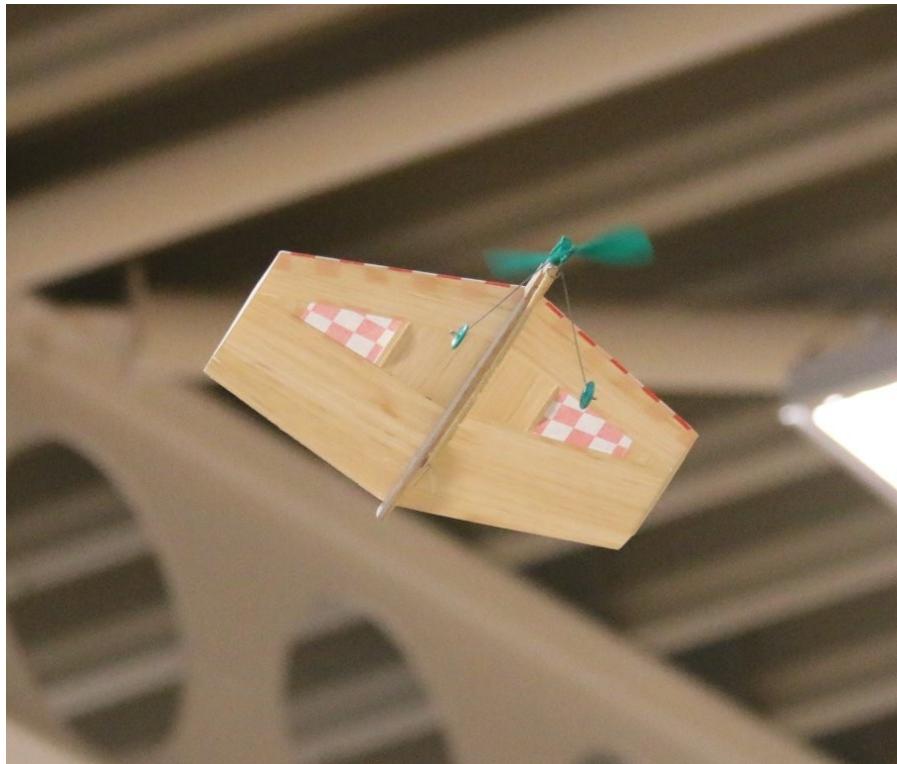


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If wet, in church hall.



John Holman's "Spooky Action" prototype
Photo – Andy Blackburn



Andy Blackburn's Euler D VI
Photo – Andy Blackburn

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If wet, in church hall.

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Calendar

2024

Date	Session	Event
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	Single design. Frogwell Flyer CD – Lurk
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	Unrestricted Bostonian CD – John Winfield
November 8 th or 15 th	09:00 – 13:00	Themed Scale. High Wing Monoplane CD - Lurk
December 12 th	09:00 – 13:00	Christmas Keil Kraft Elf CD – Volunteer requested.

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, Ray Goodenough, Steve Haines, Nick Peppiatt, Gerard Moore and Richard Preston.

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If wet, in church hall.

Close down of Online Resource Hub.

It is *possible* that the web site may be closed down at the end of October.

If you want any back issues or copies of any of the plans held there get them before then.

The address

<http://www.bluebottlesquadron.com/html/Trinity/trinityhub.html>

Free Stuff.

If you've got stuff you want to hand on for free 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, below, but don't be surprised if issues are a bit later than usual.

Planned Issue Dates

January
March
May
July
September
November

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If wet, in church hall.

August 2024

There was a good turnout for an indoor meeting at this time of year, but there was no traditional Gyminnie Cricket flight by Ray, because he was in Italy, on holiday. Tsk, tsk, tsk.

However, John Whatmore turned up for a natter and look-see having recovered a bit from his op. and it was good to seeing him looking well.

Another absentee, Ian Pearce, also made a welcome return. Ian's been unable to drive long distances for a while because of joint problems (No, no, no, not *that* sort of joint. Really! Reprobates, the lot of you.) which have also played hob with his building.

The flying highlights of the meeting, at least for me, were Nick Peppiatt's OD Tefft Contester and Andy Blackburn's OD Euler D VI. Nick's Contester is an established model, it's nearly 40 years old, and Andy's Euler is brand new. Rob Smith's Lockspeiser also deserves a mention, it was a little wayward and eventually broke its prop, but it did fly nicely.

On a less cheerful note, Mick Langford's MK I Spitfire is back in the shed for repairs. The starboard wing clipped a fishing pole and crumpled the LE. It was disappointing to watch as it was flying absolutely perfectly at that point and I know it has taken Mick about 4 years of, intermittent, tinkering and a previous major repair to get it trimmed so well.

As for other activity; there was a lot of Space Ace trimming going on in preparation for October's comp and I noticed someone putting a Keil Kraft Elf through its paces. Getting ready for December G?

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If wet, in church hall.

August's Models

Nick Peppiatt

You can rely on Nick to bring along something interesting. August's amuse bouche – it's too small to be considered a starter, never mind a main course – was his own design Pistachio Tefft Contester; an experimental / kit plane built by Leon Tefft in 1962. Nick drew the plan in 1985 and the model dates from 1986. You will not be the least bit surprised to hear that it flies superbly. Nick has form with the Contester, he flew a Peanut version to 4th place at the 2002 Indoor Scale Nats.



Tefft Contester
Photos: Staff

Roger Butler

Roger brought along his finished Keil Kraft Fokker D VIII, but is going to replace the original Keil Kraft prop. with something a bit more effective before trying to trim it. He had also not long finished VMC's version of the FROG Senior Redwing and made a start on trimming it.



Fokker D VIII
Photo: Staff

FROG (VMC) Redwing
Photo: Staff

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If wet, in church hall.

Steve Haines

Steve brought along his new Frogwell Flyer. I think this is the fifth one in the Trinity squadron; at this rate we'll soon have enough that we'll be able to mount standing air patrols. Steve's Flyer tips the scales at about $12\frac{1}{2}$ g without motor, but it is finished in heavy Al tissue and nicely decorated in a "what if" NASA/USAF scheme. It makes a design that was inspired by vintage models look really quite futuristic. Despite being a wee bit heavier than the rest of the airframes in the Trinity fleet its flying characteristics are typical Frogwell Flyer, i.e. rock steady.



Area 51 Frogwell Flyer
Photo: Steve Haines



Coming in to land.
Photo: Andy Blackburn

Laurie Kirby

Laurie was flying various models, I saw the Auster on a couple of recces, but the one that caught my eye was his, hem hem, venerable Wittmann Special. It's a bit beaten up now and the UC has gone heaven knows where, but it flies very nicely indeed.



Wittman Special
Photos: Staff

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Andy Blackburn

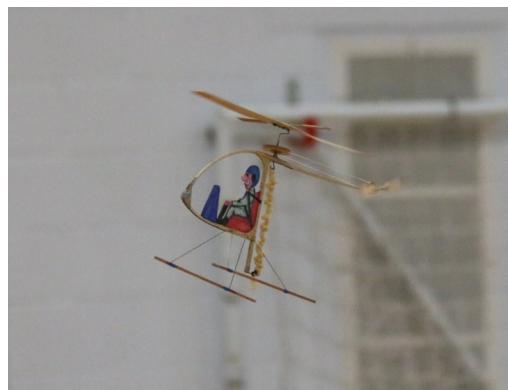
Andy was flying his Wittman Tailwind, but the real business of the day for him was wrapping up his Euler D VI which he has done. See the newsreel, it'll be easier to appreciate than any paean I could write here.



Euler D VI
Photos: Staff

David Lovegrove

There are some who think helicopters are anathema. They obviously haven't seen David's (about) 2/3 size build of the Peter Frostick "Chopstick" in action. If you haven't got a smile on your fizzog after watching it fly then, well... David tells me the reason it's not full size is because the plan was printed at reduced scale in AeroModeller without any scale indication. David did build a full size Chopstick, but he says the smaller version flies a lot better.



Frostick Chopstick
Photo: Andy Blackburn

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If wet, in church hall.

Lionel Haines

Lionel had hoped to make it to the meeting, but wasn't able to. However Steve brought along a couple of models that Lionel finished just before he was taken ill. They are little gems and I hope we'll see them flying at some point.



Guillows(?) P-51
Photos: Staff



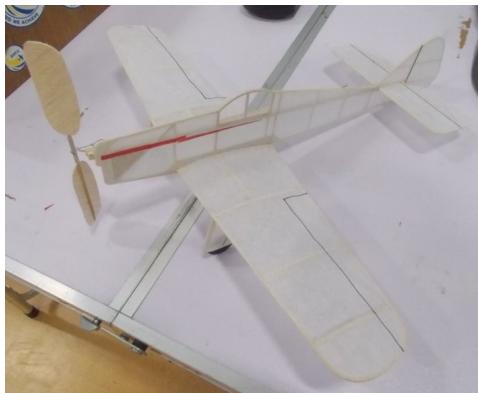
Veron (VMC) Fairey Swordfish
Photos: Staff

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Ian Pearce

As I wrote above Ian's building and flying programme has been severely hampered by muscle & joint problems for a large part of this year, but he has managed to build a No-Cal version of one his favourite aircraft, the Miles Speed Six and he was testing/trimming a couple of his models for the 35cm class at the Indoor Duration Nats at Daventry in September.



Miles Speed Six
Photos: Staff

John Winfield

John's Pilatus Porter in a "what if" scheme as the RAF/A&AEE evaluation that never happened. I think it works well.



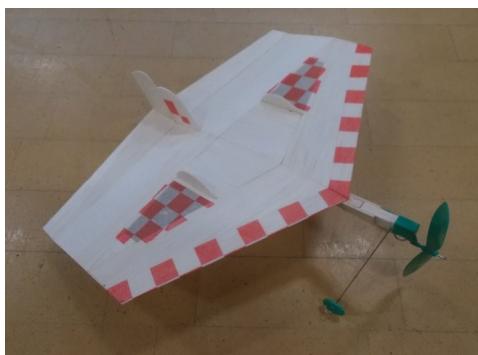
Pilatus Porter, Boscombe Down 1985/6
Photo: Staff

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If wet, in church hall.

John Holman

John's own design polygonal flying wing now has a name, "Spooky Action" and, after a wee bit of tinkering with the nose length as well as the amount of reflex on the wing, is flying well. The name? That's a reference to Einstein's description of the hypothesis of quantum entanglement as, "Spooky action at a distance." because at the time it was proposed he and others thought it impossible and when you look at the Spooky Action on the ground you might think it impossible it could fly. It does though.



John Holman's Spooky Action
Photos: Staff

Lurk

This is *dreadful* self promotion I know, sorry, but my new Moorhouse Comper Swift made a couple of *moderately* successful short flights so I hope you don't mind me including it. At the time of writing it's managed 15s from ROG on 65% max permitted turns of an 11" loop of 3/32" and weighs 10.5g without motor. Trimming will, all being well, continue at the Sept. meeting and if I can get it to fly for 30s from ROG I shall be well satisfied with it.



Moorhouse Comper Swift as Henshaw's 1933 Kings Cup Entry
Photos: The Lurker Industries Aviation Co. Ltd. Publicity Dep't

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Richard Preston

Richard's been busy with his VMC Buddy, have a dekko at the cunning moveable "Lycoming" ballast trays he's fitted it with.



An open and shut case.
Photos: Staff

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September 2024

A handful of the regulars were elsewhere, Rob & Ian off to Daventry for the Indoor Duration Nats, and others off to Peterborough for the Flying Aces event but there was still a good attendance and it was nice to see both Reg Bees & John Whatmore back on the flight line.

It seemed to be a meeting of testing & trimming new models. There were quite a few Spaces Aces, old & new, being put through their paces for next month's comp and, from what I saw, Gerard's looks like it's the one to beat. There were also a couple of Elves given an airing including John Whatmore's new one.

On the scale side of things Peter Smart turned up with a new, OD, BE2c of about 20" span and I was able to improve the performance of my Comper Swift although not without incurring some minor damage.

September's Models

John Scates

A brand new one from John, Perry Peterson's "Bostonair" derived from the SIG Cabinaire plan. Trimming appeared to go well, with some good flights seen towards the end of the session.



Bostonair
Photo: Staff



Bostonair in the Air
Photo: Andy Blackburn

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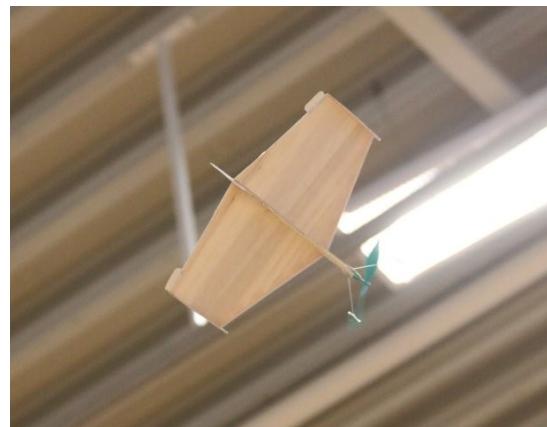
If wet, in church hall.

John Holman

Development work continues on the Spooky Action. John brought along a second development model which features a dihedral-less wing and revised wing fences & tip plates. I begin to suspect that John may have plans for series production.



Spooky Action – Second development model
Photos: Staff



Prototype & Second Variation
Photo: Staff.

MK II in the Air

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If wet, in church hall.

Richard Preston

Another couple of new models from Richard. An enlarged Mooney Found Centennial and a Microaces Scrappee converted, moderately successfully, to rubber powered FF. There's a bit more about the conversion later in this issue



Found Centennial
Photos: Staff



Scrappee
Photo: Staff

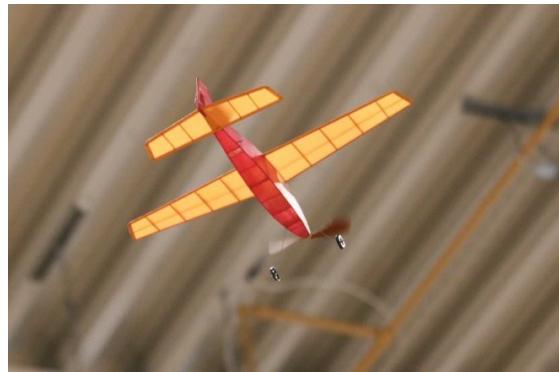
Being Trimmed
Photo: Andy Blackburn

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John Whatmore

John's preparing for the Xmas Elf and brought along his newly completed entry. It features his trademark inset trim tab and knowing what we all know about getting Elves to circle within Trinity hall it'll need it!



Spot the inset trim tab
Photo: Staff

Not hitting the walls.
Photo: Andy Blackburn

Mick Langford

I don't know if Mick was getting in some early prep. for next year's Bostonian or just fancied a relaxing day's flying, either way he turned up with a rather nice Bostonian Beechcraft Banana. Which, in case you didn't know, is based on the Bonanza.



Totally Bananas
Photo: Staff

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John Foster

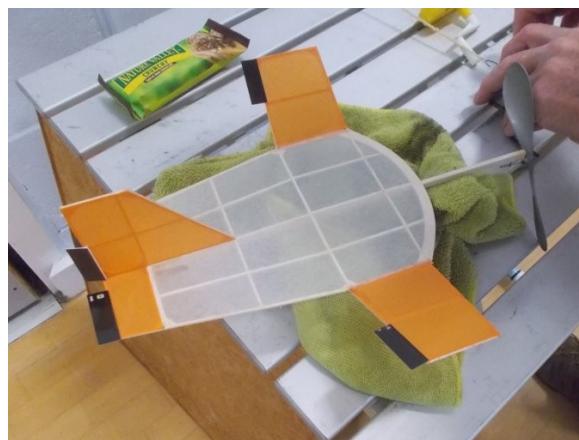
An unidentified canard accompanied John this month. One of those kits that you used to be able to buy in newsagents and corner shops that he bought years ago. Anyone know what it is?



The Canard With No Name
Photo: Staff

Paul Masterman

Paul was another who was testing his Space Ace. He's a little perturbed by the number of trim tabs the design has, but a profusion of trim tabs is one of the hallmarks of Mr. Malmström's odder designs.



Space Ace
Photo: Staff

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If wet, in church hall.

Gerard Moore

G's Space Ace spent almost the entire session bimbling around the rafters showing absolutely no intention of returning to earth so I had to ask him to supply its picture. He also brought along an aeromodelling oddity and had this to say about it, *"No one really knows who designed it or made it. It has some superficial resemblance to the OK CO₂ motor that had appeared in the USA during December 1947, but is clearly not made by OK. KeilKraft marketed it in 1949 but it soon disappeared from circulation."* There's some more info. in a couple of New Clarion articles by Nick Peppiatt, see <https://www.sam1066.org/nc1217.pdf> & <https://www.sam1066.org/nc1020.pdf>



Space Ace
Photo: Gerard Moore



Finds from G's Archaeological Dig
Composite: Staff

Dave King

This is Dave's electric version of the DPC Sopwith Pup. It's a lovely model to look at but Dave's intending to re-engine it as the one currently fitted hasn't got enough grunt to cope with the model's 56g.



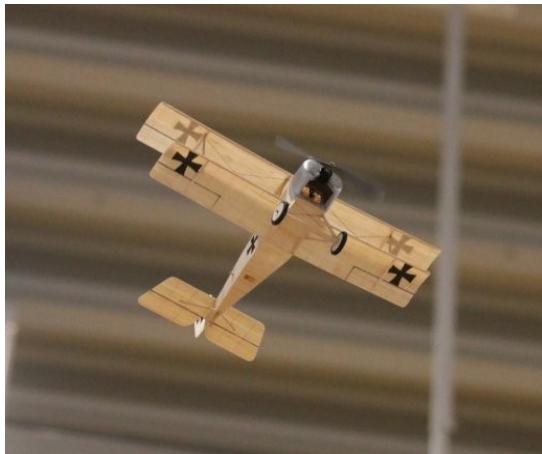
Sopwith Pup
Photo: Staff

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If wet, in church hall.

Andy Blackburn

Having got it dialled in last month Andy was enjoying his Euler D VI.



Euler DVI

Photos: Andy Blackburn

Tony Calvert

As well as some tinkering with his Space Ace, Tony continued the fine Trinity tradition of taking one of VMC's outdoor models and flying it indoors. This time it was their Sparrowhawk.



VMC Sparrowhawk
Photos: Staff.

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If wet, in church hall.

Peter Smart

Would you be surprised to know that Peter has the UK National Collection of BE2s? Thought not. Would you be surprised to learn he's built another one? No? Oh. Well he has, a BE2c, and he's hoping to enter this one at Nijmegen. The scheme is of the machine pictured on the cover of, "CENTENARY DATAFILE 172-THE RAF BE2C AT WAR!" The model has very some nice touches such as carbon tube LE (0.8mm) & TE (0.5mm), which gives "proper" chord sized ribs as well as the correct fitting of the lower wing with the gap between the root rib & fuselage sides. Peter says the engine box is slightly oversized to allow for a nose block and the motor, he also told me there's a picture of the original without the sump cover hence its omission on the model.



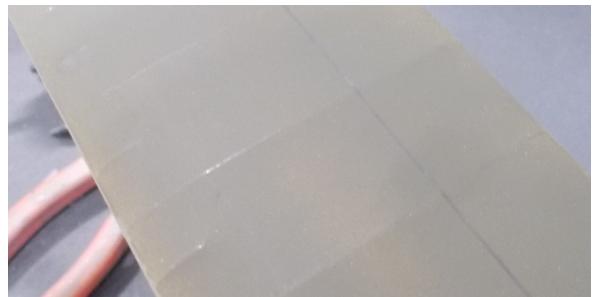
BE2c 1741
Photo Staff



Engine & stitching detail
Photo: Staff



Dawn Patrol
Photo: Andy Blackburn



Full chord ribs
Photo: Staff.

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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.

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If wet, in church hall.

Events 2025

After conducting extensive market research, i.e. wandering around the hall with a bit of paper and badgering people for answers the events shall be

First Quarter	OMFC Postal Event. See below.
March	Single Design - Frogwell Flyer
October	Unrestricted Bostonian.
November	Themed Scale – Rubber Power High winged monoplanes of any period.
December	Xmas Elf

Rules Summary

More detailed rules may be published later, but, so that you know roughly what to expect, outline rules are as follows.

OMFC Winter Postal Indoor/Outdoor Kit Scale. Postal- Andy Blackburn

Trinity regulars are cordially invited to enter next year's OMFC Winter Postal; there will be valuable prizes.

It's a winter competition so one would expect the indoor times to dominate at the start, but the outdoor times should start to become competitive when (if!) the weather improves. There's nothing to stop Oxford MFC regulars flying indoors, and there's nothing to stop Trinity flyers trying the local recreation ground or park. Or even flying at Port Meadow as a guest of an OMFC member.

It should be fun and many people will have at least one suitable model and in any case, there's plenty of time to build one; please consider entering.

The rules accompany this issue. They are unlikely change very much, but if there are significant alterations a copy will be sent out.

Frogwell Flyer – March. CD – Lurk

- Model built to the dimensions and structure of the plan as supplied. The modeller is free to make any changes he or she sees fit providing the structure conforms to the dimensions and overall shape.
- FF Rubber powered. CO₂ & electric variants not permitted.
- Propeller. Entrants choice.
- Scoring
 - Total time of flight of best 3 flights from unlimited.
 - No ROG bonus

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If wet, in church hall.

Bostonian – October. CD – John Winfield

- Any published plan. Scale or Free Form, but no structural mods.
- Prop and Rubber motor free.
- Scoring
 - Total for 3 timed flights to be completed before 12 noon.
 - No ROG bonus.
 - Flights timed to nearest whole second, n.5 round up less than n.5 rounds down.
 - Incomplete flights may be re flown.

Themed Scale – November. CD – Lurk

- Eligible types. Any human carrying high wing monoplane of any period. *No restriction on size. If you can get it flying within Trinity's limits, it's allowed.*
- FF rubber powered.
- Wing must be fitted at the pilot's head / eye level or higher. *CD's discretion will be applied when scrutineering models so the odd shoulder mounted wing design may be allowed to compete if the wing is deemed to be fitted high enough.*
- Profile / No-cal models not permitted.
- Scoring
 - Flight score (best 3 of unlimited) + static score. Static score determined by Trinity Rules Beauty Parade.
 - No ROG bonus

Christmas Elf

I assume that the rules will be the same as for this year's party game. See above.

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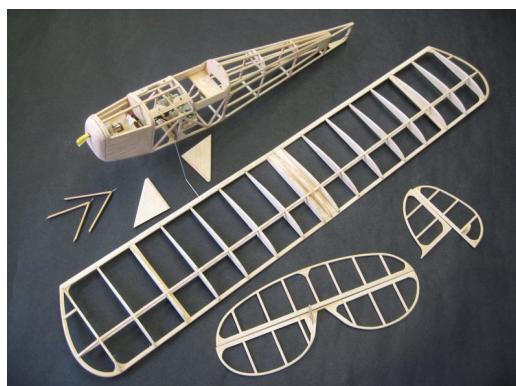
If wet, in church hall.

Work In Progress

Nick Peppiatt – Baby Ace

This Bob Peck design is being built from a Wind-it-up Enterprises kit, that I won at last November's themed scale at Trinity. I am converting it to three channel radio, using a similar radio and power system that I installed in a conversion of Bill Dean's 3/8 KK Piper Super Cruiser. It's a Parkzone Micro-Vapor brick and a Parkzone J-3 6mm coreless motor and gearbox, driving a 100x60mm propeller.

I'm not a fan of sheet segments, even if they are nicely laser cut, so I laminated the curved flying surface outlines from 1/16x0.020 basswood strips. The build of the rest of the structure has been straightforward, apart from the forward cabane struts. The plan shows these perched on the top of the turtle-deck forward of the cockpit. I have provided holes so that they are built into the model. The top of the cabanes are joined by pieces of 0.010" piano wire, which were bent at 180° and glued into holes at the ends of the struts, to provide pegs to be glued into holes in the centre wing rib, when the components are assembled. The main wing struts will, obviously, be working on the finished model.



Baby Ace in progress
Photos: Nick Peppiatt

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If wet, in church hall.

Andy Blackburn- Gizmo Geezer Adjustable Nose Buttons

I'm not sure how many people are aware of Gizmo Geezer adjustable nose buttons, or how useful they are. I hadn't realised how good they are in practice until I used one, it made thrust line adjustment quick, accurate and fuss-free. Each nose button comes with bushes for 1/32", 3/64" and 1/16" wire prop shafts, and weighs about half a gram. If your model has space for about a 3/8" square nose-plug hole and needs a bit of nose weight, I think a Gizmo Geezer would be a great investment. You'll need a tight nose block, but you need that anyway if you're using packing to adjust the thrust line in the conventional manner.

They're available from Mike Woodhouse (Free Flight Supplies) and cost about £4.00 each.



As supplied & assembled
Photos: Andy Blackburn

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If wet, in church hall.

Steve Haines – Keil Kraft Elf

Steve's been working on a “competition” Elf, using the lightest balsa he dares, to replace his current model which is little... *tired*. It will be interesting to see how it fares in December.

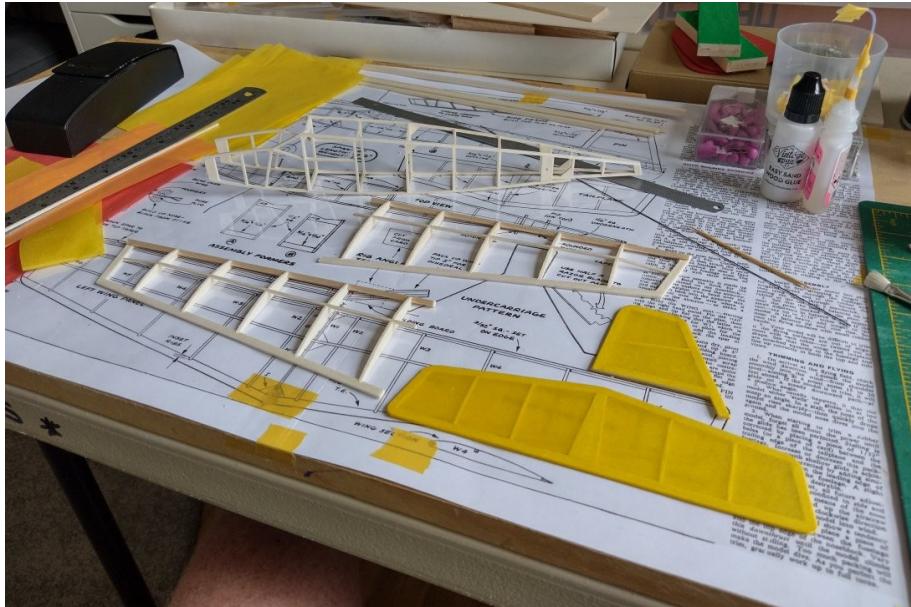


Photo: Steve Haines

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If wet, in church hall.

Richard Preston – Microaces Scrappee. FF Conversion.

A couple of years ago I saw the Microaces stand at the Popham model air show and the Scrappee caught my eye. It had an attractive vintage look about it which appealed to me so I purchased the kit, complete with motor and propeller. Unfortunately the micro RC module I had to buy hiked up the price to about £100. The kit was beautifully presented with all the Depron parts pre-printed and a very clear set of instructions. There was also an excellent video tutorial available on You Tube which helped a lot especially as the construction took me quite a bit out of my comfort zone. However, by following the instructions to the letter and referring to video I was able to make quite a decent job of it.

The videos I'd seen of it showed it flying outdoors very well and they didn't give the impression that it was too fast. However, when I came to fly it indoors at our hall in Chippenham, which is about 2/3 the size of Trinity Hall, I found it a bit hairy; it was a bit too fast for what I would call comfortable flying. If I tried to slow it down the wing would tip stall and I was continually having to take corrective action. It is a tough little thing though and just seemed to bounce off the walls but it was just too heavy for indoor use it's size at 36 grammes.

I thought about flying it at the club field but I never remembered to take it with me. It then languished in my modelling cupboard for about a year gathering dust until I decided to reuse the RC gear in my current project, an RC Frogwell Flyer which I'll tell you more about another time. That left me with the question, "What to do with a surplus Scrappee airframe?"

The more I looked at it the more I was convinced that I could modify it for rubber power. All the internal fuselage formers had plenty of clear space for the rubber motor and the only extra work that I had to do was to make up a front former from balsa and a matching nose block. The only other mod needed was to insert a couple of 1/16" balsa strips just aft of one of the fuselage formers for the motor rear peg. This was conveniently positioned at just about the right place and I didn't need any extra nose weight to get the model balanced just about right. All this took a couple of afternoons but would it fly?

Well, yes. Those who were at the September Trinity meeting saw that it did fly but I don't think that it was a resounding success. Two or three circuits at low height was all I could get out of it but it proved that it could be done. Could I improve it? Quite honestly, I think that it is too heavy and it only has a very basic squashed triangle aerofoil that limits its potential. It was a good exercise but you can't beat balsa for a good flying model so back into the cupboard it goes for the time being.

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If wet, in church hall.

Letters.

We don't often get letters, so it was a bit of a surprise when the Parish Clerk handed me this note she found in the Parochial Council's pigeon hole.

Dear Sir or Madam,

It has come to my attention that there is perhaps a certain amount of irritation amongst some Trinity parishioners with respect to clashes of dates for indoor meetings at Trinity, and competitions organised by the Oxford Model Flying Club (OMFC).

I feel compelled to point out that any such clashes are forced upon the Oxford Committee by circumstances outside their control; nobody sets out to produce a clash of dates because it is not in anyone's interest to do so.

OMFC are more-or-less limited to Saturday events because of car parking issues at Wolvercote, and - to be blunt - OMFC is near the bottom of the food chain when it comes to selecting competition dates. This means that whilst OMFC competition dates can be selected to avoid Trinity dates at the start of the year on the basis of what was booked the previous year, if the Peterborough (for example) decide that they want to use a date that we've already picked for their Flying Aces event, or if the BMFA swan in at the last minute and say that an important event will be on a date that we have already selected (which usually happens at the last minute, without consultation, and is extremely irritating), then either we have to move our event or we will have very few attendees.

Quite often it takes weeks to finalise the competition calendar; sometimes we can manage to avoid clashes, but this is entirely down to luck.

So the next time there's an irritating clash of dates, please spare a thought for the poor sods who have somehow managed to draw the short straw and have been landed with the onerous and stressful task of producing the OMFC competition calendar.

Thank you for your attention and understanding.

A T Blackburn Esq.

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If wet, in church hall.

Just Because

Just to make me jealous Ray sent this holiday snap of the view from his villa overlooking Lake Como. It worked; I was, I am still, jealous.



Autumn's is here, a flock of (Comper) Swifts passed through the hall.



G-ABWW Blue – John Winfield's (Veron), Red/black – Peter Smart's (Nasise)
VH-ACT Steve Haines' (Veron), G-ACGL Lurk's (Moorhouse)
Photos: Staff

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If wet, in church hall.

And a small number of pictures of models in flight courtesy of Andy Blackburn that I couldn't find a home for elsewhere.



Peter Smart's Citabria
Photos Andy Blackburn



Dave King's Chambermaid
Photo Andy Blackburn

Probably the last recorded flight of
Lurk's Roma 37 bis
Photo: Andy Blackburn

Newsreels

Squirrelnet Laboratories have, again, processed the newsreel footage and created two convenient compilations for your viewing pleasure. Thank you very much Chris.

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| August | https://www.youtube.com/watch?v=6jwiisg5KkE |
| September | https://www.youtube.com/watch?v=knFFX666Y20 |