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If wet, in church hall.

Barry Dunkley's VMC Sparrowhawk
Photo – *Andy Blackburn*

Gerard Moore's Mini Viking
Photo – *Andy Blackburn*

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Calendar

2025

Date	Session	Event
February 15th	09:00 – 13:00	
March 15h	09:00 – 13:00	Single design. Frogwell Flyer CD – Lurk
April 12th	09:00 – 13:00	
May 17th	09:00 – 13:00	
June 14th	09:00 – 13:00	
July 12th	09:00 – 13:00	
August 16th	09:00 – 13:00	
September 13th	09:00 – 13:00	
October 11th	09:00 – 13:00	Unrestricted Bostonian CD – John Winfield
November 15th	09:00 – 13:00	Themed Scale. High Wing Monoplane CD - Lurk
December 13th	09:00 – 13:00	Christmas Keil Kraft Elf CD – Volunteer requested.

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.

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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^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, Steve Haines and Richard Preston.

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Online Resource Hub.

For back issues and plans point your browser at

www.trinityindoor.uk

If you've got any material you wanted added to the site, contact John Whatmore who set it up and maintains it for us.

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

Planned Issue Dates

- January
- March
- May
- July
- September
- November

The newsletter will usually be sent out towards the end of the week following the Trinity meeting.

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December 2024

An excellent turnout this month, I think there were about 27 of us. The atmosphere seemed very light-hearted as well, possibly influenced by the availability of the delicious free sausage rolls made by “Bernie” Brown. If you’re reading this Bernie, thank you very much. They were very tasty indeed.

In a startling break with the usual dress code which, ... I *was* going to describe it as shabby chic until I realised that none of us are in the least bit “chic”, ... can charitably be described as *comfortable* a small number had dressed with a nod to the season. In particular Shaun Mileson in his Christmas jersey as well as Colin Sharman in his Santa hat. Harry Brown also looked suspiciously smart (and his jersey had a definite hint of the festive about it) but his wife probably hasn’t given up trying to make him look presentable when he goes out. Yet.

In amongst all the Elves, see below, I noticed another new VMC Buddy, this one belonging to David Herman. I think David’s is the fourth, or is it the fifth?, Buddy in the Trinity fleet. Other models that caught my eye were Rob Smith’s OD foam Lockspeiser with a replacement prop. and Mick Langford’s (new?) ornithopter.

There was also an entirely successful attempt to embarrass the editor by presenting him with a thoroughly undeserved gift at the Elf prize giving. Gentlemen, thank you, but the credit for all that happens lies with yourselves. You provide the contributions for the newsletter, you build and fly the models and take part in the comps. Without you, there is *nothing*, not even pleasant conversations in a draughty school gymnasium.

Ritual embarrassment of the editor by
Grand Inquisitor Peter Smart
Photo: Andy Blackburn

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Xmas Elf

I think we can all agree that Tony has come up with a winning formula for a party game. I'm fairly sure that this was the largest field for a competition in the last 5, or more, years, at times you couldn't see the rafters for Elves. Nineteen parishioners signed up although only sixteen were able to take part on the day. Colin Hutchinson, John Whatmore and Braydon Mileson were all under the weather to a greater or lesser degree.

There seems to be a good collective understanding of the trim Elves need for Trinity, in brief; lots of left rudder and a thin - typically 3/32" or less - motor, and as a result lots of good flights were made as well as a few outstanding ones from the expert trimmers. It's always pleasing to see almost an entire field enter times and I think, I hope, everybody had a good time regardless of where they finished.

A few entries deserve particular attention. Steve Edwards entered at the very last minute with a completely untrimmed model and had it flying very nicely and recording some respectable times in short order. Colin Sharman (a dyed in the wool glider specialist) also entered an untrimmed model, his first rubber powered model in over 40 years! He also decided to add the extra challenges of, a very, very short 4 x 1/8" motor and winding this motor without the aid of a stooge or mechanical winder. This led to some *interesting* flight profiles, but by taking advantage of the bonuses he too managed to record decent flight times. Speaking of odd flight profiles, Barry Dunkley's Elf, for some unfathomable reason, flew clockwise; unlike every other Elf in the hall.

Finally, a word of commiseration for our CD, Tony. He had built a brand new model for the event, but the recent stormy weather caused a leak in the roof of the room that is his workshop and it was ruined so he was forced to fall back on his, ahem, *tired* current model and it rather let him down; wrecking the nose on its first flight.

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Results

Name	Flight Total (inc bonuses)	Position
Steve Haines	**192**	**1**
Gerard Moore	**169**	**2**
Peter Brown	**156**	**3**
Chris Brainwood	149	4
Barry Dunkley	142	5
Mike Stuart	131	6
Mick Langford	129	7
Shaun Mileson	126	8
Lurk	123	9
Dave King	121	10
Harry Brown	89	11
Richard Preston	87	12
Paul Masterman	78	13
Steve Edwards	75	14
Colin Sharman	54	15
Tony Calvert	Retired. Damaged.	

The “Most Festive Scheme” prize was won, in a landside vote, by Peter Brown’s model but the models of Colin Sharman, Steve Haines and Mike Stuart all received votes as well.

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The Prize Winners

Steve's characteristically restrained celebration of his win
Photo: Chris Brainwood

Gerard accepting his prize from CD Tony
2nd place
Photo: Chris Brainwood

Peter. Already in the Xmas Spirit!
3rd place & most festive scheme
Photo: Chris Brainwood

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The Field

Back (L-R) Lurk, Steve, Colin, Dave, Chris, Paul, Tony, Richard, Shaun
Front (L-R) Harry, Gerard, Steve, Peter, Barry, Mike, Mick
Photo: Andy Blackburn

Notable Schemes

Peter Brown's winning scheme
Buddy the Elf piloting an Elf
Photo: Chris Brainwood

Colin Sharman's ermm… *vivid* scheme
Photo: Chris Brainwood

I wasn't aware that the Keil Kraft did the Elf as a sort of Short-Mayo composite, but Colin obviously has better historical sources than the rest of us.

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The Models

My apologies, but there wasn't time to take individual photographs of every model. However the flight line snaps give a good idea of the high build standard and the sheer size of the entry and do at least show them all.

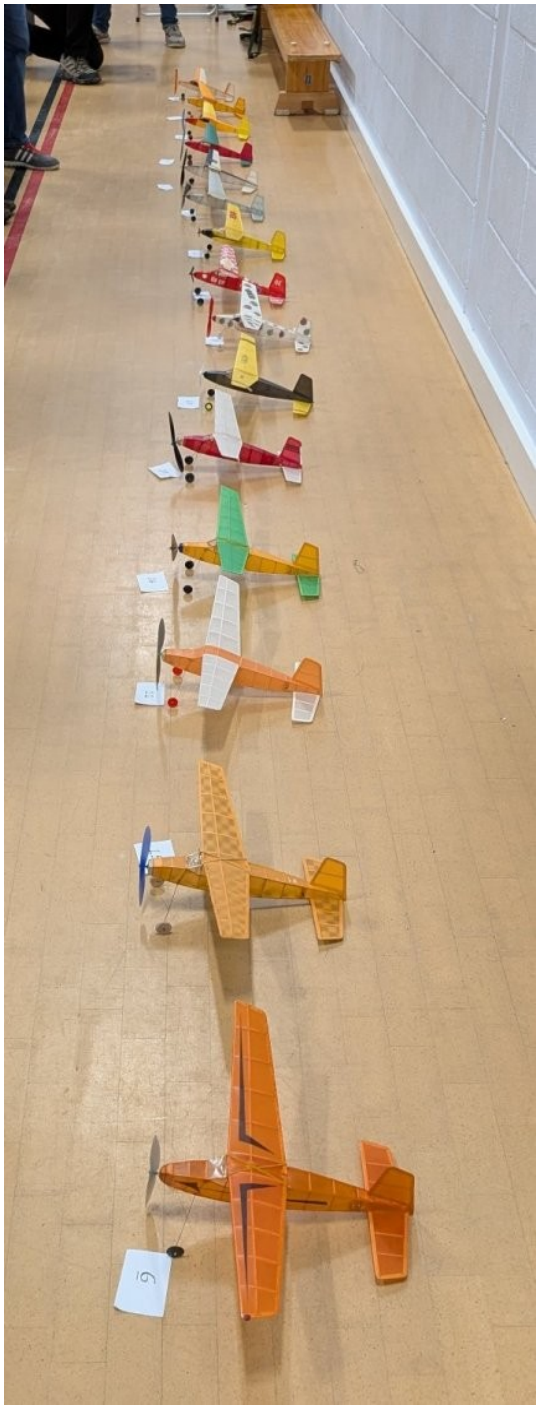
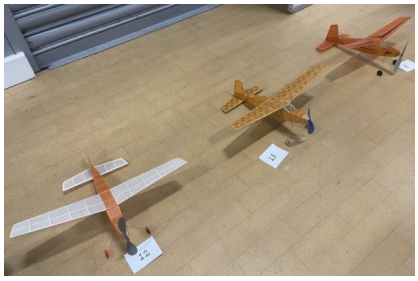


Photo: Andy Blackburn



Photos: Chris Brainwood

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December's Models

Amazingly there were models other than Elves present and being flown.

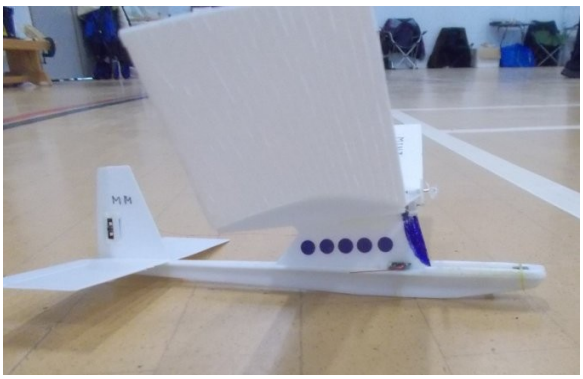
Andy Blackburn

Andy was trimming his new foamy Blackburn Skua which he's built for the OMFC Foam Warbird comp. It was a bit highly strung at first, but stepping down to a loop of 45 thou saw it flying well.

Blackburn Skua
Photos: Chris Brainwood

Richard Preston

Still more foam! This is Richard's micro RC Mini Mojo. A broken (in transit) actuator on the tail prevented flight this time.



Mini Mojo
Photos: Staff

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Lee Bates

Some more foam gems from Lee. The first is a Martinsyde single bay Elephant. Lee tells me he has found only one picture, which features Sidney Camm peering into the cockpit, of this and absolutely no other documentation at all. It doesn't even seem to have been given an official name so it has been christened the Baby Elephant. The second is a Fairey Barracuda which, because it is so large, features a double skin construction.

Martinsyde Single Bay Elephant
Photo: Staff

Fairey Barracuda
Photo: Staff

Barry Dunkley

At least Barry's still building with wood and tissue. This is his Dumas Westland Lysander which was proving, umm… *challenging* to trim. Press on Barry, you'll get there.

Westland Lysander
Photos: Staff

Ian Pearce

Ian did bring along a new model, but someone else's landed on it so he consoled himself by flying his foam Wot Ho.

Wot Ho
Photo: Chris Brainwood

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January 2025

Happy New Year Gentlemen.

The weather was horrid (and best forgotten), driving conditions for many were atrocious and not worth risking and some were on sick parade, but twenty of us were able to attend and for those who were there it was a very pleasant morning. There were a few new models in evidence and a few old ones had been dusted down for the new year.

Of the new models my personal favourites were Richard Preston's Sonex Highwing which is a little bit special, see Richard's notes later on, and Lee Bates' Bristol Beaufighter built to meet the OMFC Foamy Warbird Challenge specification.

There were also three new Frogwell flyers from Mick, Rob S and Paul M. I think that brings the Trinity complement up to 7, possibly 8, so we may have a decently large entry for the March party game.

New Faces

We welcomed Chris Redrup this month. If you've flown at Cookham you'll almost certainly know him. If you don't, be nice to him 'cos he's only a youngster*.

> **Chris, flattery costs. I accept cash, cheques and postal orders to a value of not less than half a crown.*

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January's Models

Richard Preston

As well as his Sonex Highwing, of which more later, he had this rather charming Gene Dubois Finch and he also provided some background info. to go with it.

Dubois Finch
Photos: Staff

YouTube provided the inspiration for this one. I came across a small model called the Finch, from the US. At 16" span it looked ideal for a quick build as it was virtually a collection of straight pieces of 1/16" square assembled to make up an attractive little model.

The original Finch was kitted by Gene Dubois Models in 1977 and must have been a real cheapo kit with just a few balsa sticks, a piece of tissue and a few accessories. I don't think it gained the popularity of the other offerings from the larger manufacturers of the time. I had never heard of them before I found this one. The American guy who was featuring this model called it the Astro Finch and I couldn't find any information on-line. Maybe the Astro prefix referred to the same Astro company who were pioneers of early electric flight motors that were available around that time. My luck changed when I just typed in 'Finch model aircraft 'and, bingo, I was directed straight to Outerzone where I was able to download the plan.

Construction took about a week and I had it ready for the January Trinity meeting. I have now learnt to fit thin acetate trim tabs to the flying surfaces to aid trimming and I also carve out the rear of the nose block to have space for extra nose weight if required. It was just as well that I did this as I spent considerable time getting it trimmed using all the usual tweaks and a bit of verbal persuasion. In the end I increased both the down and side thrust to get a reasonable trim setting. Once back home, I incorporated these temporary measures into something more permanent. Hopefully this will allow more consistent flights from now on.

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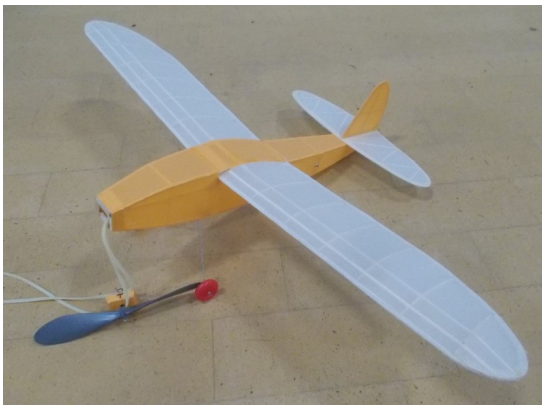
Gerard Moore

Gerard is being kept rather busy these days so we won't see much new stuff from him for a while, but he's got a fleet of tried, tested and (let's admit it) very pretty models that he can fly like this Mini Viking.

Mini Viking
Photo: Chris Brainwood

Paul Masterman

The first of this month's new Frogwell Flyers. You'll note that this one is intended for instrument / blind flying. I wasn't paying close attention, but Paul seemed to be making steady progress with trimming it.



Frogwell Flyer
Photos: Staff

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Lee Bates

Lee made the long and bitterly cold trek from Bromley and brought another couple of new foam wonders with him. Knowing what foam is like I'd hate to have Lee's bill for scalpel blades. First up is an 8 ½" span Bristol Beaufighter drawn up as a response to the OMFC Foamy Warbird A4 plan size restriction. The second is a Westland Whirlwind. The Beaufighter was gliding well, but has yet to be tried under power.

Westland Whirlwind
Photo: Staff

Bristol Beaufighter
Photo: Chris Brainwood

Rob Smith

The second of the month's Frogwell Flyers complete with an appropriate fin decoration.

Frogwell Flyer
Photos: Staff

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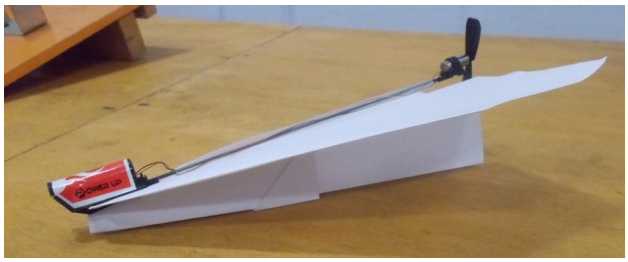
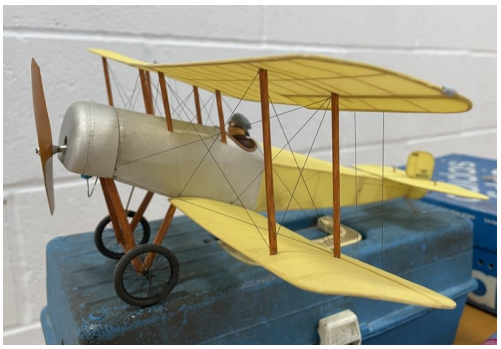
Nick Peppiatt

Nick had a fun little Supercap powered paper dart with him. He'd been given a few of the "Power-Up" units by Peter Tolhurst when Peter fell ill. All sorts of possibilities for prototyping spring to mind. He'd also brought along an old CO_2 powered Bristol Scout A that has had some recent top wing surgery to increase the dihedral.



Skunk-works Special
Photo: Staff



Bristol Scout A
Photo: Chris Brainwood

Mick Langford

Mick's Frogwell Flyer is hard to miss, the chequerboard is Deluxe Materials' EzeTissue, and I do like the silver wheels. He also brought along his Cougar which, you'll note, has a beautifully turned balsa spinner.

Frogwell Flyer Photo: Staff

Cougar
Photo: Staff

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Peter Brown

Little and littler from Peter. Two Peck Piper Cubs G-BPCF is Peter's 16" span version. Immaculately turned out as usual.

Little Cub
Photo: Chris Brainwood

Littler Cub
Photo: Chris Brainwood

Chris Brainwood

Chris will build almost anything. To prove it he's made this cartoon scale Hawker Typhoon for the OMFC Foamy Warbird event. The printed tissue makes it seem like a more accurate rendition than you'd expect from its boxy shape.

Hawker Typhoon
Photos: Staff

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Forthcoming Events – Rules Summary

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. CO_2 & electric variants not permitted.
- Propeller. Entrants choice.
- Scoring
  - Total time of flight of best 3 flights from unlimited.
  - Flight finishes when the model lands or strikes an obstruction.
  - No ROG bonus

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.

Any plan that was published, marketed or just hawked around as a Bostonian is acceptable regardless of the variant of the rules that the plan was drawn up against.

The rule says published plans. However, if you want to do an OD Bostonian (using whatever version of US, UK or Ruritanean rules you choose) then it can be included it in a newsletter scaled to fit a single A4 page. This will satisfy the "published" requirement.

The proviso is that those who create OD plans must make copies of the full size plan available sufficiently early that other parishioners would be able to build and trim one in time for October and this must be no later than midnight on the 30th June.

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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. **If in doubt, ask!***
- 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 last year's party game and that Tony will, all being well, act as CD.

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Work In Progress

Richard Preston – Sonex Highwing

This isn't really a work in progress now, but it deserves a fuller explanation than the usual summary of the month's models affords and Richard has very kindly written the following for us.

If you are sitting comfortably, then I will begin.

I was attracted to the Sonex 'Highwing' after seeing a video on You Tube about a new addition to the Sonex Aircraft range of self assembly kit aircraft. This American company have been producing small and very sleek low wing aircraft for over 20 years and they have proved to be very popular over there. Being lightweight and aerodynamically clean, they have a very good performance using a range of small engines.

One particular video I watched featured the company CEO talking about how they had decided to break into the lightweight high wing market of light aircraft but with the emphasis on performance and aerobatic capability as opposed to the outback or tundra type of machine produced by many of the other small companies.

The prototype is still being built and it is hoped to fly it later this year. They call it the "Highwing" (one word). There were a lot of CAD drawings and a three view on the video which I paused and then photographed the monitor screen and the more I looked at it the more potential I could see in it as an indoor model. Good proportions and a lot of wing area made it an ideal subject for a new model. It is very similar to the Whitman Tailwind and the Nesmith Cougar which have both been good flyers over the years and the CEO of Sonex, Mark Schaible, said that they wanted to produce a modern a modern all metal version of the Tailwind.

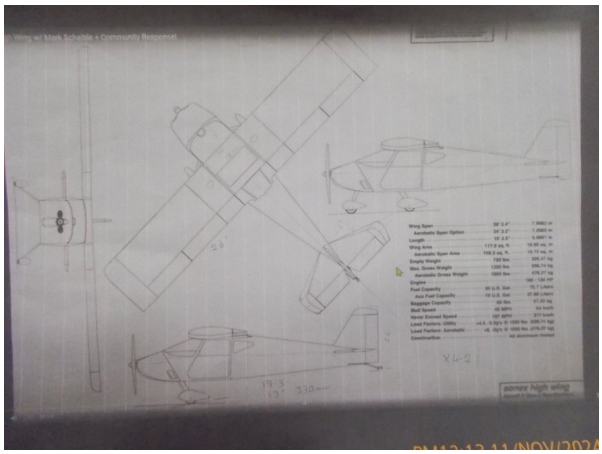
I drew up the plan to have a span of 18" which seems to be a good size for Trinity and I enlarged the tailplane by about 10% but the rest followed the three view pretty closely with just a few simplifications. Up until this build, I had been using EzeDope for the final finish but I had become a bit disenchanted by it's lack of ding proofing which made my models look a bit dimpled after a short time. I decided to go over to banana oil for the first time and I am very pleased with the result.

When corresponding with Mark, I asked him if the new aircraft had been allocated a new 'N' registration number and he hadn't got round to that yet. As I don't like cutting out tissue numbers and letters, I gave myself special permission to fly the model without them so this was a legit cop out.

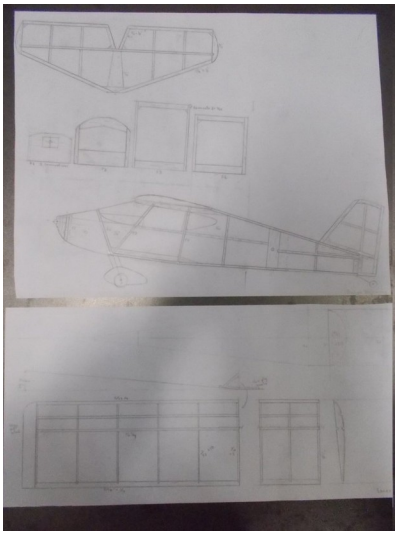
Continued over...

A few initial test glides showed that it had a nice long glide but initial powered flights were straight as a die and I couldn't get it to turn to the left. Barry suggested that I try trimming for a right hand turn as his Elf flew perfectly well that way. Luckily, I had built in a moveable rudder trim tab in the fin like John Whatmore's Frogwell Flyer so after a quick tweak of the tab , it showed real promise. Increasing the number of turns produced some beautiful slow circular flights round the hall. I was well pleased.

Sonex Highwing
Photos: Staff



The screenshot which lead to...
Photo: Staff



... the plan.
Photo: Staff

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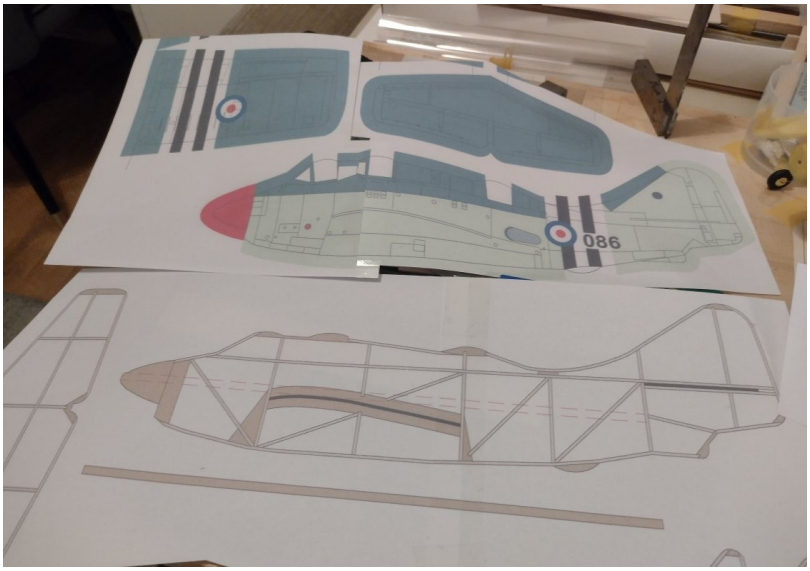
Steve Haines – No-Cal Fairey Gannet

Steve picked up a copy of Ramses De Loof's plan for a no-cal Gannet at Nijmegen. Steve says that it needs a tip dihedral of about 40mm for stable flight. One of my favourite types but we haven't seen it at Trinity yet; get a wriggle on Steve.



Work in Progress
Photo: Steve Haines

The plan, a multi-page PDF, accompanies this issue.

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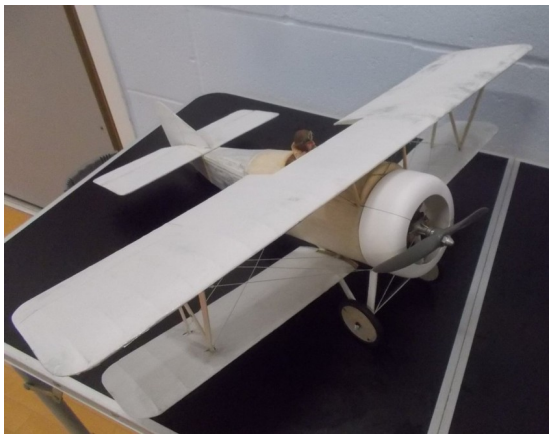
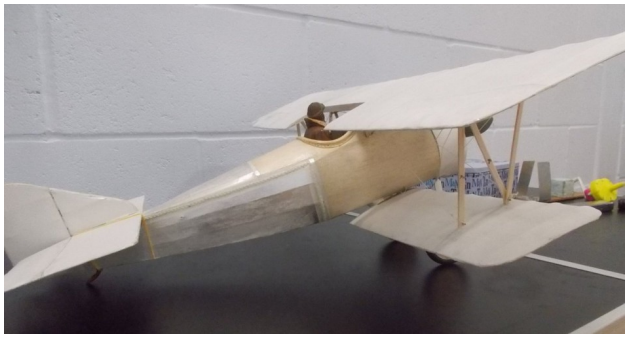
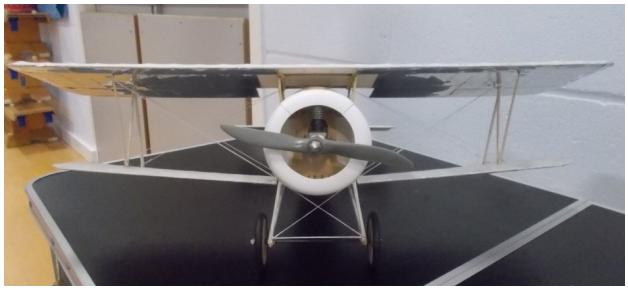
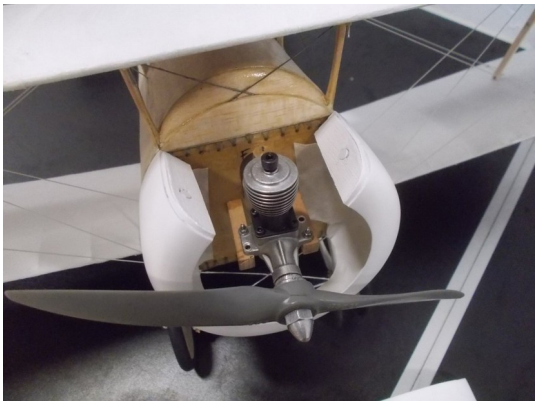
Chris Brainwood – Grahame-White GWE6 Bantam

Chris tacked this together just for show and brought it in to be gawped at in December. It's not an indoor model and it's moved on quite a bit since these pictures were taken, but it is *rather* nice. Isn't it?









Body in White
Photos: Staff

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Lurk – Wireless Countess. A $^{1}/_{6}$ sized Radio Queen

I've already bored some of you rigid with this over the last 12 to 18 months, if you are one of that sorry number feel free to skip past this to something more interesting. There are links to some nice video compilations on the last page.

A long time ago a Radio Queen airframe sat in our loft for years and years and *flaming* years not getting flown. Since then I've always wanted one, but an 84" span RC model isn't practical for me so in autumn of '23 I drew up plans for a 1/6 sized rubber powered version specifically for indoor use and then, because the first recorded UK flight of an electric powered model was made by Col Taplin in 1957 at Chalgrove Ox. using his prototype Queen airframe, I thought I'd try for an electric (supercap) version as well.

I'm content to call the rubber powered phase done. The model will reach the rafters and fly for about 20" on 800-850 turns of 10" (2x prop to peg) loop of 1/16 with a 4" prop. I'm sure, certain, it's capable of far more than that, but it needs a better trimmer than me and more time than I can spare at the moment. If it survives the next phase I'll revisit the motor / prop setup later this year.

Rubber powered configuration
Photos: Chris Brainwood

Continued over...

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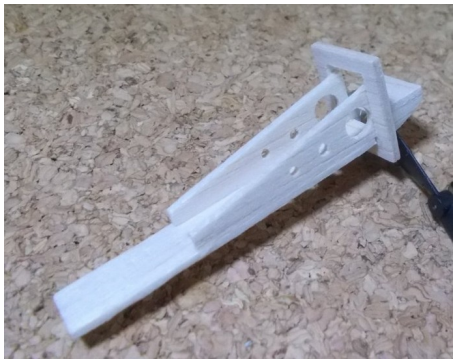
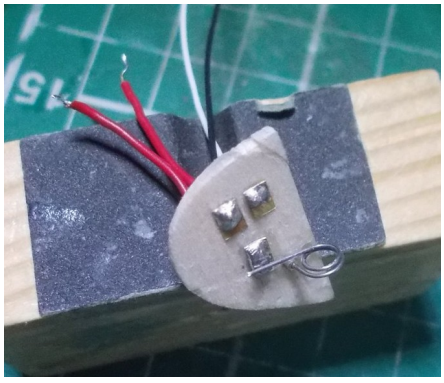
If wet, in church hall.

The electric phase has now been started. Because I'm lazy and didn't want to have to build a complete new airframe, the electric power unit needs to plug in to the rubber powered fuselage. Which is what we have here. The motor was robbed from a BMFA Rookie. The weights of the Rookie and the Countess (inc motor assemblies) are comparable so I'm hoping the Rookie's motor will have enough oomph to sustain flight from a hand launch. However, the Rookie is a pusher design so the prop has had to be reversed as has the motor direction and this may reduce the thrust available.

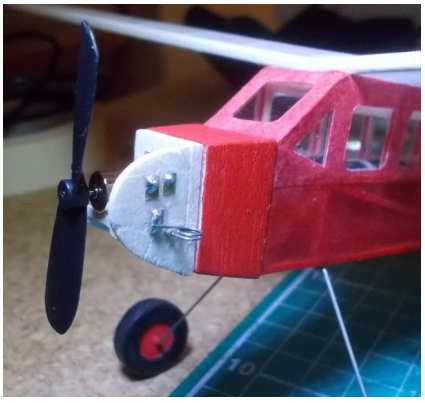


Motor Carriage
The Lurker Industries Aviation Co. Ltd.

Check fit
The Lurker Industries Aviation Co. Ltd.



Charging point & spring power switch.
The Lurker Industries Aviation Co. Ltd.



In situ.
The Lurker Industries Aviation Co. Ltd.

Charge plate and switching mechanism test. https://vimeo.com/1044423146

The next stage is to check the thrust that the unit puts out which will be done using the Digital Tacho that John Whatmore has lent me and also with a Brigginshaw Power Proving Pendulum. I'm going to wait until I can fly outdoors for flight tests with the supercap unit, so it'll be some months before I know if this works or not.

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Just Because

You don’t get any bonuses for a basket
Photo: Chris Brainwood

Newsreels & Other Links

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

December	https://youtu.be/m-K3lWd5n50
January	https://youtu.be/ajJqbvIiErw