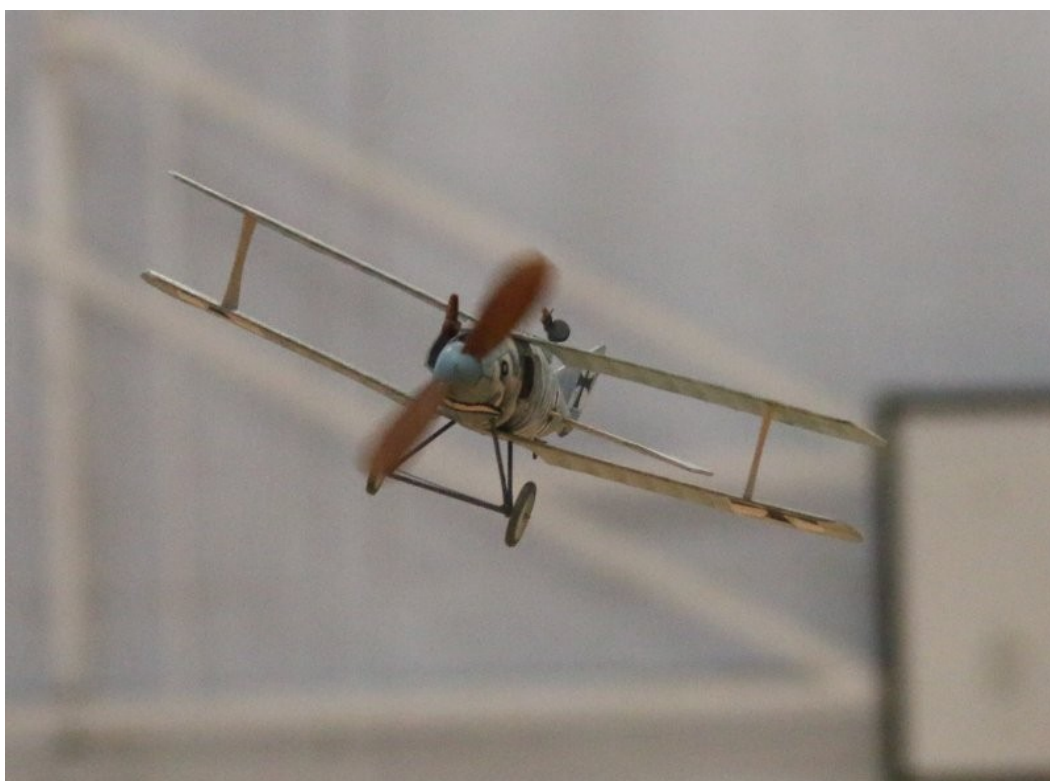


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If wet, in church hall.



Mick Langford's VMC MK I Spitfire
Photo – *Andy Blackburn*



Lee Bates' Roland CII Walfisch
Photo – *Andy Blackburn*

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If wet, in church hall.

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Calendar

2025

Date	Session	Event
April 12 th	09:00 – 13:00	
May 17 th	09:00 – 13:00	
June 14 th	09:00 – 13:00	
July 12 th	09:00 – 13:00	
August 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 15 th	09:00 – 13:00	Themed Scale. High Wing Monoplane CD - Lurk
December 13 th	09:00 – 13:00	Christmas Keil Kraft Elf CD – Volunteer requested.

If a session date changes an e-mail message will be sent to everyone on the distribution list as soon as possible.

2026 - Provisional

Date	Session	Event
January 10 th	09:00 – 13:00	To be determined.
February 14 th		
March 15 th		
April 10 th		
May 17 th		
June 14 th		
July 12 th		
August 16 th		
September 13 th		
October 11 th		
November 15 th		
December 13 th		

These dates may change and will not be confirmed until October at the earliest.

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Parish Notices

Flying at Trinity

When you arrive, please try and fill-in the corners and short edges of the hall first so as to leave the largest possible unobstructed area for flying.

The meetings are, mostly, sport-oriented; just turn up, pay and fly. However, there will sometimes be an informal, “just for fun” event which will be fitted-in around the sport flying so that it doesn’t disturb anyone who isn’t taking part.

FF & RC models are allocated half-hour slots, FF starting on the hour. FF models may be flown during the RC session, but you do so at your own risk.

If you are flying a FF model during the RC half hour please make absolutely sure that you don’t obstruct an RC flier’s view of his or her model. Especially when the RC model is being launched.

Trinity Dimensions & Model Suitability

The hall’s limiting dimensions are, roughly; 7m to bottom of the rafters and approximately 13m between the basketball nets and about 15m maximum.

For FF scale models a span of 17”-18” is a “safe” maximum, but models of up to 20” with a low wing loading have been flown successfully. As a rule of thumb, given the size of the hall, a model with a wing loading of about 10g/dm² or lower (without motor) is very likely to survive a session. Duration models usually have such a low wing loading that more or less anything of that sort can be flown, the limit being the rafters. RC models up to 24” span are regularly flown successfully.

Contributors

My thanks to Andy Blackburn, Chris Brainwood, Steve Haines, Colin Hutchinson, Pete Fardell, John Foster and John Whatmore.

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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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February

As a special treat for Ian Melville (Berinsfield's High Heid Yin) we turned the heating off. We won't be doing that again. Oh no, quite *definitely* not.

The cold didn't dampen peoples' enthusiasm too much, but it lent a spartan air to proceedings and one or two bods left earlier than they would have normally. Unsurprisingly, rubber and CO₂ motors didn't perform as well as would be expected when compared with the hall's normally warm air. Mind you, it was still far better than enduring what passes for entertainment on the television these days.

It's nice to be able to report a couple of Trinity names in the limelight. Andy Blackburn's all sheet Euler VI was the free plan in the December '24 issue of AeroModeller and John Holman's Spooky Action, also an all sheet design, was the free plan in the February '25 AeroModeller.

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February's Models

Mick Langford

This is Mick's VMC Spitfire. I remember seeing its first trimming flights in late 2020, but I think these are the first photos of it in flight – and it flies beautifully. He has had it trimmed and flying well at various times, but one or other of the wings have had to be repaired several times, most recently late last year when it clipped a fishing pole.



MK I Spitfire

Photo: Andy Blackburn

Chris Redrup

One more Frogwell Flyer to add the list and a striking looking one at that. The Flyer, even without the spur of the March party game, has proved to be a very popular design at Trinity.



Frogwell Flyer

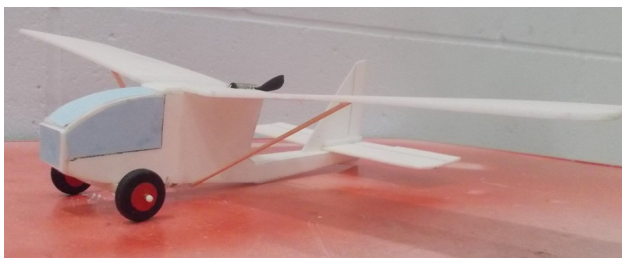
Photos: Staff

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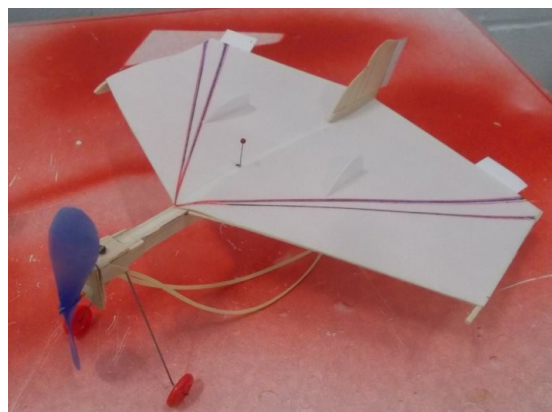
If wet, in church hall.

Dave King

There's been a noticeable increase in the number of foam models at Trinity in the last couple of years and Dave brought along a couple. The first is Dave's foam winged version of John Holman's Spooky Action the second his own design cartoon scale LiPo electric Seeker. Both of them are very good fliers.



Seabird Seeker
Photo: Staff



Holman Spooky Action
Photo: Staff

David Herman

David's VMC Buddy which he completed late last year and which I've only just got around to photographing.. It's a model that's becoming popular at Trinity and is a reliable flyer.



VMC Buddy
Photos: Staff

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If wet, in church hall.

Ian Melville

The Comper Swift's quite a popular model in an understated way and this is Ian's build of the Gypsy engine version from the Nasise plan. Pretty, isn't it?



Comper Swift
Photos: Staff

John Holman

As you know John's domestic arrangements only allow him to build sheet models this days, but he turns them out to a high standard. This is his FROG Widgeon.



FROG Widgeon
Photos: Staff

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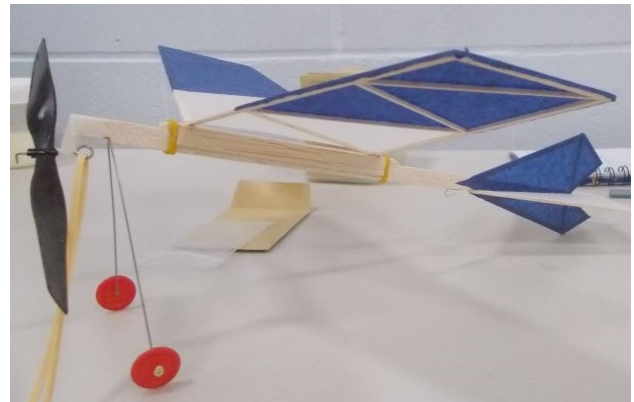
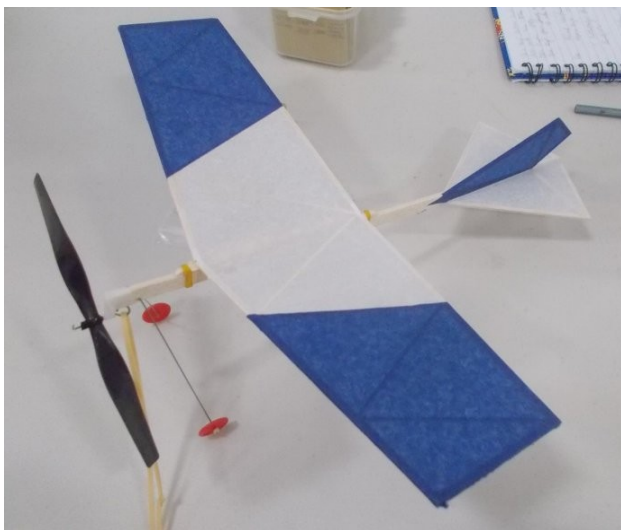
John Foster

John's best placed to talk about this one, so over to him.

"The Ferguson Flyer is one of the BMFA's series of model kits of increasing complexity to introduce young and not so young people to the joys of making, trimming and flying small Freeflight balsa model aeroplanes.

Their intention may also have been to celebrate one of the less well-known pioneers of the early aviation field. One can't do Harry Ferguson's legacy justice in a paragraph, but he designed, built and flew all six developments of his monoplane, between 1909 and 1913. The kit design appears to be based on the Mark 2 of 1912/13.

As built from the kit the model is quite quick in the air due to its robust build which does makes it more suitable for surviving outdoor flying at the hands of enthusiastic learners. I enjoy flying it as, with its simple tapered wings and its tail plane resembling the fletchings of an arrow, it is quite striking. "



BMFA Ferguson Flyer
Photos: Staff

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Peter Smart

Peter maintains this will be his last R.A.F. BE2. Quite frankly, I don't believe him at all 'cos he's *absolutely infatuated* with the type.



Royal Aircraft Factory BE2c

Photos: Staff

Shaun Milesen

I do like a nice conversion of a design to rubber power from one of those *heathen* power sources and this is a very nice conversion indeed. It's Shaun's rubber powered version of Omar Grassetti's supercap original.



Grassetti Fantasy Flight

Photos: Staff

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Richard Preston

Another Trinity, another new model from Richard. Where does he find the time!? This is a rescaled foam version of his own (Aerographics) RearFan.



Preston RearFan
Photos: Staff

Mike Stuart

Not often Mike builds something this petite, but even at Pistachio scale his workmanship makes me green with envy.



Folkerts SK3
Photos: Staff

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Steve Haines, Rob Smith & John Winfield

John, Steve & Rob all turned up with NoCal Fairey Gannets from the Ramses de Loof plan that Steve was given at Nijmegen. As you can see the printed skins that come with the plan are extremely effective and the design flies well into the bargain.



John's
Photo: Staff



Rob's
Photo: Staff



Steve's
Photo: Staff

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If wet, in church hall.

Lee Bates

I'm fast running out of compliments and superlatives when it comes to Lee's models so you can just look at the pictures and drool.



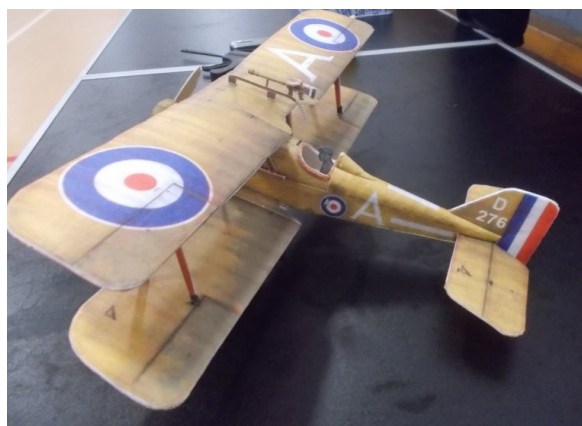
Roland CII Walfisch
Photo: Chris Brainwood



Slabatnig
Photo: Chris Brainwood

Chris Brainwood

You probably remember Chris' foam SE5a which was issued as a free plan in AeroModeller 2 or 3 years ago and featured on the cover, well here it is all dressed up in a posh printed skin courtesy of Lee. Although it's a bit heavier than its naked predecessor Chris says this one flies every bit as well.



SE5a
Photos: Staff

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March

Another busy session and the hall was, again, on the cool side of comfortable.

There was a lot of sport and duration activity to keep one amused, but I didn't spy a huge amount of scale activity. There was some though and models that caught my eye were Peter Brown's P40 being trimmed as well as Nick Peppiatt's Bristol Scout A & his Clutton FRED.

Frogwell Flyer

We had a good entry for this although there were two or three DNS because of domestic events.

Colin turned up with *another* untrimmed "just in time" model he'd finished the day before. Despite this he did manage to book some times and was duly awarded the wooden spoon, courtesy of Rob Smith, a previous holder of that award.

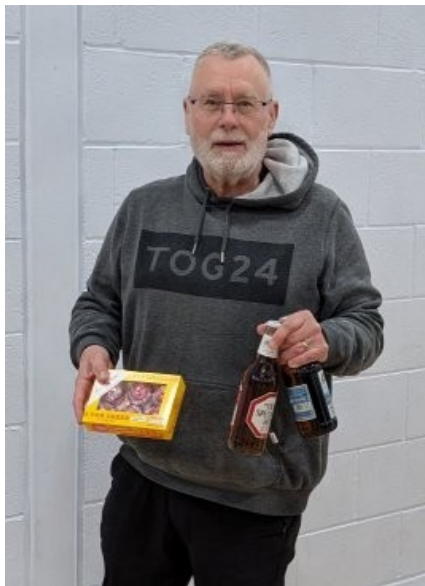
At the other end of the table Peter's model, which he's had for *months* and which was sporting a beautiful carved wooden prop, turned in a maximum flight of 52s.

Name	Flight Total	Position
Peter Brown	150	1
Steve Haines	140	2
Chris Redrup	129	3
Richard Preston	107	4
Mick Langford	83	5
Paul Masterman	76	6
Rob Smith	59	7
Colin Sharman	15	8

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The Prize Winners



Peter 1st
Photo: Andy Blackburn



Steve 2nd
Photo: Andy Blackburn



Chris 3rd
Photo: Andy Blackburn



Mick Prettiest Model
Photo: Andy Blackburn

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The Field



L-R. Colin, Richard, Peter, Steve, Chris, Mick, Paul, Rob, John
Photo: Chris Brainwood

Colin holding the highly prized Trinity Wooden Spoon lately in the custody of Rob.

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The Models



Peter's



Steve's



Chris'



Mick's



Rob's



John's

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If wet, in church hall.



Paul's



Colin'

And the one that started it all...



Richard's
The first of many.

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Frogwell Flyer Challenge

After the Frogwell Flyer comp. Steve H observed that he thought a Frogwell Flyer could break the minute mark. Given that Peter's winning model made a 52s flight it does seem quite possible. Therefore, in the grand tradition, if not on the grand scale, of the early twentieth century Aeronautical Challenges & Prizes I am pleased to announce the Frogwell Flyer Challenge.

The Challenge

A prize to the first person to get a Frogwell Flyer to, or over, the 60.0s mark, indoors from a hand launch, by the end of the December Trinity meeting. That is, one o'clock in the afternoon of the 13th of December 2025.

Rules & Recording

The flight must be independently timed and the model built in accordance with the dimensions on the plan and tissue covered, but modifications to reduce weight are permitted. The choice of propeller and motor is left to the challenger.

Parishioners who already have Flyers may use their existing model or build a new one.

Flight reports to be sent to the Challenge Sponsor (Lurk) at the usual electronic post address. The winner will be announced as soon as possible after a winning result is received.

Flight reports must include the location, date and time of the flight, its duration as well as the names of the modeller & timekeeper. Flight duration is to be rounded down to the nearest 1/10th of a second.

Any flight time of 53.1s or greater may be submitted, see below.

Prizes

There will be a couple of bottles of beer for the winner as well as £20 worth of Trinity session tokens courtesy of the Vicar.

Anyone other than the winner getting a time of 59.5 seconds or more will win some confectionery.

In the event that no-one breaks achieves the 59.5 mark or 60.0s mark a single prize will be awarded for the maximum longest flight in excess of 53s. If two or more modellers record the same time the prize will be awarded for the first flight to make that time.

Prizes will be awarded at the January 2026 Trinity meeting.

The challenge is also open to OMFC & OFMAC flyers

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March's Models

Andy Blackburn

"About 50 years ago, when I was in the 4th form, I spent some of my pocket money on a the 1974-75 Aeromodeller Annual. One of the articles was a Peanut Scale History by Bill Hannan; if I'm honest, it wasn't the world's best piece of work because it didn't contain many specifics and it read as though it had been written by simply regurgitating the briefing notes, but it was very highly inspirational. One of the plans was Bill's rendition of a peanut scale BD-4 on page 73, and I've wanted to build one ever since.

I've finally built one. It doesn't look quite right yet because some details including that rather obvious spinner have been left off until I'm sure that I will be able to get the device to commit aviation reliably.

Empty (built) weight was 11.15 grams which is a little heavier than expected, and power is likely to be provided by a loop of 78 or 80 thou (2mm)."



Hannan Bede 4

Photos: Staff

Keen eyed readers will recognise the pilot.

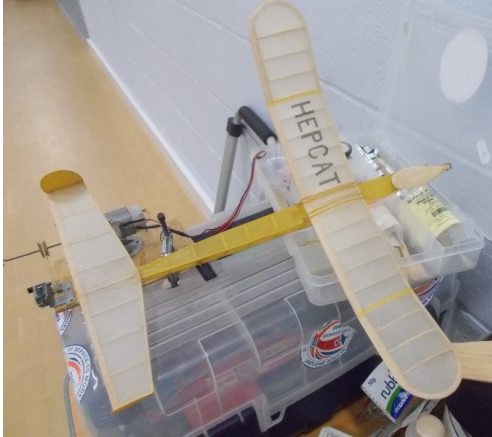
Andy also had an, approx, 16" span Stinson 108 with him, but it was being contrary so there'll be no portraits of that until it behaves itself.

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If wet, in church hall.

Ian Melville

I think Ian may have overestimated the size of the hall. His Hepcat, which, thankfully, he didn't try to fly.



Hepcat
Photos: Staff

Peter Brown

As well as flying his Frogwell Flyer into first place in the party game Peter had this charming little Citabria Aurora with him.



Citabria Aurora
Photos: Staff

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Ian Pearce

Ian had a couple of new models with him this month. An all sheet Bellanca and his second attempt at a NoCal Staggerwing. Astonishingly neither of them had a lick of red paint on them *anywhere*.



Bellanca
Photo: Staff



Staggerwing
Photo: Staff

Richard Preston

Unusually Richard's new model this month wasn't an own design. It's an ARFA Senator. It showed promise but it got taken home for some on the bench tweaking.



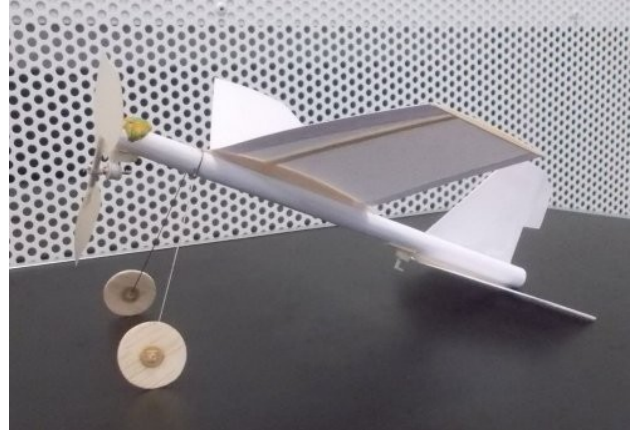
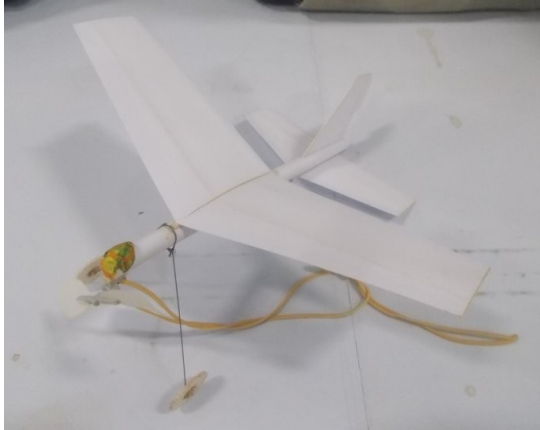
ARFA Senator
Photos: Staff

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Colin Hutchinson

Colin brought another of his delightful OD oddities with him this month. A paper aeroplane! I think he built this for the PMFC Paper Plane Comp.



Unnamed
Photos: Staff

Lee Bates

A nice pic of Lee's Roland Walfisch from Chris



Roland CII Walfisch
Photo: Chris Brainwood

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Nick Peppiatt

Nick has finished the surgery on his Bristol Scout A and it looked like he was getting in a little practice for the October Bostonian.



Bristol Scout A
Photo: Chris Brainwood



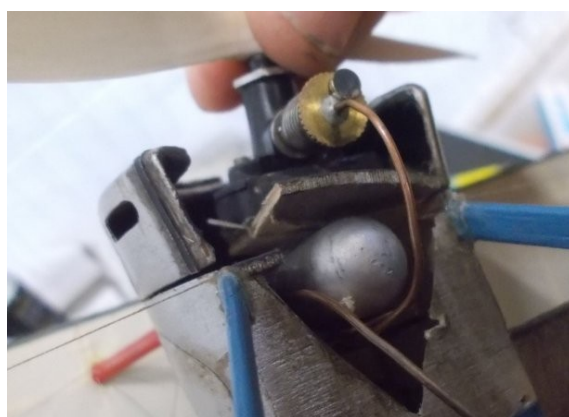
Err, I've forgotten the name.
Photo: Andy Blackburn

Chris Brainwood

Chris brought along his Sopwith Pup newly converted from rubber to CO₂ power. The first flight didn't end well, but the damage has already been repaired and we look forward to seeing it again in April.



Sopwith Pup
Photos: Chris Brainwood



That'll buff out
Photo: Staff

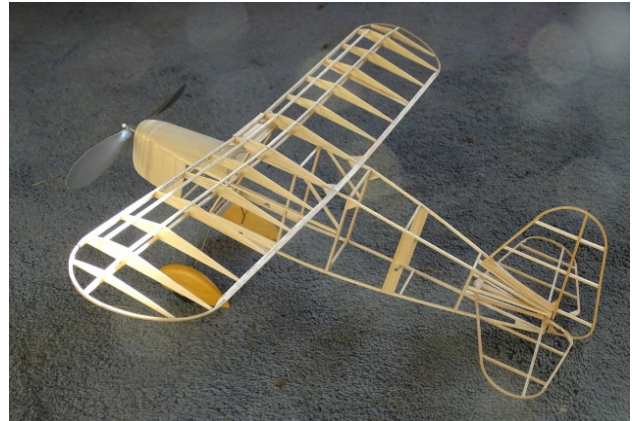
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Work In Progress

John Whatmore – RearWin

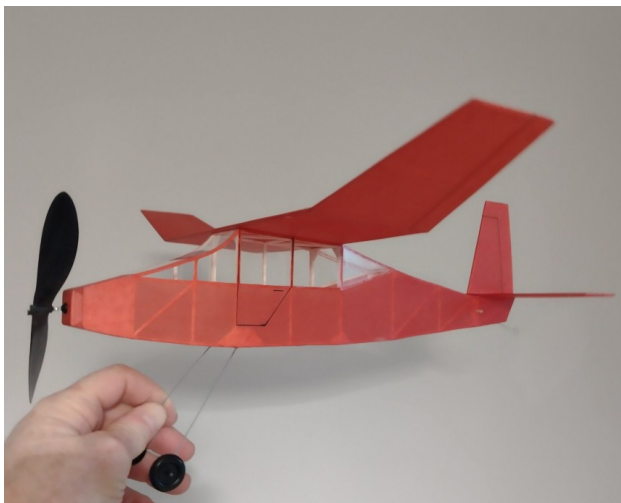
John's been working on an OD Bostonian for the October comp. This is where it was a month or so ago.



Photos: John Whatmore

Steve Haines – Boston Bullet

Steve says this was designed by a twelve year old in the states.



Photos: Steve Haines

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Just Because



Richard Preston's Sonex Highwing
Photo: Andy Blackburn



Lurk's Hillson FH40. The penultimate flight.
Photo: Andy Blackburn

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Colin launching his Elf
Photo: Andy Blackburn

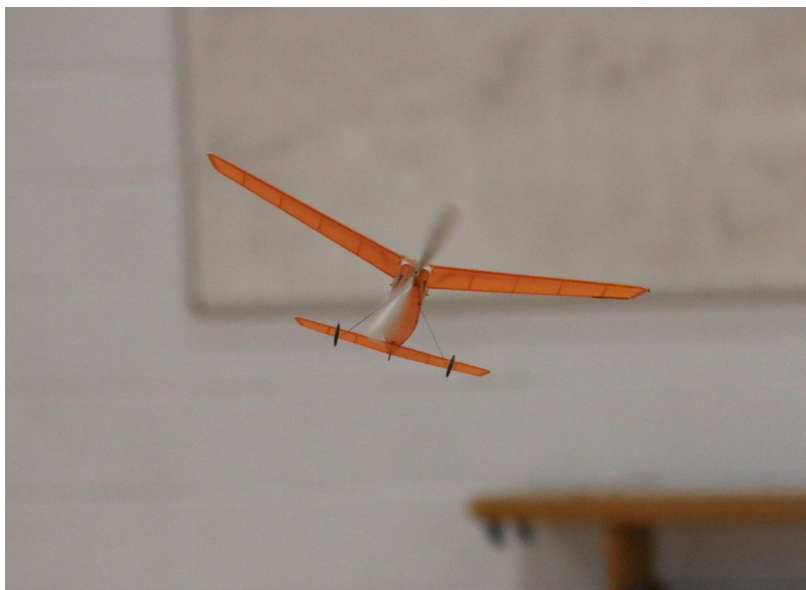


scale'97
NEERLAND
Peter Smart avec son extraordinaire Tupolev-95 Bear.
Envergure d'environ 80 cm, il pèse moins de 60 g (le
Tupolev, pas Peter!)

Peter Smart. Pursued by a Bear?
Found by Steve Haines

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Gerard's KK Elf climbing out from ROG
Photo: Andy Blackburn



Chris' new foam SE5a
Photo: Andy Blackburn

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Lee and Chris have been having fun with mass launches of their foam WWI fighters, particularly the SE5s.



Scrambling to meet an incoming “circus”
Photo: Andy Blackburn



The Dawn Patrol returns
Composite: Pete Fardell

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If wet, in church hall.



The chaos of a mass launch

Photo: Colin Hutchinson

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.

February <https://youtu.be/nbuDebo8iLE>

March <https://youtu.be/UiBfbSHH464>