this and only a couple of models failed to post any times.

1	David Whitehouse	Stinson 125 (MicroX)
2	John Cooper	Rearwin Speedster (Flyline)
3	Chris Chapman	D.H. Tiger Moth (Tern)
4	Steve Haines	Pilatus Porter PC-6 (MicroX)  <i>Steve only finished this a month or so ago so trimming was done rather quickly.</i>
8	Mike Stuart	AirCo DH5 (DPA)  <i>Mike had to refit the cabane struts &amp; upper wing after a wall strike so to place in the top 10 after field repairs seems like a good result to me.</i>
11	Chris Brainwood	Piper Cub (Peck Polymers)
13	Peter Smart	Citabria (Dumas)

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**Peanut**

Nineteen models entered for this and again only two or three models failed to post any times.

1	Antonin Alféry	Spitfire MIXE  <i>When I saw it on Tonda's table there I thought that it would place very highly. Then I saw it fly, forever from ROG and on rails, and there was no doubt that it would win.</i>
2	Mike Stuart	Vought Kingfisher
3	Brian Seymour	Andreasson BA-4B
6	Steve Haines	Nesmith Cougar  <i>The Cougar was flying so high it had to be recovered from the rafters two or three times!</i>
9	Lurk	Ro37 Bis.  <i>I'm dead chuffed with this.</i>
11	Peter Smart	Civilian Courier
14	Chris Brainwood	De Havilland 60x (Hermes) Moth

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### Open Rubber

A small field (6), but not surprising given the time and skill required to build models to this standard.

1	Antonin Alfery	Roland CIIa
2	Richard Crossley	Nakajima B5N (Kate)
3	Mike Stuart	Blackburn Dart <i>This like Steve's Pilatus Porter was trimmed "on the day".</i>
4	Peter Smart	Pitts' Special

### Open CO<sub>2</sub>/Electric

Only 5 entered and Mike had to scratch because his (other) AirCo DH5 suffered as a result of a CFIF. Another set of astonishingly well turned out models, remind me to not even think about entering this class or open rubber.

1	Richard Crossley	Short Shetland <i>I don't think there was any doubt where this one was going to place.</i>
2	Antonin Alfery	FJ-1 Fury. <i>Cor. You really should have seen this one fly, film doesn't do it any justice.</i>
3	Graham Banham	Armstrong-Whitworth Ensign <i>It was really nice to see a civilian type and an airliner to boot in amongst all the warplanes. Like the Shetland &amp; Fury the flight pattern was very, very realistic and apart from its 1<sup>st</sup> flight its flying scores were as good as or better than the Shetland &amp; Fury.</i>
4	Peter Smart	Blohm & Voss 222 (Wiking)  <i>The BV222 was agonisingly close to flying well, but just not quite there. However it did get airborne and, when Peter's sorted it, it will be as impressive in the air as it is on the ground.</i>

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### The Models

The standard of building and finishing ranged from very good to, “words fail me”. The foam models entered in Peanut & Pistachio were especially impressive. Not only were they *stunningly* accurate representations of their prototypes they also flew beautifully. However, there were some stick and tissue models that were also extremely realistic representations of their respective prototypes. Peter’s BV222 and Richard Crossley’s Short Shetland spring to mind.



Chris Blanch's Bower's Fly-Baby  
(Pistachio)



Chris J Chapman's Piper Cub



Dave Crompton's Stinson Voyager



Steve Haines' Pilatus Porter

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Graham Banham's Armstrong-Whitworth Ensign



John Bowerman's Wittman Tailwind

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John Valiant's foam Peanut models. The Me Bf-109K was his competition entry



Mats Johansson's Peanut Bristol Scout

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**Mike Hadland's Bucker Jungmann**  
This didn't survive the day, but Mike told me as I was photographing it that this was to be its last outing before its retirement so he wasn't too upset.



**Mike Stuart's Peanut Vought Kingfisher, the Blackburn Dart lurking in the background.**

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Roel Lucassen's Beneš-Mráz Be.252 Beta-Scolar



Roel Lucassen's Rogozarski Brucos (Pistachio)

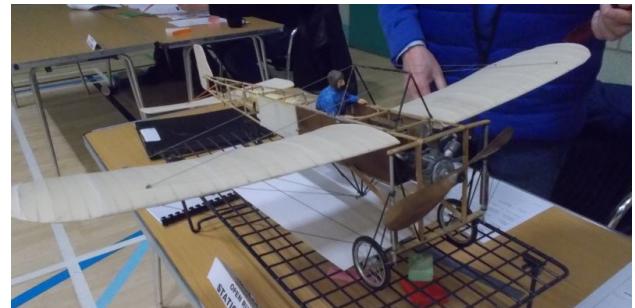
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Pete Fardell's Cessna Comet. Intermediate Scale.



Pete Fardell's KS Fairchild



Pete Fardell's Bleriot XI (Open)  
I could watch this fly all day. Lovely.

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Peter Smart's entries. B&V 222 (Intermediate) and clockwise from top Pitts Special (Open R), Civilian Courier (Peanut) and Citabria (KS)



Steve Haines' Nesmith Cougar.

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Ted Griffiths' Andreasson (Peanut) & Cessna 140 (KS, VMC)



Brain Seymour's Andreasson (Peanut)  
Brian flew this to 3<sup>rd</sup> place in his first ever participation.

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John Cooper's Lockheed Vega (Winner, Intermediate)



Ken Bates' Auster Arrow (2<sup>nd</sup> Intermediate)

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Doug Hunt's FF conversion of the Microaces Fokker D VII.  
According to Doug the FF conversions fly well, but the foam construction  
means they're not long lived.



Chris Chapman's Tiger Moth (Tern, 3<sup>rd</sup> KS) & Interstate Cadet.

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Pete Startup's Piper Cub



Tim Horne's NoCal Chambermaid



Martin Pike's Piper Cub

The Piper Cub, in various sub-types, may have been the most popular subject this year. There were 4 that I know of.



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Antonin Alféry's Spitfire MKIX (1<sup>st</sup> Peanut)  
As well as looking immaculate this flew perfectly, exceeding the 60s max from ROG. I really hope someone filmed this.



Antonin Alféry's Avia (1<sup>st</sup> Pistachio) & Roland Clla (1<sup>st</sup> Open Rubber)

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Tim Horne's Parnall Imp



Tim Horne's Waco.

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Tm Horne's Botali PAMA & VMC Sopwith Triplane.



Richard Crossley's Douglas Destroyer  
1<sup>st</sup> No-Cal

Bernard Bruin's Grumman Hellcat

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Richard Crossley's FW-190 2<sup>nd</sup> Pistachio



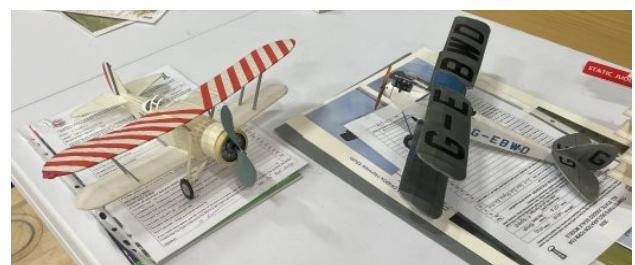
Richard Crossley's Nakajima "Kate" (2<sup>nd</sup> Open Rubber) & Short Shetland (1<sup>st</sup> Open CO<sub>2</sub>/Elec.) waiting to be unpacked.

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**Static Judging**



Left. Steve's Pilatus Porter (Ian Melville & Ron Johnson)  
Right. Pete's BV222 (Gordon Warburton & Mike Smith)  
Photo: Chris Brainwood



Left. Lurk's FH-40 (Phil Smith & Monz Lyons).  
Right. Lurk's Ro37 & Chris' DH60X (Nigel Monk & Gordon Hannah out of shot)  
Photos: Chris Brainwood.

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### The Aftermath

Heigh ho..



Chris' Camel argued with the rafters.  
Again.

Photo: Chris Brainwood

How many times have you replaced  
this panel Chris?

Photo: Chris Brainwood



Yes, the walls are a long way away, but sometime not quite as far as you'd like.  
Mike's DH5 (Chris' photo) & Lurk's FH40.,

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**And Finally**

From the sublime to the ridiculous. Monz Lyons' stunning Short Sunderland for electric power at Body in White and Lurk's entry (ably assisted by Chris Brainwood) for the Air Race (came in dead last and lost its wing into the bargain)

