

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2024

*If wet, in church hall.*



Mike Stuart's Blackburn Dart.  
Video Still – *Staff*



Mick Langford's DH Puss Moth  
Video Still. *Staff*

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## Calendar

2024

Date	Session	Event
June 15 <sup>th</sup>	09:00 – 13:00	
July 13 <sup>th</sup>	09:00 – 13:00	
August 10 <sup>th</sup>	09:00 – 13:00	
September 14 <sup>th</sup>	09:00 – 13:00	
October 12 <sup>th</sup>	09:00 – 13:00	Malmström Space Ace CD – Steve Haines
November 16 <sup>th</sup>	09:00 – 13:00	Themed Scale- Air Racer CD – Dave King
December 14 <sup>th</sup>	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/dm<sup>2</sup> 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, Richard Preston, Dave King, Nick Peppiatt & Roger Butler

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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](http://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 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.

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## April 2024

A very quiet month, a number of the regular crew having elected to go to Buckminster instead. Several people turned up with new and very, very good scale models, but, as pretty and impressive as these models were, I think Mick took the palm for the meeting's most notable model with his foam Ring Wing.

There was also some pre-Walsall trimming by some of us, quite a lot in fact, not all of it as successful as the individuals concerned had hoped it might be.

## April's Models

Mick Langford

I do so like an oddball model and Mick's Ring Wing is a first class example of the category. Mick worked up his version from a photograph. Slightly more heterodox is his new DH Puss Moth from the West Wings kit. Mick tells me that there were issues with the plan, the worst of which was asymmetrical wing halves. Mick did try a test flight and I'm told it's a nice slow flier, but it doesn't want to fly circuits at the moment.



Ring Wing  
Photo: Staff



de Havilland Puss Moth  
Photo: Staff

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Peter Brown

This is Peter's latest. It's the VMC DH Tiger Moth finished in printed tissue. As built it was 33g without motor, but as you can see there will be a bit of nose weight required to trim it.



de Havilland Tiger Moth

Photos: Staff

John Price

John had a very nice RC DH Chipmunk with him. In his own words, *"The Chippy is very old, at least 20 years but not flown much. It's an Aerographics kit which was rubber powered then converted to RC. The conversion came out a couple of grammes lighter after the weight was dug out of the nose. However, it still weighs 53g with LiPo and the wing area is only 65 square inches which is why it flies like a full throttle Spitfire. I don't think I'll be flying it indoors again!"*



De Havilland Chipmunk

Photo: Chris Brainwood



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Peter Smart

A couple of Peter's entries for the Indoor FF Scale Nats. As many of you already know his B&V 222 was a response to Monz Lyons' Short Sunderland. Since the Nats, where it didn't perform as he'd hoped, Peter has added some right thrust to all six (Six! I ask you.) motors and removed a warp that had crept in. The Courier was placed a respectable 11<sup>th</sup> of 18 in Peanut, pretty good for a model that had had only a single short trimming session the week before.



Blohm & Voss 222 Wiking  
Photo: Chris Brainwood



Civilian Courier  
Photo: Staff

Andy Blackburn

Andy's getting a bit bored with his Tailwind now and casting around for another project. Don't know why, it's nicely finished and flies well.



Wittman Tailwind  
Photo: Chris Brainwood



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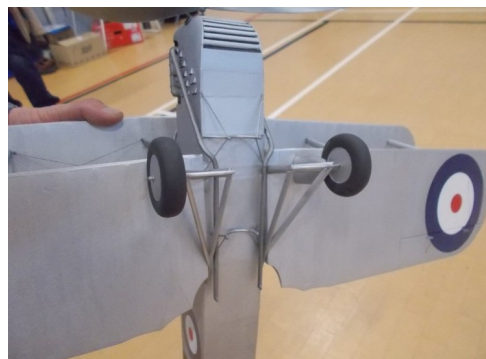
*If wet, in church hall.*

## Mike Stuart

Of the Trinity regulars it's difficult to say who's the more adventurous, Mike or Peter Smart. Mike was trimming his entry for Open Rubber, the Blackburn Dart; which went on to take 3<sup>rd</sup> place. It is, like all of Mike's models, a delight to look at. It flies very well too. Of course.



Blackburn Dart  
Photo: Chris Brainwood



Undercarriage & torpedo cradle detail  
Photo: Staff

## Chris Brainwood

This is Chris' scaled down Vic Smeed Coquette for TelCo CO<sub>2</sub> and he had it flying well by the end of the session. Pretty, isn't it?



Smeed Coquette, the TelCo version  
Photo: Chris Brainwood

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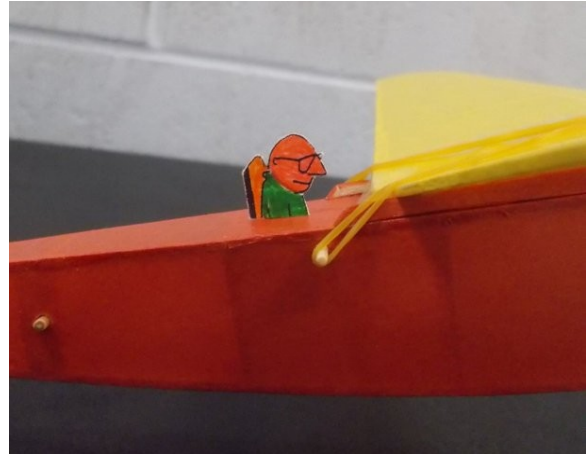
*If wet, in church hall.*

Richard Preston

Richard was persisting with his Wayward Twin, Richard's has more to say on this a bit further on, and a new Phantom Flash MK II Chameleon; which completely failed to blend into the background like a good chameleon should.



Phantom Flash MKII  
Photo: Staff



I'm *sure* I've seen that pilot  
somewhere...  
Photo: Staff

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## May 2024

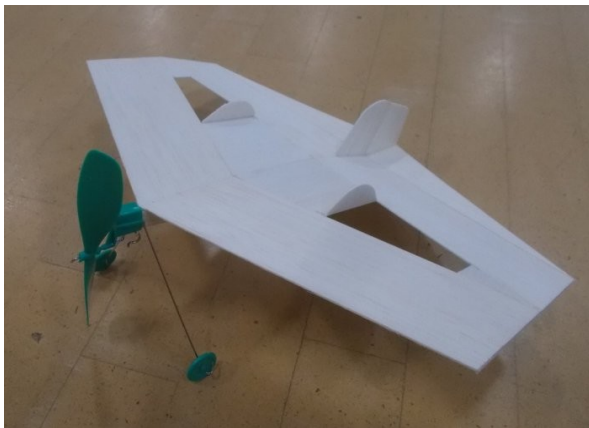
Another quiet meeting as a handful of the regulars were off flying in the big blue room at Port Meadow. Can't say I blame them, it was possibly the best day for outdoor flying we've had to date, but it did free up lots of lovely airspace for those of us that were in the hall which lent the day a very leisurely and relaxed feeling.

It was also good to be able to welcome Reg back after his travails. Of course if Reg wasn't moonlighting as a stuntman then he wouldn't have broken his pelvis, ribs and *then* copped a dose of pneumonia just for good measure. Reg, you really need to find a safer part time job.

## May's Models

John Holman

As well as his usual collection of more orthodoxly styled models John turned up with, err, ahh, umm... *something*. It hasn't got a name yet and John's still trimming it, but it does look as though it will fly.



Anonymous  
Photo:



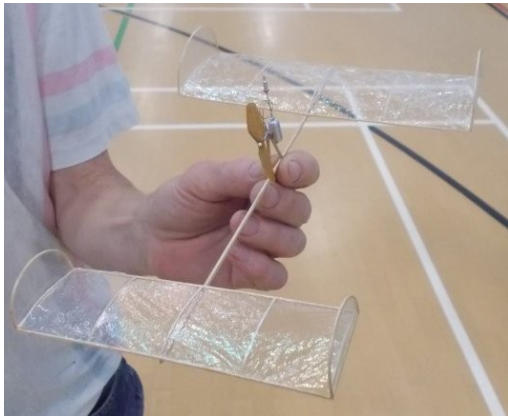
John's VMC Buddy with Lurk's behind it  
Photo: Staff

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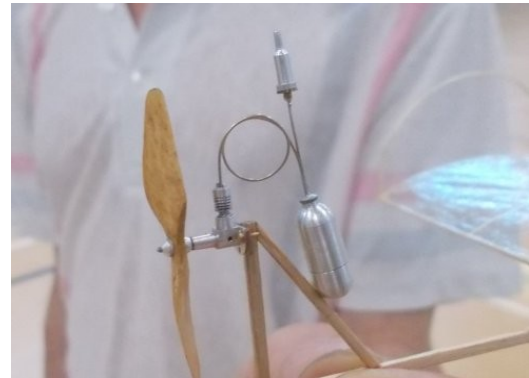
*If wet, in church hall.*

Gerard Moore

This is a Dr. Rainer Gaggl design, but the motor is, of course, one of Gerard's own, the GM07, 0.07cc. Gerard tells me the smallest motors made so far are only a fraction larger than 0.01cc. The model is good for a minute at Trinity, see the May newsreel.



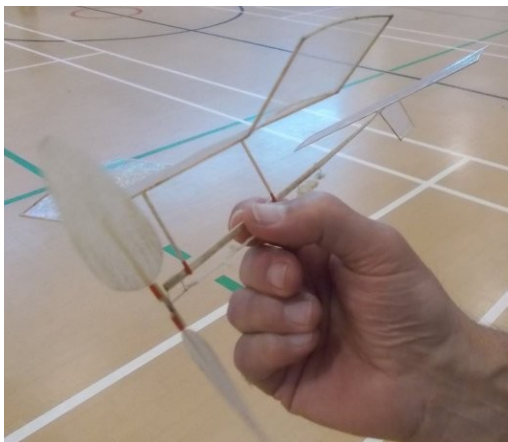
A Gaggl  
Photo: Staff



The GM07 Motor. Yes, you *are* allowed  
to be awestruck  
Photo: Staff

Nick Peppiatt

Nick brought along a new (to me) duration model. It's a Brian Kenny design called the Living Room Stick Insect and it flies seemingly forever. For example, 1,500 turns of a 0.3g 0.025" (Tan II Super Sport) motor gave a flight of 4' 25". He was also pottering around with an old RC favourite of his, a PuddleBug. This is a sedate flier and well suited to relaxed indoor RC flying.



Living Room Stick Insect  
Photo: Staff



PuddleBug  
Photo: Staff



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Rob Smith

Rob's must be Spinal Tap fan, he's turned the FROG Tomtit up to ~~11~~ 12, well 120%, and converted it to RC.. He was also flying a little foam Wot Ho from (I believe) David Lovegove's plan.



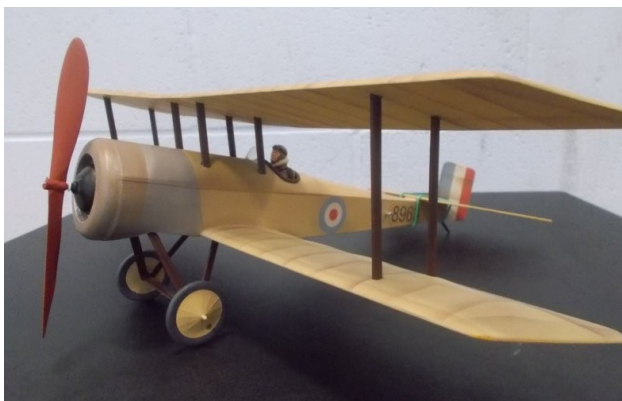
120% RC Tomtit  
Photo: Staff



Wot Ho  
Photo: Staff

John Scates

This lovely Bristol Scout is from the Nasise plan and the photographs don't do the finish justice. Trimming was, unsurprisingly, a cautious affair but things seemed to be going well. The elastic band holding the tail down will disappear when the trim is settled.



Nasise Bristol Scout  
Photos: Staff

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## Reg Bees

Reg gave his usual answer when I quizzed him about this one, “Not a clue.” If you know, answers on a postcard to the Editor at the usual address.



Reg's anonymous model  
Photos: Staff

## Roger Butler

Roger was (like John Foster) flying his Ikara Antionnette. His BMFA Dart also got an airing and proved that simple designs are not to be sniffed at. The best flight, see newsreel, was roughly 30s from 750 turns on an  $\approx 8''$  0.08 motor. It would be interesting to see how much more can be coaxed out of one of these.



BMFA Dart  
Photo:



Ikara Antionnettes.  
Front John Foster's, rear Roger's

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Peter Smart

I reckon Pete's car isn't really a car, it's a TARDIS. It's the only way to explain the number of models he turns up with. He flew at least five this month, an Etrich Taube for CO<sub>2</sub>, his Civilian Courier, a pistachio Bristol Scout for CO<sub>2</sub>, an Aeronca C2 for CO<sub>2</sub> and what *may* have been a Roland. The (putative) Roland was proving wilful, but the rest of them seemed to fly well.



Etrich Taube  
Photo: Staff



Aeronca C2  
Photo: Staff



Bristol Scout  
Photo: Staff



A Roland?  
Photo: Staff.



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Steve Haines

Turned out nice again. A spick and span Veron Comper Swift from the Haines Hangar. Steve's got rather a nice trick for the outlined letters. Fix tissue lettering to paper of the right colour and then cut that. Very neat, no? That dapper pilot (Gen. Charles De Gaulle) is all his own work too.



Veron Comper Swift  
Photos: Staff



Un homme magnifique dans son avion ....up tiddly up up...  
Photos: Staff

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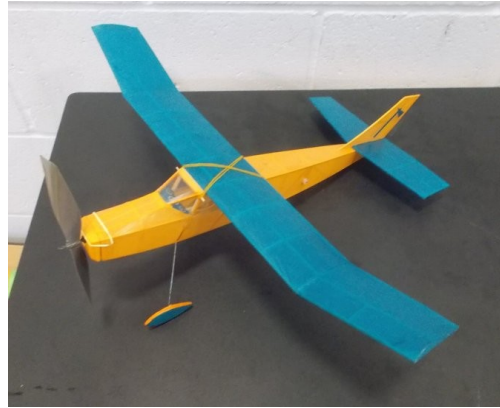
*If wet, in church hall.*

Richard Preston

Another Lovegrove foam Wot Ho, I think there are at least 4 of these being flown by Trinity parishioners, and a Tomahawk Embryo.



Wot Ho  
Photo: Staff



Tomahawk  
Photo: Staff

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## Forthcoming Events – Rules

### Space Ace. October. CD Steve Haines

- Model must be built to the dimensions and structure of the plan as published and use a plastic propeller.
  - Variation in materials is permitted where any specified on the plan are no longer available.
- Covering to be tissue, including condenser tissue.
- Placing from flight times only. Best two (2) of unlimited

### Air Racer Themed Scale. November. CD Dave King

- Any aircraft entered in one of the air races listed below, up to and including any event in 1939.

Gordon Bennett Trophy  
Daily Mail Aviation Prizes  
Coupe Deutsch de la Meurthe  
Schneider Trophy  
U.S. National Air Races including Thompson & Bendix Trophies  
Kings Cup Air Race  
The Dole Derby  
MacRobertson Air Race

- The model must be rubber powered and profile scale (no-cal) models are not allowed.
- Placing is determined from a combination of flight scores and beauty parade results. The usual Trinity flight & beauty parade rules apply.
  - Best two (2) flights of unlimited. Times rounded down to nearest second, one point per second.
  - All in attendance may vote in the beauty parade.



Volare Products Jackrabbit Dime Scale  
Photo; Dave King

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## **Christmas Elf. December. CD Tony Calvert**

- The model must be built to the dimensions & structure of the plan as published. The tail plane may be fixed in position and the motor peg moved forward.
- The propeller must be maximum of 6" in diameter, made of plastic and available commercially. Wooden propellers are explicitly forbidden.
- No limits are imposed of the size and weight of the motor and motors may be braided or not as suits the competitor.
- There is no upper or lower limit on model weight.

### Scoring

- Total time for 3 nominated flights. No maximum and flight times round down to nearest second.
- Ten (10) second bonus for each ROG.
- Five (5) second bonus for each clean landing on wheels where the model remains upright.
- More than one (1) collision with wall or ceiling disqualifies the flight.
- Extra points will be awarded at the discretion of the CD for models with suitable seasonal (Christmas, not Easter!) decoration.

If you haven't got an Elf yet, and every home should have one, a copy of the plan accompanies this newsletter as both a single A3 sheet and broken out to A4 sheets.

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## Work In Progress

### Richard Preston – Wayward Twin

In the last newsletter I described how I put the wings of my wayward Wanderer into traction hoping that it would remove the warps. Sadly, this was unsuccessful as each wing twisted in the opposite direction so I decided to remove the two motor nacelles as the wing was just too flexible. The original model was powered by two small electric motors mounted under the leading edge balsa spar which was fine when flying it as an R/C model and the wings didn't have to handle the weight of the two long nacelles for the rubber power. I then thought that I would have to design a new model so that I could now utilise these two nacelles but I then realised that I could modify an Agro design.

This would be perfect as I knew that the Agro was a good flyer and the wing centre section would be far more rigid than the 1 mm Depron of the old wing. Luckily I had kept the card templates for a foam version of the Agro so the decision was made. Construction only took a few days and a quick chuck over the bed indicated that the centre of gravity was just where I wanted it. I had a couple of trimming sessions at our local indoor flying venue and I was reasonably happy with it and confident that it would perform well at Trinity. I could have called it the Agro Twin but I decided that as it had two motors then Bi Agro would sound a bit more snappy. When I mentioned this to the other flyers at our local session they all laughed and came out with comments like "Is that because it can stay up longer". I still don't understand what they meant.

Unfortunately it seems to have inherited some of the genes of the old Wanderer because I just could not get it to fly reliably when I tried it at our last Trinity gathering. I was getting a bit frustrated by this time especially after going through the rigmarole of winding and holding two motors before each flight. I put it back in its box and muttered "I'll deal with you later".

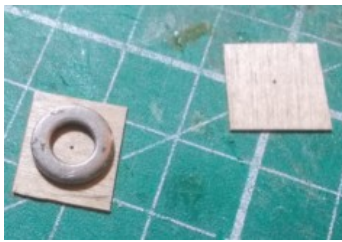
The following day I decided that I didn't have the patience to carry on with all this time consuming faffing about so, for the second time, the nacelles were removed. I was now left with a nice new Agro model which only needed a new nose block and a rear motor peg and I could end up with a reliable flying model. We shall see.

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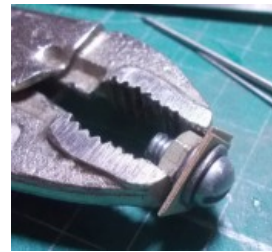
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## Bobbins - Lurk

I had this classified as, “too obvious to be worth mentioning”, until Andy asked me how to make the thin ply rings. Dead easy. All you need is a bolt and a couple of washers of the right size. The shafts can be made from Al tube, but for indoor models where there’s not huge amounts of tension and motors are rarely more than 4 strands of, say, 1/8” I’ve found a close wound spiral of 80gsm paper impregnated with thin cyanoacrylate works well enough.



*Cut a couple of squares of 1/64” ply,*



*pierce, bolt together and round off...*



*the outer circumferences.*



*Wind a spiral tube from some paper,*



*glue it in place & soak with cyano.*



*...then trim & sand the ends.*





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## Sky Ray Production Line – Nick Peppiatt

Not strictly a build WIP, more a “sowing the seeds for the future” very long term WIP. A couple of snaps of Nick’s recent all out effort to convert an entire generation of primary school children into aeromodellers. He tells me that a good time was had by all.



Ready to build & ready to fly  
Photos: Nick Peppiatt

## Fokker D VIII – Roger Butler

Most of us had Roger listed as a dedicated duration fiend, not so; he does scale as well, like this Keil Kraft Fokker D VIII. He’s a little concerned at how little dihedral there is, but he’s taking it on trust for now.



Fokker D VII  
Photos: Roger Butler

It may not be clear, but the little white sticker on the box says, “..suitable ages 10 year old and over.” Quite right too, get them started early.



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## Just Because



Courtesy of Dave King

## Newsreels

Chris has once again wrapped up the video clips into one convenient lump for each meeting. Thanks Chris.

April <https://youtu.be/LzajP19J0Rk>

May <https://youtu.be/rexRc2Wbj0M>

## Any Other Business

Nothing for this issue.