

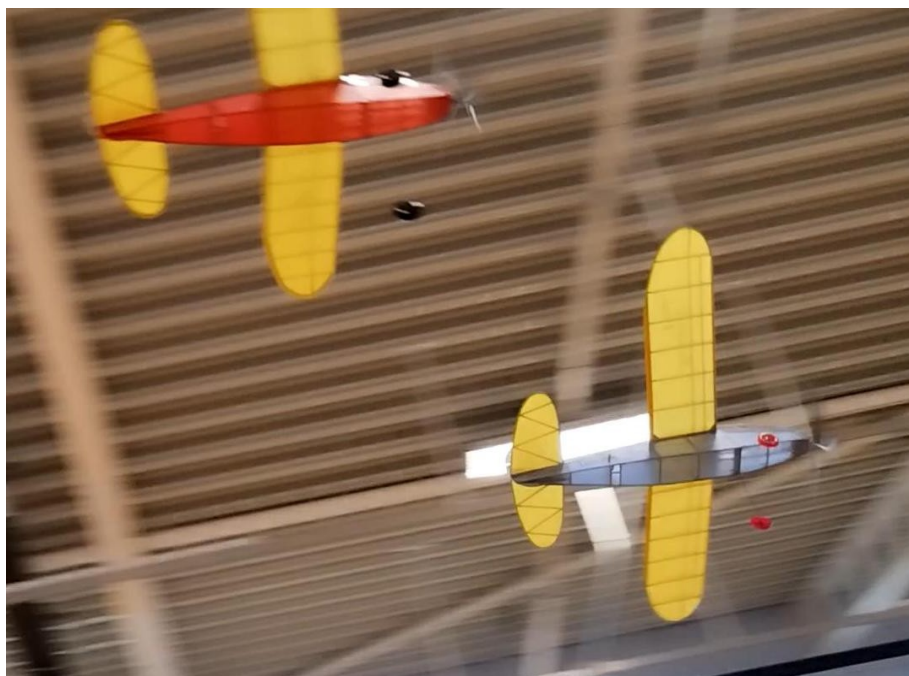
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If wet, in church hall.



John Scates' Hannan Aristocrat

Photo – *Andy Blackburn*



Frogwell Flyers a Pas de Deux

Richards in red, John's in blue.

Staff Video Still. Processing by Chris Brainwood

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Calendar

2024

Date	Session	Event
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	Malmström Space Ace CD – Steve Haines
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, roughly; 7m 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 John Scates, Chris Brainwood, Andy Blackburn, Richard Preston, Peter Brown, Dave King, John Foster & Colin Hutchinson

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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.

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.

Reg Bees

You'll have noticed Reg has missed a number of meetings. It seems he's not been very well. Get well soon Reg.

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Alan Coppen. A Reminiscence.

John Foster

As those of you who were at the March meeting already know, Alan died in hospital on 23rd February. His wife, Eileen, and his family were around him to the end.

I first met Alan in mid- 2021. I was fascinated by many free flight models when I started being interested in indoor FF, but Alan's Legal Eagles struck a chord with me. I had already chatted to Alan several times and when I asked him about his modelling techniques he was very keen to share his knowledge and offer me advice. I'm sure he was that way with everyone who expressed interest. Almost immediately, he dug out a Legal Eagle plan for me and accompanied it with example ribs and an example propeller blade. He was always happy for me to take snaps of particular elements of his builds and to talk me through his take on how to do things.

The quality of his building was very high. He didn't enter competitions with his fine and light models, he seemed just to enjoy producing models that flew really well and that gave him so much pleasure. He enjoyed the company of his friends at the various indoor locations, but was always modest and never made anything of his undoubted abilities.

In the last couple of years Alan was being treated for cancer and this took him away for a time. He returned to indoor flying but he knew that, for him, the treatment was only a delay. Recently, he suffered from a variety of related health problems and frequent stays in hospital.

Alan was quiet and modest and very generous in sharing his knowledge and materials. He and the models he built were certainly quite an inspiration to me. I am sure we will all miss him.

Alan's funeral will be at 11:30 on Wednesday 20th March at St Boniface, Shirley in Southampton and all are welcome to attend.

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SEBMFA Triangle Meeting

I'm pleased to be able to report that Steve, Nick, Mike & Rob did very well at the recent(ish) SEBMFA meeting.

Results SEBMFA Triangle Indoor Meeting 2024

Open Scale			fight	static	total
1	Nick Peppiatt	Sablatnig SF4	9	36	45
2	Terry Adams	Bristol Freighter	9	33	42
3	Alisdair Clark	1923 Cycleplane	6	34	40
4	Mike Stewart	Airco 1 DH5	9	30	39
5	David Prior	Reggiane	7	22	29

Peanut Scale			fight	static	total
1	Stephen Haines	Nesmith Cougar	102	37	139
2	Mike Stewart	Heinkel He 45	81	50	131
3	Alasdair Deas	Nieuport 11	66	52	118
4	Nick Peppiatt	Ganagobie	62	45	107
5	Robert Horton	Nesmith Cougar	53	37	90
6	David Prior	Cassutt	-	44	44

Legal Eagle		minute/seconds
1	David Goodwin	2:41 + 1:23 = 4:04
2	Alasdair Deas	1:35 + 1:29 = 3:04
3	Robert Horton	1:38 + 1:10 = 2:48
4	Alex Cameron	1:24 + 1:05 = 2:29
5	Ken Taylor	1:14 + 1:14 = 2:28
6	Kim Jones	1:03 + 1:02 = 2:05

Gyminnie Cricket		minute/seconds
1	David Goodwin	4:09 + 2:33 = 6:42
2	Alfie Davis (J)	2:01 + 2:06 = 4:07

EZB		minute/seconds
1	Robert Horton	3:08 + 2:30 = 5:38
2	Rob Funnell	1:26 + 0:55 = 2:21

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February 2024

It seemed to be a very scale orientated day indeed. There were a couple of Serenes being aired and Richard's Frogwell Flyer was pottering around as was Barry's Sparrowhawk and some sport RC models but the overall tenor of the meeting was definitely scale.

To begin with some cheery news; Peter Brown has rescued his Cessna AirMaster from the scrap bin and it flies very well now. Peter's notes on the fix can be found later on.

More good news, Rob Smith seems to have got his foam profile Republic RC3 SeaBee well and truly sorted and Steve Haines' Comet derived MK II B Hawker Hurricane is flying really well.

And more good, well sort of, news. As far as I saw only two models were damaged this month. John Whatmore's Double Whammy got caught up in the nets and had to be shaken loose, but I think he managed to retrieve all the bits. The other one we won't talk about, simple, unadulterated, inexcusable pilot error.

I only noticed three new models and one of those was mine. I thought the prettiest one was John Scates' Bostonian, but Andy Blackburn's 1/64 sheet Euler D VI is very charming and looks "right".

Now to the bad boys list. First, your editor. The height to the rafters is not about 21m it's about 21'. Thank you Nick for pointing out the mistake, take 5 house points. Two demerits each to the rest of you for not noticing. Second, Ray Goodenough. Ray did not fly his Gyminnie Cricket. Such deviations from tradition and consequent angering of the aeromodelling deities cannot be tolerated and I am holding him personally responsible for the accident that befell John's Double Whammy.

New Faces

Lee Bates joined us having travelled from Bromley in the wilds of that (South) London. He brought with him some beautifully made wall foam peanut models which, I think it's fair to say, were admired to the point of envy by everyone who saw them. His dedication to the hobby doesn't just extend to his craftsmanship; he travelled to us by bus, train & taxi, leaving home at four in the morning to catch the half four night bus. I do hope that the trip doesn't put him off returning to Trinity.

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February's Models

Lee Bates

Let's start with some artistry shall we? All of Lee's models are built from 2mm wall foam and covered with printed tissue skins and, typically, weigh 13g without motor. Lee says that creating the skins is the most time consuming part of the process and his top-secret, patented, method for curving the foam is to roll it around the edge of the bath; a *little* bit like a domestic version of a panel beater's English Wheel. So, next time you're moving house make very sure it has a bath with a suitable edge.



A pair of Albatrosses
Photos: Chris Brainwood



Fokker D VIII
Photo: Chris Brainwood



Gloster Gladiator MK I
Photo: Chris Brainwood

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Royal Aircraft Factory F.E. 2b
Photo: Chris Brainwood



Pfalz D III
Photo: Chris Brainwood



SE5a x2. The one with the short exhaust (foreground) is James McCudden's
Photos: Chris Brainwood

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John Scates

I can't do better than let John tell you about his lovely Aristocrat.

"It's a Boston Aristocrat plan by Bill Hannan, circa 1981. As I recall there's no deviation from the plan. At an AUW of 30g it's not a lightweight but it flies consistently and well; I am happy with it. John Whatmore did a great deal of the initial flight trimming. The wheels and vinyl lettering are by the late, and sadly missed, Russ Lister."



Hannan Aristocrat
Photos: Staff

Gerard Moore

Gerard was continuing his retrimming of his refitted Helio Stallion. Not quite there yet, but it will be.



Helio Stallion
Photos: Staff

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John Winfield

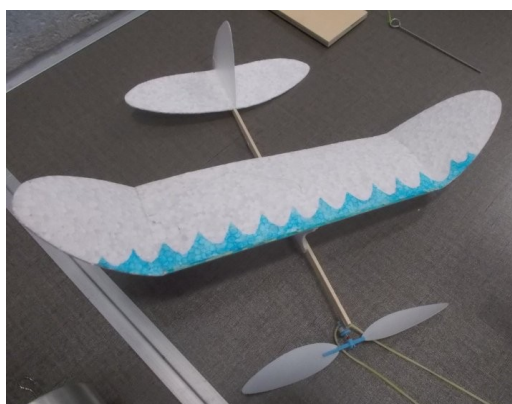
John had an impressive Sopwith Triplane from the Dumas kit with him, 50g without motor. I think that makes a trinity of Trinity Sopwith Triplanes. John's, Mick Langford's and Lionel Haines'.



Sopwith Triplane
Photos: Staff

Ray Goodenough

Ray had abandoned his most trusty and well beloved GC in favour of his entry for the March comp. One is forced to admit that having the LE scallops matching the prop. hub is a nice touch.



Preston Serene
Photo: Staff

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Andy Blackburn

Andy's Euler D VI started out as a foamie D II, but, after a bit of uncouth language, he decided he'd convert it to a 1/64th sheet model in the style of Ken McDonough. Although trimming isn't complete, I think it's fair to say it's a successful change. Andy tells me that with the plastic prop. it needs nearly 1g of tail weight so he's going to fit a laminated balsa prop. I hope we'll be seeing the plan for this in AeroModeller at some point.



Euler D VI
Photos: Staff

By way of light relief Andy was also playing, yes I think that's the right word, with his Malmström Cessna 170. It flies really well.



Cessna 170
Photo: Chris Brainwood

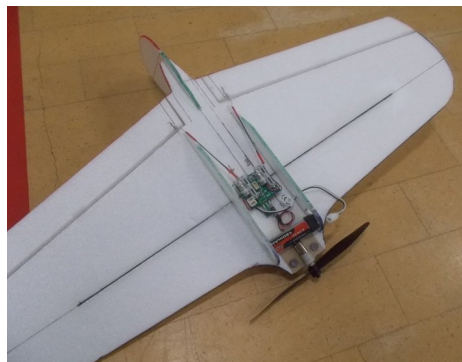
Here's a bit of trivia for you. Ken McDonough did some of the box art for Airfix including that for the AEC Matador & 5.5" gun kit which I remember as one of my most satisfying & successful plastics builds.

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Mick Langford

Mick's taste in models is really quite eclectic, while many of us are content to plod along in our preferred, comfortable, modelling ruts; Mick isn't. This month's example of his wide ranging tastes is a "Simples" flying wing. It's a Mike Bell design from the April '18 issue of RCM&E.

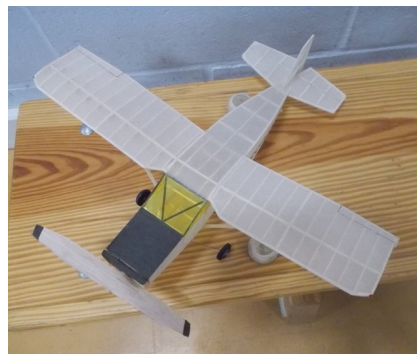


Mike Bell Simples

Photos: Staff

Paul Masterman

Paul was flying charming little Cougar from the Mather plan. There were a couple of details that caught my eye. First, the scale rib count and, second, the laminated prop. Paul makes his props with the outer laminations of hard wood with the inner of lighter/softer wood to give him the best compromise between durability and light weight.



Mather Cougar

Photos: Staff

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Peter Brown

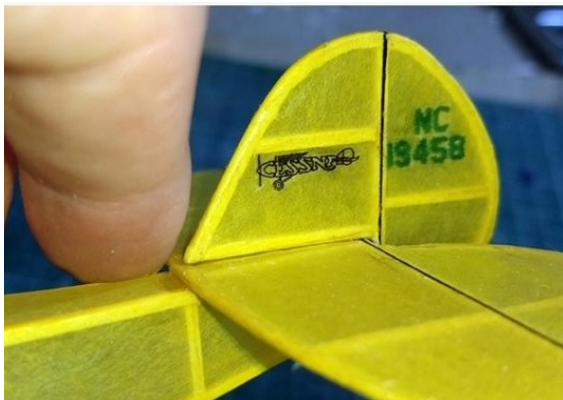
As I mentioned in the preamble Peter has sorted his Cessna AirMaster and has kindly provided this update.

"It was a chap called Steve Martin who flies at OFMAC who put me onto the tailplane problem. The issue is that the plan shows it sitting on top of the fuselage putting it at the same incidence as the wing. After my chat with Steve I dropped the front of the tailplane seat by 1/16" so the top of tailplane was now level with top of fuselage, keeping the stern post at the original height. The before and after pics below should make this clear.

Other changes include a taller fin, it's now about 1 3/8" tall and I increased the dihedral, measured at the outermost rib, to between 9 & 10mm.

It's now 10.7g without rubber, this includes 0.6g ballast hidden inside the prop, which is 4 3/8" diameter, pitch unknown; I just use Mk1 eyeball for that.

The motor is a loop of 0.085" supersport, a touch less than twice peg to hook."



Cessna AirMaster. Tail before & after
Photos: Peter Brown

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Colin Hutchinson

Colin had another of his ummm... *unusual* models with him. I'll let him tell you about it.

"The Cox Flying Sign was built for the last Ebenezer day that I attended at Old Warden and the CO₂ version of the flying sign was the prototype, a test bed to see if it might work. It's mainly made from Depron and has no fin just a sort-of V tail. It is powered by a Gasparin G10, and works-ish!"

The outdoor version is a slightly different shape, and has an invisible fin. Power is a Cox 010 with a cut-down 020 prop, on backwards. It actually flew OK, so long as it was calm. Any breeze and it would just weathercock into wind and stay there. I nearly lost it last time out on Salisbury Plain, but it was found, after I had given up looking, by my friend Barry Hood."



Cox Flying Sign
Photo: Colin Hutchinson

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March 2024

A very busy day indeed, somewhere between 25 and 30 of us in attendance and the air was thick with Serenes for John's event. Colin Sharman, the new editor of AeroModeller paid us a visit and I think, I hope, he enjoyed himself.

There were also quite a few Malmström Space Aces being put through their paces in advance of October's competition and I saw one of them making a determined effort to achieve orbit.

It was a good day for Richard Preston. Not only did he have the pleasure of seeing flocks of his Serene design aloft, but I believe that Colin has accepted Richard's Frogwell Flyer as a future free plan for AeroModeller.

Lee Bates trekked over from Bromley again and it was good to see him. Lee is obviously dedicated, well, I *think* that's the word, to indoor Free Flight because he was intending to be in Rochester for the Tonbridge Gassers meeting in the evening.

There was also the welcome reappearance of a couple of, "weel kent faces", John Price and David Lovegrove. John has been in "Domestic Service" at weekends but it seems he's now been released for more enjoyable activities and David has been a little under the weather of late. Welcome back both.

Finally. An apology for the lack of in-flight pictures. Andy stayed away to avoid giving everyone else the lurgy he's afflicted with at the moment and neither Chris nor I had good enough cameras with us.

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Serene Precision Comp

Considering the short notice for the event this was extremely well supported with nearly half the regulars taking part and at times there was nothing but a cloud of Serenes to be seen in the air. Thank you to John Winfield for running it and to Peter Smart for acting as M.C. at the prize giving.

For those of you interested in history, Richard tells me that the Serene first appeared in the December 2005 edition of R/C Model Flyer and was republished in AeroModeller during Andrew Boddington's stewardship.

Rules Recap.

Three nominated flights with a target of 60s per flight. Winner is the flyer with the minimum deviation from 180s.

Results

Entrant	Deviation from Target (s)
Colin Hutchinson	3
Barry Dunkley	4
Mick Langford	10
Tony Calvert	13
Rob Smith	17
Dave King	24
John Foster	32
Nick Peppiatt	32
Ray Goodenough	62
Richard Preston	80
John Holman	98

I think you'll agree that there are some very impressive examples of trimming to a target listed above, the top two results especially. I know that of the top three both Mick & Barry achieved at least one 60s flight each.

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The Prize Winners



L-R. Mick, Colin & Barry
Photo. Chris Brainwood

Colin took home a Modela CO₂ motor donated by Peter Smart and expertly refurbished by Gerard Moore and, of course, the traditional packet of Tunnock's Caramel Wafers. Barry and Mick won Free Session vouchers and they too also went home with some Caramel Wafers.

Continued over...

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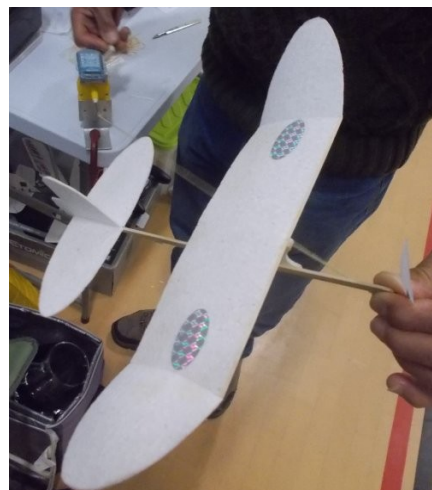
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The Models

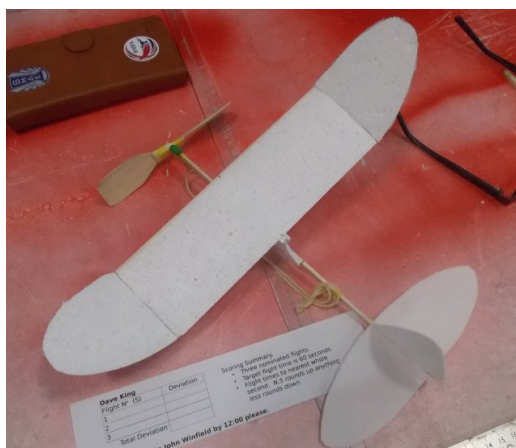
In no particular order ...



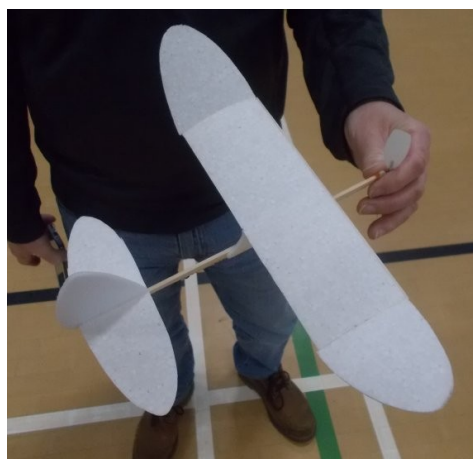
Barry Dunkley's



Colin Hutchinson's



Dave King's

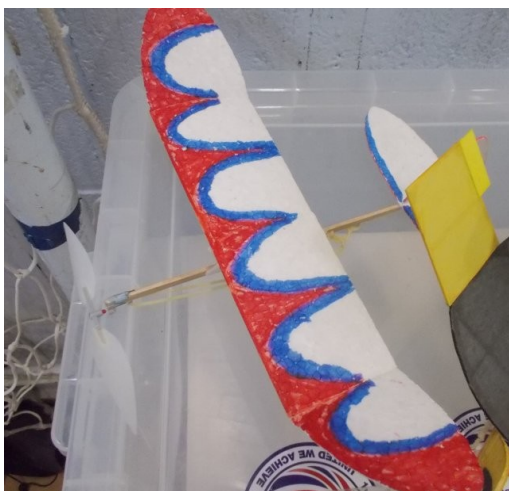


John Foster's

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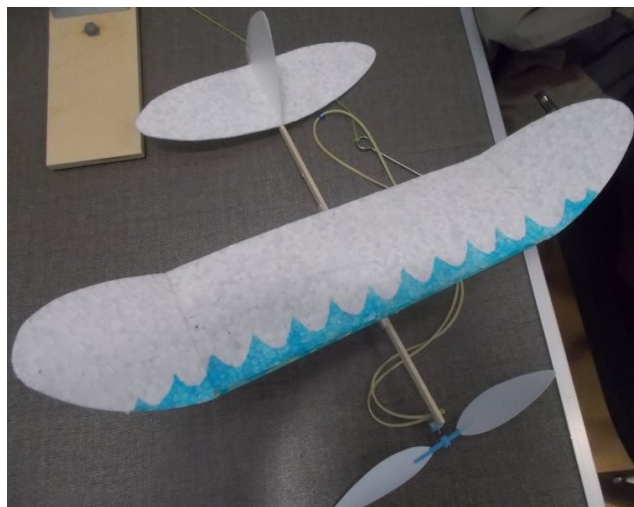
John Winfield's
Flown by John Holman



Mick Langford's



Nick Peppiatt's

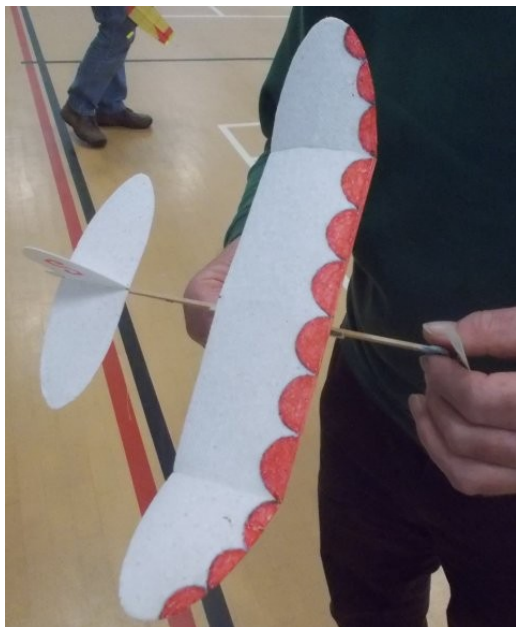


Ray Goodenough's

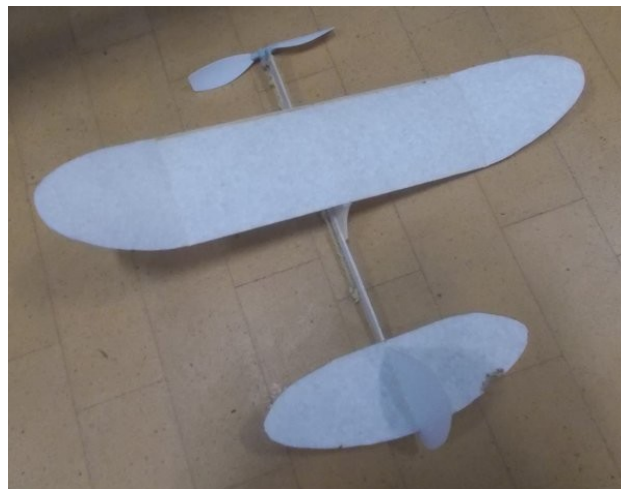
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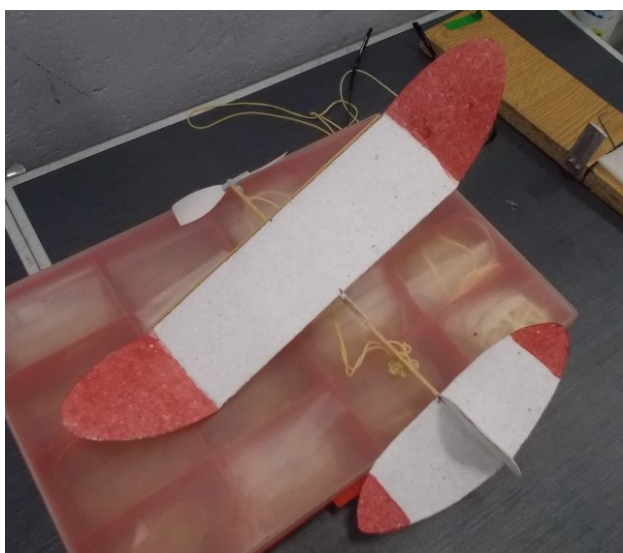
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Richard Preston's



Rob Smith's
The nibbles in the tail aren't from
another visit by his mate Jerry, they're
cyano.



Tony Calvert's

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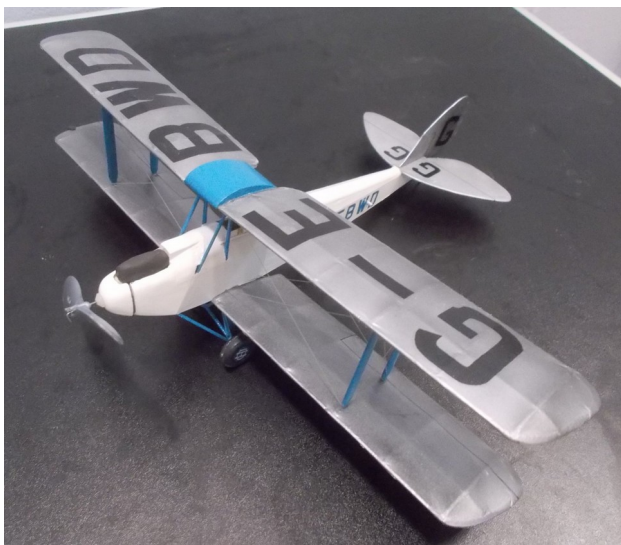
March's Models

Chris Brainwood

Chris' pretty little DH60x is sort of a work in progress, but I'll let him tell you what's going on.

"The DH60 getting there, but I need masses of down thrust and a very forward CG. Hmmm.. The considered opinion of the Trinity Hub of all Aeromodelling knowledge, namely Messrs Stuart and Smart was, "Reduce the decalage." Turned out that as built it was as accurate as my downthrust (which was upthrust)!"

Erm. So much for quick building. The initial thought was to change the tail incidence but looking at it I could see it was miles out. So scalpel in hand I gently cut the lower wings free and cut the rear cabane from the centre section.. While I was doing this, it did occur to me that maybe it would easier to build another one, but, after some gentle cutting, it all came free, the only casualty being me after stabbing myself with the scalpel."



De Havilland DH 60x
Photos: Staff

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John Whatmore

As well as his Flack Tiddler, which I don't remember seeing aloft, John brought along his build of Richard's Frogwell Flyer . There's film of both Richard's original and John's version flying together in the March Newsreel. The plan has been gussied up by John and can be found on the website if you'd like to build one for yourself



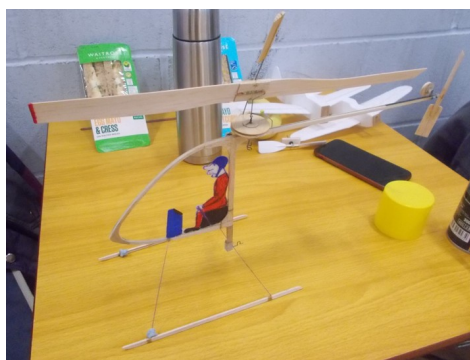
Flack Tiddler
Photo: Chris Brainwood



Preston Frogwell Flyer
Photo: Chris Brainwood

David Lovegrove

David was flying a foamie Kawanishi (George) from Andy Blackburn's plan and persevering with his Chopstick rubber powered profile helicopter. The George was flying quite well, but David isn't completely satisfied with it yet and his perseverance with the Chopstick paid off to some extent, as David reported, "*It eventually deigned to fly (a bit).*"



Chopstick
Photo: Staff



"George"
Photo: Staff

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John Price

John brought a couple of his RC conversions of VMC kits with him this month. You'll have seen his USAF O1 (Bird Dog) a while back, but what you haven't seen is his new(ish) SE5a. Interestingly it has the same or lighter AUW as a typical rubber powered equivalent, being in the mid 40g range. John didn't bother with the roundels on the wing because he felt the paper decals were too thick and wouldn't follow the curve of the wing nicely. After a discussion with Peter Smart he is considering using ones printed on Bank Paper. The other model John had with him was a Bill Dean Space Scooter CLG. John had moved the CG back a bit and it had a much flatter glide path than other examples I've seen at Trinity.



Royal Aircraft Factory SE5a
Photos: Staff

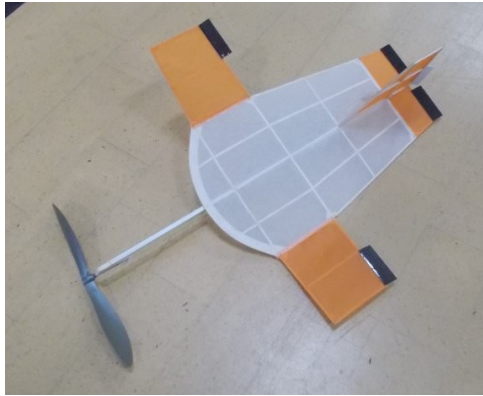
Bank paper is typically 50gsm (Silvine is one brand). An easily obtainable alternative at 45gsm is Artists' Layout paper. Your editor uses Daler-Rowney's Artists' Layout Paper with good results. A block of 80 sheets of the Daler-Rowney cost about £5 in 2019.

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Paul Masterman

Paul was one of those playing with Space Aces. Paul's wasn't cooperating and needed some running repairs but I expect he'll have it sorted next time.



Malmström Space Ace
Photo: Staff

Barry Dunkley

As well as his prize winning Serene Barry brought a very nicely finished Spitfire VB from the VMC kit. It's finished as a (RAF Debden based) Treble 1 Sqdn night fighter. Discretion won out and he's going to trim it outside when (if?) the weather improves.



Spitfire VB
Photos: Staff

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Steve Haines

This is Steve's planned entry for Indoor Kit Scale at the Nats in April. It's a PC6 Pilatus Porter from the Micro-X kit. Span is 22" and prior to trimming it weighed 23g without motor. You'll have to ask Steve how trimming went. I saw a couple of promising test glides, but didn't notice it flying.



Pilatus Porter
Photos: Staff

Peter Smart

Peter built this Me Bf-109 a year or so back, but I hadn't seen it flying until this month. It's the VMC kit and, if I remember correctly, it's an airbrush finish. His Comper Swift hiding behind it is being retrimmed with a new prop.



Me. Bf-109G
Photo: Staff

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Lee Bates

Lee had three non WWI models with him this month. A Hawker Fury, a Boulton-Paul Defiant and a Hawker Hurricane IIC which is still in development and pictures of which can be found in WIP. These, like his WW I models, are foam with printed tissue covering. I was, of course especially taken with the Hurricane, but I saw the Defiant flying and it was very good indeed. The turret on the Defiant is held on with magnets so is *relatively* invulnerable to hard landings. Lee apologised for the (in his eyes only) crude canopy on the Hurri. It seems his brother borrowed his canopy moulding kit and *hasn't given it back*.



Hawker Fury
Photo: Staff



Boulton-Paul Defiant
Photo: Staff

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Peter Brown

I didn't see either of these flying, but if they're anything like Pete's other models they will and well at that. I do like the Area 51 / Roswell (twinned with Faringdon, apparently) scheme of his Space Ace and the Jim Dandy is just, well, you can fill in the punchline.



Space Ace
Photo: Chris Brainwood



Jim Dandy
Photo: Chris Brainwood

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Work In Progress

Richard Preston – Wayward Twin

As promised, here is the latest thrilling installment of my efforts to get my twin flying properly.

As a lot of you saw at the meeting in February, my Wayward Twin was still playing up and not doing what it was being told. It persisted in turning to the left after every trimming tweak that I could apply. First of all, I tried a Gurney flap. Then I cut some slots in the trailing edge of the left wing to make a trim tab but still the little b****r would not do as it was being told. Luckily, ace trimmer John Whatmore came over to have a chat and after a bit of head scratching, we hatched a plan. As John is one of our resident CAA (Crooked Airframe Assessment) reps, he suggested adding a smidgen of side thrust to one of the motor pods (I can't remember which one at the moment). This helped a bit, or was it just wishful thinking?

Finally he took an end on view of each wing and noticed that there was some wash-in on one wing and some wash-out on the other wing. Not a lot but obviously too much to counter with trim tabs. Being made of foam I couldn't give it a blow with my heat gun so John suggested applying a hot wet flannel on to the wing.

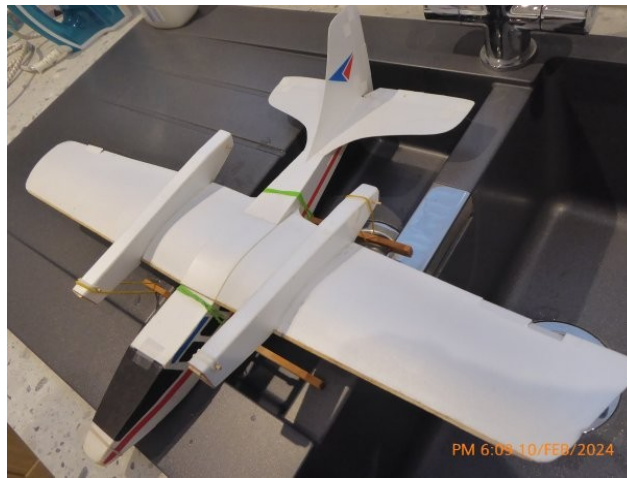
Number two job when I got home (after a cuppa) was to work out how I was going to correct the wing incidences. The wet flannel method sounded promising but how do I hold the wings in their correct position whilst pouring hot water from the kettle over the flannel. The little chap would have to have some serious orthopaedic traction to get these twist removed.

Continued over.

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If wet, in church hall.

After some thought, I rigged up a couple of pieces of ¼" spruce strip under the fuselage and then applied a couple of low tension elastic bands from each strip up over the motor pods. One on the front of one pod and the other one on the rear of the opposite motor pod as shown in the picture. I then placed a kitchen cloth over the whole centre section and poured some hot water over the cloth. I haven't removed the gubbins yet but, when I do, I just hope that I have not converted the wing into a propeller.



Nobody expects the Spanish Inquisition
Photo: Richard Preston

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If wet, in church hall.

Mike Stuart – Blackburn Dart

This is a type I wasn't aware of. It was an inter-war torpedo bomber and like just about every Blackburn aircraft ever made had a distinctive appearance.

Mike's model isn't for indoor use, at least not at Trinity, but he brought the, mostly, complete sub assemblies along to the meeting for us to gawp at.

The wings are of Rees (split rib) construction and the whole thing is an absolute feather weight.



Blackburn Dart. Well, it will be.
Photos: Staff

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If wet, in church hall.

Lee Bates – Hawker Hurricane MK IIc

Rather pleasingly, Lee was inspired to build this by the small parade of Hawker Hurricane variants at the February meeting. It's still in development and the tissue skins are not quite as Lee would like them at the moment. Wisely, he has chosen the only (nearly) all white scheme.



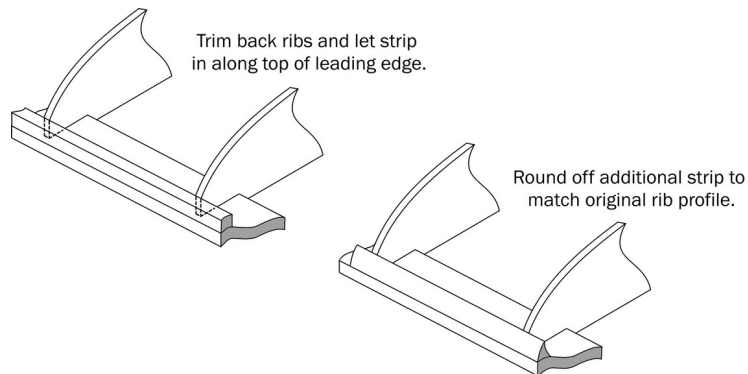
Hawker Hurricane MK IIc
Photos: Staff

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If wet, in church hall.

The Peter Smart Tutorial Paragraph

I was grumbling to Peter about the wrinkled leading edges on my FH-40 where, despite my best efforts, the glue stick had caught the top of the LE when I was covering the wings and he let me in on this little, ha ha, wrinkle for getting a better result.



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If wet, in church hall.

Just Because

The Sir Sidney Camm Appreciation Society turned up in February.



Hawker Hurricane Variants

Peter's MK I, Lurk's Hillson F.H.40, Steve's MK IIB, Lurk's Interceptor Monoplane

Photos : Staff, Chris Brainwood

Newsreels

A break with previous practice. To save a great deal of tedious mucking about Chris has wrapped his and my usable film in a single video.

February <https://www.youtube.com/watch?v=GrAC5OiYzzE>

March https://www.youtube.com/watch?v=KqSaY77Q_1o

Any Other Business

Nothing for this issue.