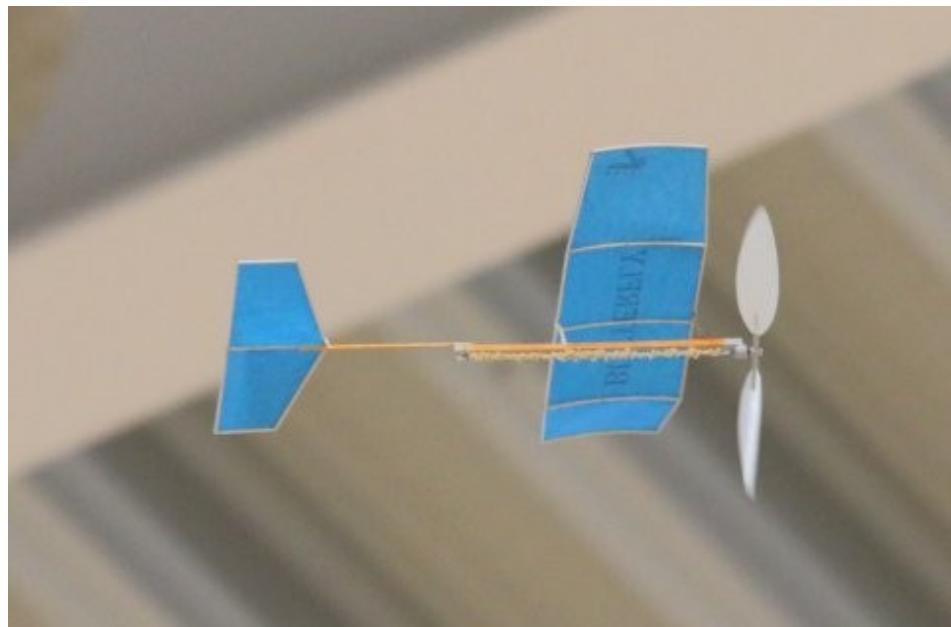


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If wet, in church hall.



Rob Funnell's Ikara Butterfly
Photo – Andy Blackburn



Lurk's Dumas Ryan M-1
Photo – Andy Blackburn

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If wet, in church hall.

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Calendar

2024

Date	Session	Event
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

These 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.

2025 (Provisional)

Date	Session	Event
January 11 th	09:00 – 13:00	
February 15 th	09:00 – 13:00	
March 9 th or 16 th	09:00 – 13:00	Candidate Event
April 13 th	09:00 – 13:00	
May 10 th or 17 th	09:00 – 13:00	
June 14 th	09:00 – 13:00	
July 12 th	09:00 – 13:00	
August 9 th or 16 th	09:00 – 13:00	
September 13 th	09:00 – 13:00	
October 11 th	09:00 – 13:00	Candidate Event
November 8 th or 15 th	09:00 – 13:00	Candidate Event
December 12 th	09:00 – 13:00	Candidate Event

These dates are not confirmed and may change. The confirmed calendar will be sent out as soon as it is available, possibly as early as November.

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If wet, in church hall.

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^2 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 Andy Blackburn, Chris Brainwood and most especially to Richard Preston.

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If wet, in church hall.

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 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.

Newsletter Schedule

For reasons beyond the control of the Editorial Board publication of the newsletter may be a little erratic for some little while to come. We will try and keep to the usual bi-monthly schedule, but don't be surprised if issues are a bit later than usual.

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If wet, in church hall.

June 2024

Attendance was about average for summer (*Summer? What's that then? Ed.*) so there was very little competition for airspace which made for a relaxing session. Even better, Lionel managed to pay a short visit and it was good to see him.

As for aircraft, there were a handful of new models being tried out, Mick Langford's RC Ring Wing, Peter Brown's take on the Frogwell Flyer and Richard Preston was flying his OD Boomer and a Burch Seahorse. John Scates continued trimming his Bristol Scout which I think is more or less done and Andy Blackburn seems to have finally sorted his 1/64" sheet Euler D VI. I don't recall any wails of distress so the Gods must have been satisfied with the ritual flight of Ray's Gymnie Cricket.

June's Models

Rob Smith

Rob's seems to have been bitten by the foam bug. His latest design & build is a Lockspeiser LDA 01. If you've not come across it before, the prototype was a research project for low cost utility aircraft and only one airframe was ever made. The maiden flight was in 1971 and it was burnt out during a major refit in 1987.



LDA 01
Photos: Staff

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Richard Preston

More foam based stuff! His Boomer, of which more later, and the late Arthur Burch's Seahorse design. The seahorse flies really well, despite its odd appearance, but Richard wants to tweak the trim and motor a bit to optimise the flight pattern for Trinity.



The Boomer
Photo: Staff

Burch Seahorse
Photo: Staff

John Scates

John had dug out one of his older models this month, a Malmström Curtiss SBC3 and was having lots of fun with it when not trimming his Bristol Scout.



Curtiss SBC3
Photos: Staff

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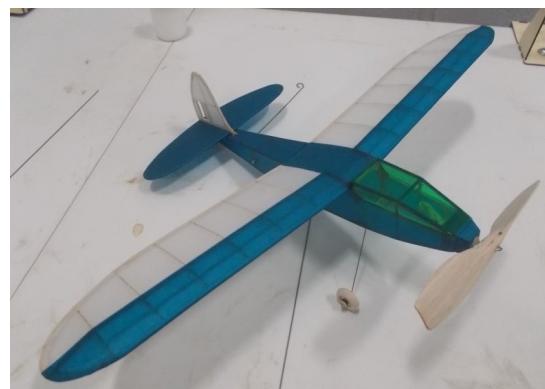
If wet, in church hall.

Peter Brown

I think Richard P can rightly feel a little smug, his Frogwell Flyer is “selling” like hot cakes and Peter has turned out a crisp example. The combination of the green OHP film canopy and blue tissue works really well. Peter also brought along a Gloster Gladiator which he described as, “Lardy” and it wasn’t a reference to the colour. It may well be portly, but I saw it flying and it flew well.



Gloster Gladiator
Photo: Staff



Frogwell Flyer
Photo: Staff

Mike Stuart

Mike was another who decided to have a relaxed time by flying one of his older models, the Flying Aces WACO. He also brought along half a hundredweight of Esaki which he was giving away free, gratis and for absolutely nothing. As you might expect it was seized upon by all and sundry. Thanks Mike.



WACO
Photos: Staff

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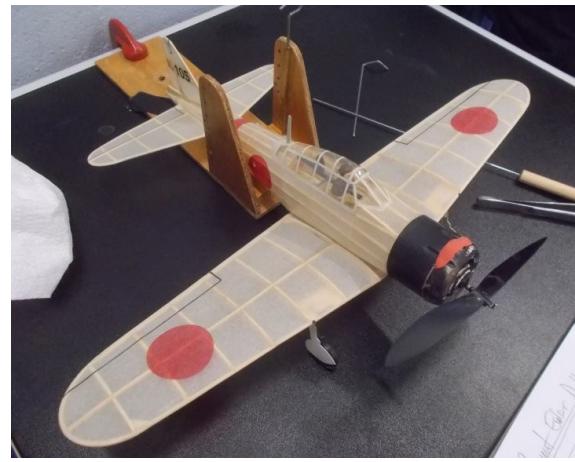
If wet, in church hall.

Andy Blackburn

Andy's main focus for the meeting was getting his all sheet Euler D VI sorted and in this he was successful, there's film of one flight in the June newsreel, see the link further on. He also brought along his (delightful) Peck Zero, which must be getting on for 5 years old now, but I don't remember him flying it.



Euler D VI
Photo: Andy Blackburn



Mitsubishi A6M
Photo: Staff

Mick Langford

Mick was putting his West Wings DH Puss Moth through its paces again. This is a lovely model and is delightful to watch flying.



DH Puss Moth
Photo: Andy Blackburn

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Rob Funnell

Rob's A6 Slugger got an airing this month and he was getting flights north of 2' 45" which, given the relatively small size of Trinity and the turbulence from the fans, is more than acceptable.



Talgiafico Slugger
Photos: Staff

Gerard Moore

G hasn't had much time for building new models lately, but as circumstances allow he has been working on new motors and to prove it he brought along the con-rod from one in progress. The scale is centimetres.



GM's WIP
Photo: Staff

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If wet, in church hall.

July 2024

July's notes and photographs are due to Richard Preston who very kindly filled in for the usual editorial team who were all otherwise engaged. Thank you Richard.

This was another quiet meeting with a lot of the usual suspects skiving off to Port Meadow for some outdoor flying and, by the look of the video that I saw on You Tube, they had excellent free flight weather. We also had excellent weather in the hall with quite a lot of interesting new models. One advantage of making indoor models is that generally, they can be built quickly so there are usually some new masterpieces to see at each meeting. I apologise if I missed anyone but I went round grilling the troops to see what was new and this revealed a good number of new models which were ready for trimming. Some of these models were covered with the Esaki tissue that Mike Stewart had very kindly donated to the parish last month. Thanks Mike, I'm saving mine for best.

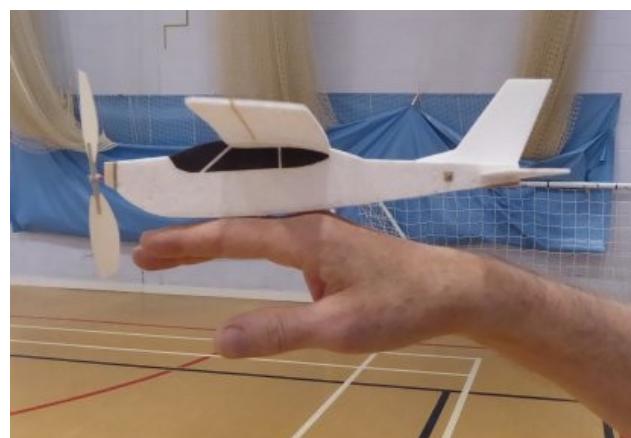
July's Models

Ian Pearce

Ian seems to have been getting a lot of enjoyment from building small foam models recently as they can be put together very quickly and they usually fly very well. If they don't, you can just chuck them in the bin. This month he turned up with a small KK Senator, his Wot Ho from last year and a delightful little Cessna 172. I believe that Ian said that the C172 was an adaptation of a peanut plan. It certainly flew well and there were quite a few admiring glances as it circulated high up near the girders.



Senator
Photo: Richard Preston



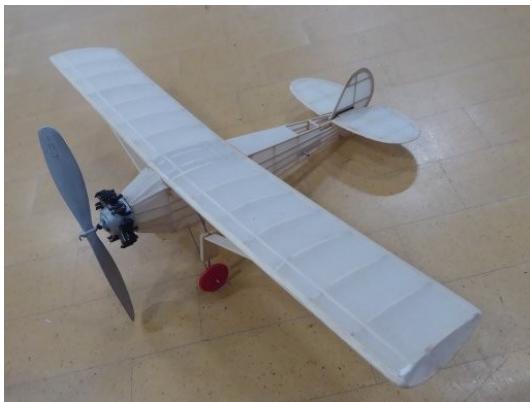
Cessna C-172
Photo: Richard Preston

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John Foster

John had brought a very nice Ryan NYP (New York Paris) that he had inherited from, the sadly missed, Alan Coppen. The model is still a WIP and trimming has just been started. Just look at that lovely engine. Good luck with that one John, it will look nice in the air.



Lindbergh's Ryan NYP
Photos: Richard Preston

Harry Brown

Harry and his dad Peter always come with some very nicely built models and this month was no exception. Harry's contribution was a beautiful VMC Spitfire in a very convincing, lightweight brown & green Esaki tissue scheme.



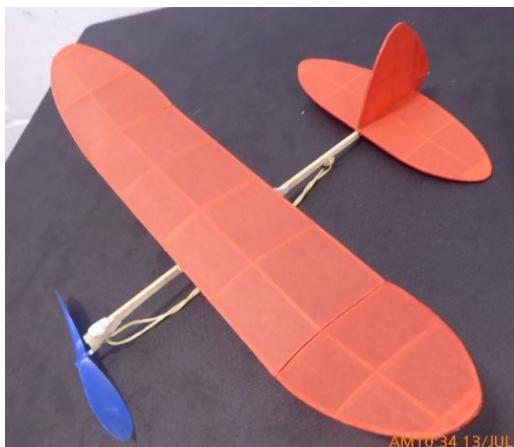
MK I Spitfire
Photo: Richard Preston

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Richard Preston

Yes, *another* Serene, but *this* one is a stick and tissue version with laminated curvy bits. I wanted to make a balsa version to see how it would compare with the original foam one. It shows promise in the way that it easily gets up to the ceiling but it needs fine tuning for optimal performance. I don't think that the duration will be as good as the original foam model. I also brought along my new VMC Buddy which was starting to fly nicely with some good circuits but eventually collided with one of those pesky basket ball metalwork frames. The model came out second best with a broken tailplane.



Stick & Tissue Serene
Photo: Richard Pre



VMC Buddy
Photo:

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Mick Langford

Mick's been tinkering with his VMC Spitfire for several years now and he now has it flying well. We will soon have enough Spits in the Trinity Squadron to see off Peter Smart's ME-109. Daga, daga, daga, daga!



MK I Spitfire
Photos: Richard Preston

John Holman

John's VMC Buddy isn't a new machine, he's been flying it for a few months now, but the model is nicely made so deserves another moment of glory. The design has proved to be good both indoors and out and I'm sure that we will see a few more of these.



VMC Buddy
Photo: Richard Preston

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Peter Brown

Not to be out-done by son Harry, Peter came along with his beautiful Piper Cub. At 16" span, this lovely model is scaled up from the Peck peanut plan but keeps the original's wood sizes. The more you look at this little gem, the more you notice all the detail bits such as moveable control surfaces and the lovely little fuel gauge rod in front of the windscreens. How cool is that? The original peanut version flew well so that bodes well for this one. He also had his Frogwell Flyer which we have seen before and this was going round as if on rails



Piper Cub
Photos: Richard Preston

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Ray Goodenough

Ray was the third parishioner with a Buddy his new model featured a very neat tissue covering on the upper and lower fuselage open areas rather than the kit supplied paper.



VMC Buddy
Photos: Richard Preston

Rob Smith

Rob brought along his build of Andy Sephton's Curry Wot the plan for which which was in AeroModeller not so long ago. It's a design I think we will see a few more of in the coming months; the proportions are pleasing and it's a nice size for indoor flying. Nicely built and covered with Esaki tissue. Lovely colour Rob.



Sephton Curry Wot
Photos: Richard Preston

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Steve Haines

These Curry Wots are a bit like buses, wait for ages and two turn up at once. Steve's was also built from the AeroModeller plan. Steve's choice of livery looked most attractive.



Sephton Curry Wot
Photos: Richard Preston

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Events 2025

You'll have noticed the, "Event Candidate" markers in the provisional calendar for next year. The list below outlines the ideas we have so far

March	Another Single Design event? - Frogwell Flyer - VMC Buddy - BMFA Gyminnie Cricket - Any other suggestions?
October	- Bostonian (Unrestricted) - Peanut (Duration only. See also Dec.) - No Cal - Any other suggestions?
November	Themed Scale – Rubber Power - Repeat the WWI comp. - Naval aircraft - WWII (Jan '39 – Dec '45) - High winged monoplanes (Any period) - Biplanes (Any period) - Any other suggestions?
December	- Xmas Elf? It seems to be turning into a tradition. - Unconventional. Another excuse to dig out the more oddball of ray Malmström's designs. - Peanut (Duration only) - Any other suggestions?

As usual we'll aim for a minimum entry of 6, possibly 5 to confirm an event.

Speaking entirely for myself I think the Frogwell Flyer would be a good choice for March next year. No expensive kit to buy and it's proved itself as a well behaved indoor model that turns in a decent performance. There are already at least 5 in the Trinity fleet and I think, like the KK Elf, it's one that a good aeromodeller could wring a truly excellent performance out of.

Of the other choices. By next year we won't have had a No-Cal, Bostonian or Peanut duration event for a couple of years and I'm sure there are a few models that you're all just itching to fly.

Andy Blackburn has various thoughts on the themed scale comp and if we go ahead with that I'm sure he will be very pleased to be CD and work up some suitable rules.

Right. Over to you lot. What do you want? Answers on a postcard to the usual address.

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If wet, in church hall.

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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If wet, in church hall.

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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If wet, in church hall.

Work In Progress

Richard Preston – Wayward Twin or, The Boomer

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".

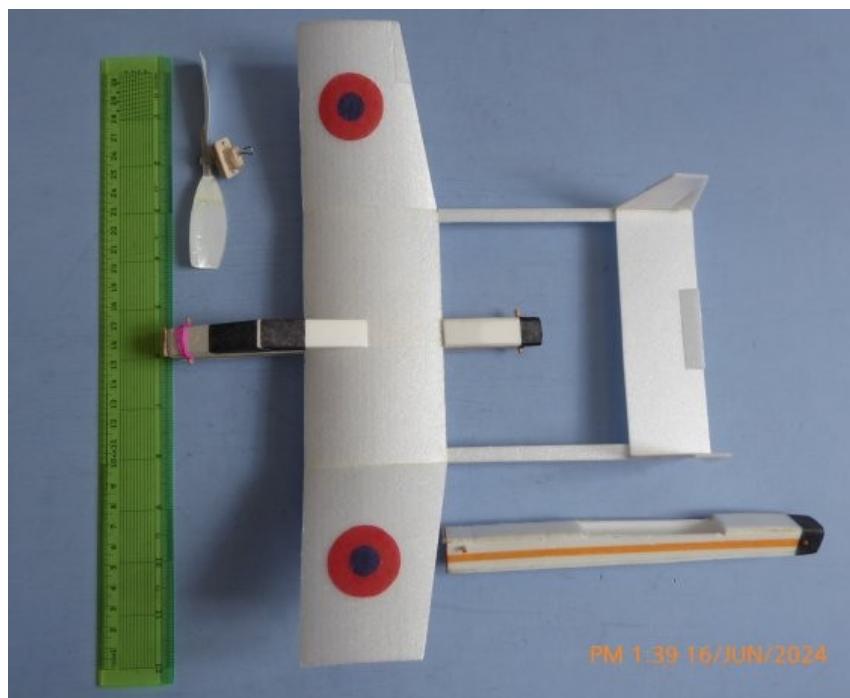
The following day I decided that I didn't have the patience to carry on with all this time consuming faffing about so, for the second time, the nacelles were removed. I was now left with a nice new Agro model which only needed a new nose block and a rear motor peg and I could end up with a reliable flying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

Continued over...

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If wet, in church hall.

Having consigned the Wanderer to well deserved oblivion apart from the nacelles and prop, I thought that I must be able to come up with something for them. After a few scribbles I hashed up a twin boom design made from Depron using the 'If it looks right, it will fly right' principal and that is exactly what happened. I kept it simple and light and even I was surprised at how well it flew. So Boomer was born after quite a lengthy evolution of models. The only question that remains is what am I going to do with the spare motor nacelle?



Boomer. Fresh off the production line
Photo: Richard Preston

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If wet, in church hall.

Czech Hooks – Nick Peppiatt

I was grumbling to Nick & Harry about my inability to make reverse S hooks small enough and Nick suggested using Czech style hooks and outlined the way he makes them.

"Take an ordinary "round" hook, a couple of squares of plasticard, soak them in polystyrene cement & clamp them either side of the hook. When the cement has cured, shape the reversed "C" in the trailing edge of the card and pierce the centre."



Czech Hook a la Peppiatt
Photo: Staff

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If wet, in church hall.

Adrian Moorhouse's Comper Swift – Lurk

An attempt to build the 1975 Moorhouse plan using 1/20" wood as Alex Henshaw's 1933 Kings Cup entry. Dave King is also having a go at this plan and also using 1/20" stock. It'll be fun to see if either of us succeeds.

This was supposed to be ready by the end of June, but life and a cock-up on the port wing front, that is a shocking amount of unintended wash-in, requiring a new half wing set things back a wee bit. I'm now hoping this will be ready for August. If it flies it'll be my entry for the November party game and, if Hung smiles upon me, it may also be my entry for both Peanut & Kit Scale at Walsall next year. We shall see.



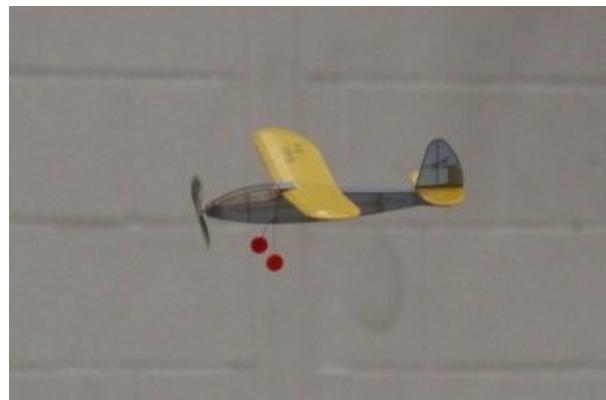
Bits & pieces
Photos: Lurker Industries

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If wet, in church hall.

Just Because

Some in-flight snaps from the June meeting courtesy of Andy Blackburn that I couldn't shoehorn in elsewhere and were too nice not to use.



John Whatmore's Frogwell Flyer



John Scates & his Bristol Scout



Laurie Kirby's Auster

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Mike Stuart's WACO



Mick contemplating a launch



Lurk's BE2c

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If wet, in church hall.

Newsreels

Chris has once again wrapped up the video clips into one convenient lump. Thanks Chris, very much appreciated.

June https://youtu.be/CzIDF_BMDx8

July Sorry, no film available.

Any Other Business

Nothing for this issue.