

# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

*If wet, in church hall.*



John Whatmore's "Rearwin Bostonian"  
Photo – *Andy Blackburn*



Peter Brown's "Baby Bird Dog"  
Photo – *Andy Blackburn*

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

*If wet, in church hall.*

## Table of Contents

Calendar.....	3
2025.....	3
2026 - Provisional.....	3
Parish Notices.....	4
Flying at Trinity.....	4
Trinity Dimensions & Model Suitability.....	4
Contributors.....	4
Online Resource Hub.....	5
Free Stuff.....	5
Newsletter Schedule.....	5
Frogwell Flyer Challenge.....	6
Events 2026.....	7
March – Single design. Bostonian Knight.....	7
October – Keil Kraftlet.....	7
November – Themed Scale.....	7
December – The Christmas Elf.....	7
Other Indoor Meetings.....	8
April.....	9
Corrections.....	9
April’s Models.....	10
May.....	16
May’s Models.....	16
FF Indoor Scale Nationals. Walsall April.....	19
Open Rubber.....	20
Open Electric / CO2.....	20
Intermediate.....	20
Kit Scale.....	20
Peanut.....	20
Pistachio.....	20
No-Cal.....	20
Work In Progress.....	28
Nick Peppiatt – Baby Ace Part II.....	28
Low Wing Bostonians – John Whatmore.....	30
Trinity Tanner Scale – Andy Blackburn.....	34
Modern Dime Scale Plans.....	34
Real 10¢ Kit Plans.....	34
Design It Yourself?.....	35
How to Win at the Tanner Scale Party Game.....	36
Just Because.....	38
Newsreels & Other Links.....	40

# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

*If wet, in church hall.*

## Calendar

2025

Date	Session	Event
April 12 <sup>th</sup>	09:00 – 13:00	
May 17 <sup>th</sup>	09:00 – 13:00	
June 14 <sup>th</sup>	09:00 – 13:00	
July 12 <sup>th</sup>	09:00 – 13:00	
August 16 <sup>th</sup>	09:00 – 13:00	
September 13 <sup>th</sup>	09:00 – 13:00	
October 11 <sup>th</sup>	09:00 – 13:00	Unrestricted Bostonian CD – John Winfield
November 15 <sup>th</sup>	09:00 – 13:00	Themed Scale. High Wing Monoplane CD - Lurk
December 13 <sup>th</sup>	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 <sup>th</sup>	09:00 – 13:00	
February 14 <sup>th</sup>		
March 15 <sup>th</sup>		Single Design. Bostonian Knight CD – John Winfield
April 18 <sup>th</sup>		
May 17 <sup>th</sup>		
June 14 <sup>th</sup>		
July 12 <sup>th</sup>		
August 16 <sup>th</sup>		
September 13 <sup>th</sup>		
October 11 <sup>th</sup>		Keil Kraftlet CD - Lurk
November 15 <sup>th</sup>		Trinity Tanner Scale. CD - Lurk
December 13 <sup>th</sup>		Christmas Elf CD – Tony Calvert (?)

**These dates may change and will not be confirmed until October at the earliest. Details of the party games can be found further on.**

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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## Parish Notices

### Flying at Trinity

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

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

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

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

### Trinity Dimensions & Model Suitability

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

For FF scale models a span of 17”-18” is a “safe” maximum, but models of up to 20” with a low wing loading have been flown successfully. As a rule of thumb, given the size of the hall, a model with a wing loading of about 10g/dm<sup>2</sup> or lower (without motor) is very likely to survive a session. Duration models usually have such a low wing loading that more or less anything of that sort can be flown, the limit being the rafters. RC models up to 24” span are regularly flown successfully.

### Contributors

My thanks to Andy Blackburn, Chris Brainwood, Steve Haines, Nick Peppiatt, Richard Preston, John Whatmore, John Winfield, John Holman, Peter Smart and Ian Melville.

# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

*If wet, in church hall.*

## Online Resource Hub.

For back issues and plans point your browser at

[www.trinityindoor.uk](http://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.

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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## 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 1/10<sup>th</sup> 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**

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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## Events 2026

### March – Single design. Bostonian Knight.

Rules to be finalised, but basically a simple duration contest. There *may* be a beauty parade element.

The kit is not currently being sold but we have a cleaned up copy of the plan courtesy of John Whatmore and John Winfield has copies to dish out.



John Winfield's Bostonian Knight  
Photo: John Winfield

### October – Keil Kraftlet

Eligible designs - Any Keil Kraft cabin sport / duration model, except the Elf, resized to 16" span.

Rules to be finalised, but basically a simple duration contest. There *may* be a beauty parade element.

If you'd like to take part but have no way of resizing a plan one or other of the more technically minded types amongst us should be able to help.

### November – Themed Scale

Eligible designs. Any Dime or Pseudo Dime scale model.

To Trinity Tanner Scale Rules which accompany this issue. You may also find it helpful to read Andy's "How to win at Tanner Scale" which accompanies this issue.

### December – The Christmas Elf

The traditional Keil Kraft Elf. Hours of fun for all the family. Festive attire optional.

# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

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## Other Indoor Meetings

Jon Whitmore has sent the Autumn/Winter Indoor schedule for Peterborough MFC at Bushfield Leisure Centre. The location and other details can be found on the PMFC events page. If you can make it, you should, because it's a big hall.

<https://peterboroughmfc.org/events>

Date	Session
<b>2025</b>	10 o'clock 'til 2 o'clock  The March '26 meetings may run until 4 o'clock.
Oct 19 <sup>th</sup> Sunday	
Nov 29 <sup>th</sup> Saturday	
<b>2026</b>	
Jan 10 <sup>th</sup> Saturday	
March 1 <sup>st</sup> Sunday	
March 29 <sup>th</sup> Sunday	



# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

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## April

I think the week's delay caused by the failure of the hall's fire warning system may have contributed to the slightly lower than usual turn-out, but there was still a reasonable crowd.

There was the usual mix of scale, duration and sport models flying as well as some last minute pre Indoor FF Scale Nats trimming. I for one was glad of the opportunity as I was able to tweak the trim of my Ryan M-1.

## Corrections

Spitfire “cover” photo.

The one pictured in the last issue isn't Mick Langford's as Mick kindly pointed out. Whose is it?

Ian's Melville's Hepcat

I was wrong, Ian told me that did fly the small Hepcat and he also sent this very potted history of it.

*“The Hepcat is a reduced size version of the 30" span original and is a whisker under half size at 14.5". It was built by the late Peter Lee, who attended Wallingford and later Berinsfield when we moved. I acquired the model when his models and equipment were raffled.*

*I did fly it at Trinity, there is plenty of space. All Peter's models flew well, and I have changed nothing except rubber in the 15 or more years that I have been the custodian.*

*It does need some TLC, but still flies well and very predictably. “*  
Ian Melville.

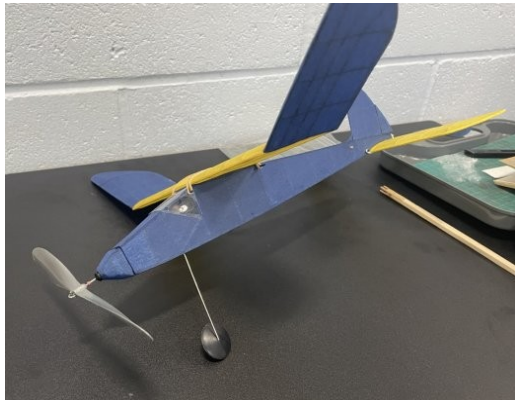
# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

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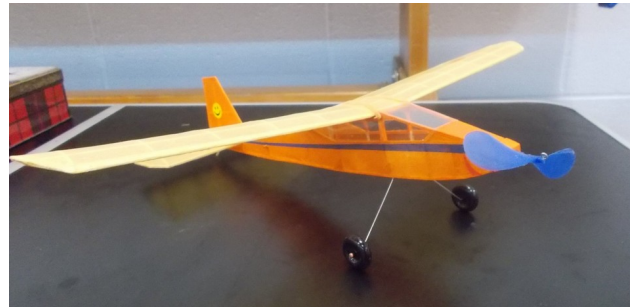
## April's Models

Richard Preston

We'll start with some sport/duration stuff shall we? Richard's OD Smiley and his Arfa Senator



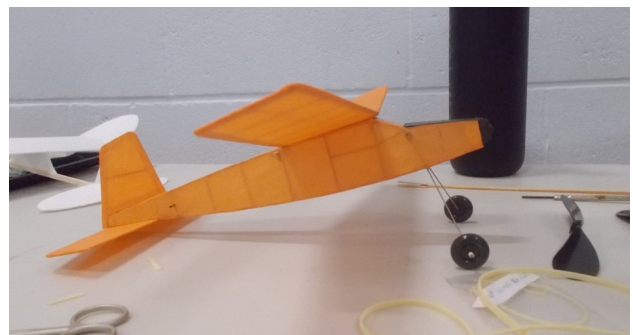
Arfa Senator  
Photo: Chris Brainwood



Preston Smiley  
Photo: Staff

John Foster

John's getting ready for Xmas, well December's party game at any rate..



Keil Kraft Elf  
Photos: Staff

# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

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John Whatmore

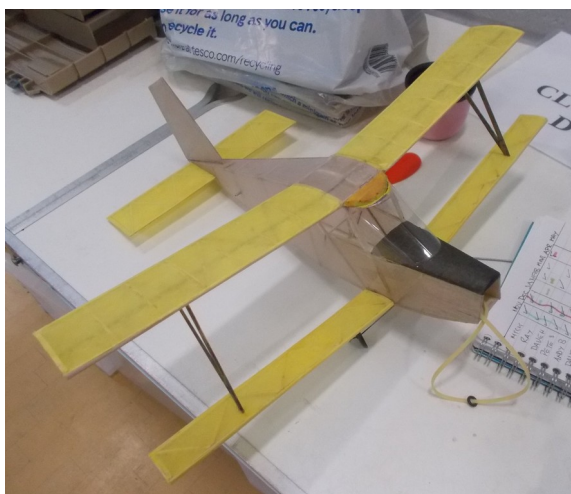
Another one getting ready for later in the year. This is John's OD RearWin Bostonian.



Rearwin Bostonian  
Photos: Staff

John Winfield

Bit like buses are Bostonians. John's NieuportBeech. Another one for the autumn Bostonian comp. John and I were forced to agree that it has a face only a mother could love.



NieuportBeech Bostonian  
Photos: Staff

# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

*If wet, in church hall.*

Andy Blackburn

Andy was continuing trimming his Bede BD-4. Came together nicely, but knowing Blackers he won't be satisfied until it can do a minute twenty from ROG and barrel roll before making a perfect three point landing.



Bede BD-4

Photo: Chris Brainwood

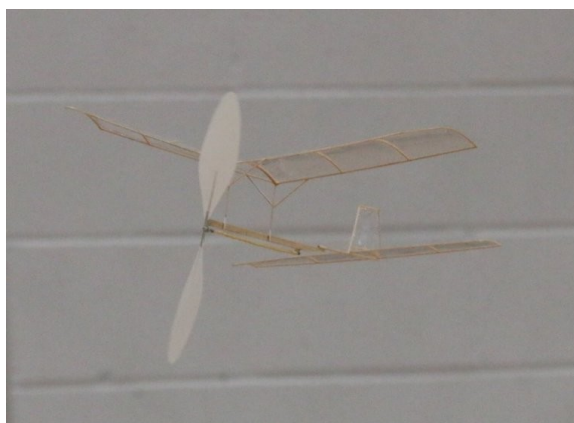


In flight

Photo: Andy Blackburn

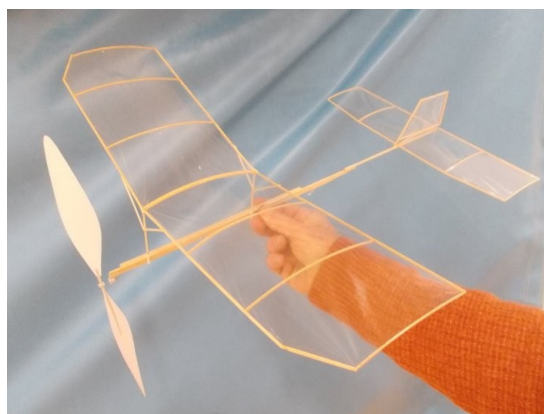
Rob Funnell

As usual Rob was quietly pottering along in his corner showing the scale obsessed bods how to build stuff that flies forever.



Kalini Bulldog

Photo: Andy Blackburn



Kalini Bulldog

Photo: Staff.



# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

*If wet, in church hall.*

Steve Haines

This pretty little Jungmeister was one of Steve's entries for Walsall.



Bücker Jungmeister  
Photos: Chris Brainwood

Peter Smart

A Gloster Bamel. Another one intended for Walsall, but it didn't quite make it.



Gloster Bamel  
Photos: Staff

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

*If wet, in church hall.*

Chris Brainwood & Lee Bates

Chris & Lee have have a bit of a WW I festival of foam going on. This time it's Fokker DVIIIs. Chris' model is based on the approach he took with his OD foam SE5a some years ago together with a new skin he created.



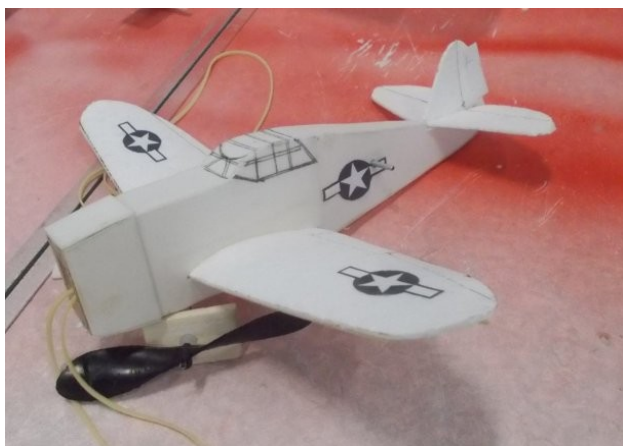
Lee's to the left  
Photo: Chris Brainwood



Lee's at the front  
Photo: Chris Brainwood

Dave King

This is the model that Dave built for the OMFC foamie comp. It flies a treat.



Cartoon Scale P-47  
Photos: Staff

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

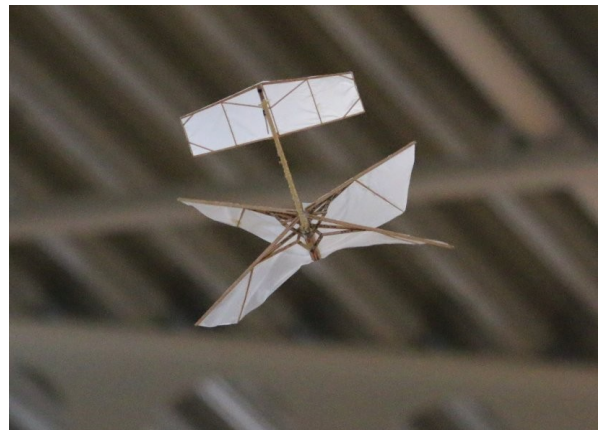
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Nick Peppiatt

Nick had his new Corben Baby Ace, of which, more later, and a couple of his regulars including his ornithopter. I do like an ornithopter



Baby Ace  
Photo: Staff



Ornithopter  
Photo: Andy Blackburn

# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

*If wet, in church hall.*

## May

Quite a few of us were prevented from attending this month for one reason or another, but it meant that those who made it to the hall had lots of clear air to fly in and it seems that it was taken advantage of. An unconfirmed report has reached me that someone may have broken the minute with a Frogwell Flyer.

Not many pictures this month but I did get a few from Nick Peppiatt, Richard Preston and John Holman as well as the notes below. Thank you very much gentlemen.

### Nick Peppiatt

*The prolific Pete Brown had a new Andreasson BA-4B from the Peck kit plan, and 70% sized Keil Kraft Pixie of 16" span, which he was trimming out. The Andreasson weighed 18.3g and the Pixie 16.2g, both with rubber. For myself, I dug out a couple of oldies that hadn't flown at Trinity: - a Steve Midson Midair Supa Lounger from wall foam, and a John Burkam Penni rubber powered helicopter. I had forgotten how well the Supa Lounger can fly. I got several 1½ minute flights.*

## May's Models

### John Holman

*I took a new model along this month. A Frog Tomtit, built from the VMC kit, but modified like my Widgeon, to an all sheet construction. Test glides over the were promising, but it was otherwise unflown.*



Modified FROG Tomtit (VMC)  
Photos: John Holman



# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

*If wet, in church hall.*

Peter Brown

It looks like Pete is already preparing for next year's "Keil Kraftlet" party game. The rest of us are obviously going to have to get a wriggle to catch up with him. I also have a sneaky suspicion the Andreasson may get an airing, "Somewhere in the West Midlands" next April.



70% Keil Kraft Pixie  
Photo: Nick Peppiatt



Andreasson BA-4B  
Photo: Nick Peppiatt

Nick Peppiatt



Midson Supa Lounger  
Photo: Nick Peppiatt



Burkam Penni  
Photo: Nick Peppiatt

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

*If wet, in church hall.*

Richard Preston

*My new Agro Mk IV couldn't decide which way it wanted to fly. Initially it seemed to prefer flying to the right but trying to fine tune it didn't really improve matters. I then resorted to trimming it for a left hand circuit but it either wanted to fly in a tight circle or straighten out. A lot of the flights ended with it hitting the wall so I have since fitted a larger rudder trim tab plus a few other minor tweaks. Having a broader wing and also being lighter than the standard Agro means that the model flies slower and has a lovely glide and I am hoping that I can sort it out at the next meeting. The other little model that I flew was an Ikara Avionnette which I bought at the Popham Model Show earlier this month.*



Agro MK IV  
Photo: Richard Preston



Avionette with a familiar pilot  
Photo: Richard Preston

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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## **FF Indoor Scale Nationals. Walsall April.**

Another extremely well run event and one of the best attended in recent years; Kit scale and Peanut scale were especially well represented with 22 entries each.

Of the Trinity Parishioners who took part Mike Stuart, Nick Peppiatt and Steve Haines did very well; all making the top 3 in at least one class each. In Peanut only the presence of Czech genius Tonda Alfery prevented a Trinity top three. Congratulations gents. The rest of us, Peter Brown, Peter Smart and yours truly were not so well placed, but we all got qualifying times for the classes we entered and, most importantly, none of us came last!

As well as the formal classes there was an informal glider competition run over the lunch break. For Trinity Peter Smart (?), Colin Sharman (Slingsby Prefect) and myself (Willow Wren) entered. There were two tasks. Simple duration and target, closest to the diagonally opposite corner of the hall from the launch point. All launches were by hand from the balcony overlooking the hall. I think Richard Crossley won, on both tasks, but I really don't know. A number of the more adventurous entrants came with some very old designs including primary gliders and in Γιώργος Κανδυλάκης's case an early 1920s Peyret tandem.

I think the participants all enjoyed ourselves, I certainly did, although there seemed to be barely enough time to draw breath between flights. Heaven knows how Steve, entered in five, and Mike, four classes, coped.

The Trinity Supporters club was also out in force and making trouble for the rival fans on the terraces. OK, OK I exaggerate. John Winfield, Rob Smith and Mick Langford were spotted on the balcony (or is it a mezzanine?) quietly soaking up the spectacle and Ian Melville was also in attendance as one of the static judges.

The full, confirmed, results are available at.

<https://scale.bmfa.org/scale-indoor-nationals-ff-results-sunday-27th-april-2025>

Results of particular parochial interest are overleaf.

# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

*If wet, in church hall.*

## Open Rubber

Mike Stuart	Blackburn Dart	5 <sup>th</sup> (of 10)
Steve Haines	Currie Wot	6 <sup>th</sup>
Peter Brown	Piper J-3 Cub	8 <sup>th</sup>

## Open Electric / CO2

<b>Mike Stuart</b>	<b>Bristol Superfreighter</b>	<b>3<sup>rd</sup> (of 6)</b>
Peter Smart	Blohm & Voss 222	5 <sup>th</sup>

## Intermediate

Steve Haines	Bücker Jungmeister	8 <sup>th</sup> (of 16)
Lurk	Royal Aircraft Factory BE2c	9 <sup>th</sup>

## Kit Scale

<b>Steve Haines</b>	<b>Micro-X Taylorcraft</b>	<b>2<sup>nd</sup> (of 22)</b>
Mike Stuart	Veron Nieuport 27	4 <sup>th</sup>
Lurk	Dumas Ryan M-1	10 <sup>th</sup>
Peter Brown	Dunow Pietenpol Aircoupe	14 <sup>th</sup>

## Peanut

<b>Nick Peppiatt</b>	<b>Nesmith Cougar</b>	<b>2<sup>nd</sup> (of 22)</b>
<b>Mike Stuart</b>	<b>Vought OS2U Kingfisher</b>	<b>3<sup>rd</sup></b>
Steve Haines	Nesmith Cougar	4 <sup>th</sup>
Peter Brown	Cessna Airmaster	16 <sup>th</sup>
Lurk	Comper Swift	17 <sup>th</sup>

## Pistachio

<b>Nick Peppiatt</b>	<b>BAT Baboon</b>	<b>2<sup>nd</sup> (of 9)</b>
Mike Stuart	Folkerts SK-3	7 <sup>th</sup>

## No-Cal

Steve Haines	Fairey Gannet	Joint 5 <sup>th</sup> (of 9)
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# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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Some of the models. Staff photos



John Bowerman's Fiesler Storch



John Copper's Boeing Stearman



Richard Crossley's Polikarpov I-16



Peter Hall's Blackburn Monoplane



Nick Peppiatt's BAT Baboon



Pete Startup's Miles Sparrowhawk

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

*If wet, in church hall.*



Antonin Alfery – P-51D



Dave Cowley's VMC SE5a



Chris Chapman's Piper Cub



Graham Banham's Lublin



Dave Prior's Zlin



Γιώργος Κανδυλάκης Avro 504N



# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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Γιώργος Κανδυλάκης Peyret Tandem



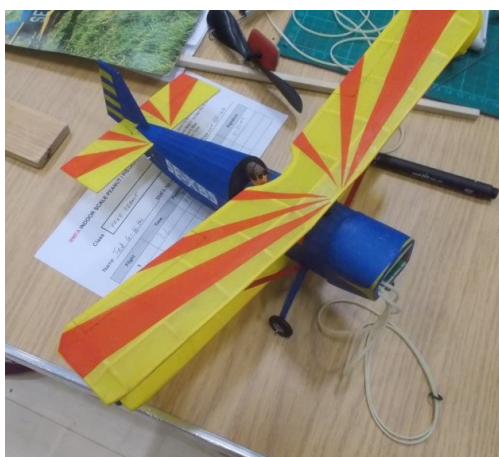
Mike Stuart's Vought Kingfisher



Pete Brown's Cessna Airmaster



Steve Haines' Nesmith Cougar



Ted Griffth's Andreasson



Henk De Jong's Farman F400

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

*If wet, in church hall.*



Henk De Jong's Koolhoven FK43



Antonin Alfery's Curtess Condor



Andrew Darby's VMC MK I Hurri



Nick Peppiatt's Nesmith Cougar

And a couple of VMC kit prototypes from Andrew Darby



Westland Lysander



Fokker DR I



# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

*If wet, in church hall.*

As well as judging Pistachio Ian Melville found the time to take some snaps of models in flight.

We'll start with some of the Trinity contingent



Peter Smart's Blohm & Voss 222



Nick Peppiatt's BAT Baboon

# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

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Steve Haines' Currie Wot



Graham Banham's Ensign



One of Paul Hoey's Myers M-1s

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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Γιώργος Κανδυλάκης Avro 504N



Richard Crossley's Piper Tri-pacer?



Chris Chapman's Tiger Moth



Pete Startup's Miles Sparrowhawk

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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## Work In Progress

### Nick Peppiatt – Baby Ace Part II

In the fifth edition of the Trinity Newsletter for 2024, I supplied some pictures and a few notes on the Peck Baby Ace I was constructing, having won the kit at the November 2023 themed scale competition. I am pleased to report that this is now finished and was successfully test flown in the calm weather of Friday morning, 11<sup>th</sup> April on the local recreation ground.

As a reminder, this is a three channel RC conversion using a Parkzone Mini Vapor brick and a Parkzone J-3 6mm coreless motor and gearbox, driving a 100x60mm propeller. I had already used this system in a KeilKraft Piper Super Cruiser and I was hoping that the Baby Ace would come out at a similar weight at 28g, but it is a slightly bulkier model so the ready to fly weight crept up to 32.5g. I was seriously concerned that the 6mm motor would not give sufficient power, as this would have been a problem because fitting a larger unit would have required major surgery of the nose. However, I was greatly relieved when the test flights showed that this motor gives a sufficiently spritely performance. The power source is a 75 mAh Lipo, as supplied by Ron Marking.

The flat bottom wing is set at 2° to the horizontal datum (top longeron), but, having flown it a bit and found that it needs some slight up elevator trim, I think 2.5° would be better.

The Baby Ace is finished as N9950C, the second *Mechanix Illustrated* example. Orland Corben's plans for this homebuilt were first marketed in 1929. The start of the EAA was when Paul Poberezny acquired the rights to the Corben Baby Ace design, built one, registered as N9905C, and published a full set of drawings and a series of construction articles in issues of the *Mechanix Illustrated* magazine in 1955. The construction of the replica was started by Poberezny in 2011, and finished after his death, at the age of 91, by Kurt Mehre and his EAA Chapter in 2014.

The model was covered with yellow Esaki tissue, and then airbrushed using Tamiya acrylic paint. The black wing registrations were airbrushed using masks. The *Mechanix Illustrated* letters were cut from a white water-slide decal sheet and applied individually, using a mark strip of masking tape to guide their position.

After I'd finished I realised I'd made a complete hash of the registration N<sup>o</sup> of the first *Mechanix Illustrated* aircraft - it should be N9050C, not N9905C.

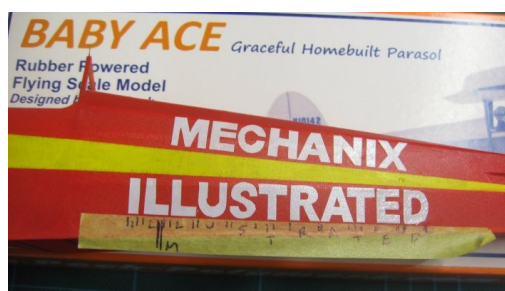


# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

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Photos: Nick Peppiatt



Marking up the lettering  
Photo: Nick Peppiatt

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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## Low Wing Bostonians – John Whatmore

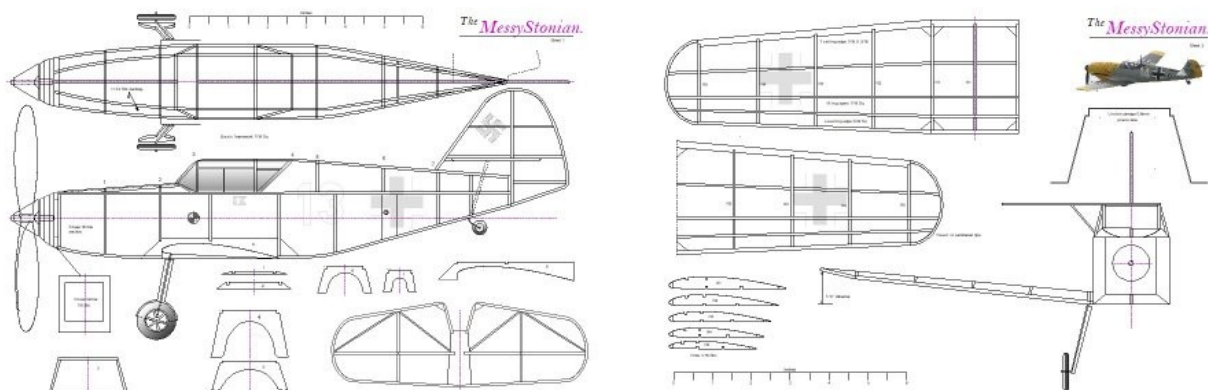
John Winfield's suggestion that the single design competition be for a low wing model, specifically the Micro-X Bostonian Knight set me thinking as I could only think of one low wing design and that was it

Unfortunately that kit is no longer available and an internet search failed to find a copy of the plan. Luckily, one of our merry band had built one of these in the dim and distant past and managed to dig out a copy. It was in a bit off a sorry state and needed cleaning up which I volunteered to do (foolish I know but I do like drawing plans.) This has been completed and copies are available from John Winfield.

Whilst the online search for a plan was fruitless, out of curiosity I did dig deeper; looking for any other designs for low wingers. I turned up only one candidate, a Bostonian ME 109. The drawing didn't look like a working plan, more of a work in progress. And, although looked a bit "blocky" and angular, it did look as though it could be tweaked to look a bit more attractive and scale like.

After downloading it I fired up the CAD program and proceeded to trace the outlines and compare the shape with a proper 3 view of a 109.

Basically it was pretty good and the only area to improve was the nose contours and the cockpit area. I modified the nose by adding a nose block which allows some material to sand and match the profile of the real thing. The cockpit then looked like it was a two-seater so this was shortened and moved slightly forward. The plan view was also modified with a curved outline. The result is a very nice looking Bostonian Me 109.



The MessyStonian  
John Whatmore after Deck47

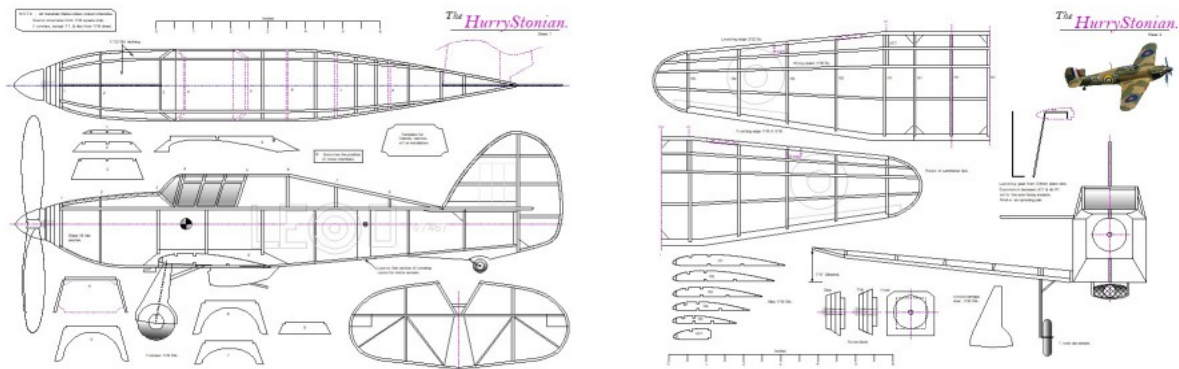
# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

*If wet, in church hall.*

There doesn't appear to be any credit for the original but the drawing was loaded onto Hip Pocket Plans Gallery by a member called Deck47, I hope he doesn't mind me copying his idea.

The clever thing I liked about this design is that the fuselage is widened at the sides, which allows a taper to the top decking improving the look but maintains the dimension of the 1.5 inch width restriction.

It then struck me that if I retain the basic structure and just modify the outlines the possibilities become endless for any aeroplane with a flat top cabin or cockpit (shades of Peter Rake ). My immediate idea was for a Hawker Hurricane or a P47 Razorback and maybe an early bird cage canopy Mustang. So back to the computer for more eye watering screen time. I started with the Hurricane and it came out even better.



The HurryStonian  
John Whatmore

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[illegible]

## The Bostonian Knight John Whatmore



# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

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On a roll now I went on to do the P47. I came across a plan I had done for a No-Cal Razorback for John Scates which was already scaled to the right size. This turned out to be big enough to not need much modification (it's not called the Jug for nothing) and the finished result is damn near scale. It was a bit more involved because it has a radial cowl but I think I cracked it.

At this point I thought I should maybe stop before I disappeared down the rabbit hole. Anyway the net result of my obsession is that if anyone is remotely interested in my crazed ideas there is now a choice of three more low wing models for any future Bostonian.

*The Bf109 plan accompanies this issue. Ed*

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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## Trinity Tanner Scale – Andy Blackburn

As some of you will have noticed, the themed scale event for 2026 is a variant of Dime Scale (Dimers) with many of the restrictions removed.

I'm not sure who came up with the idea (*Peter Smart & Richard Preston. Ed*)but I think this is a great plan because Dimers are simple, light and always seem to fly really well if built relatively straight. Dime scale kits are available from places like Easybuilt Models & Volare Products

# Easybuilt

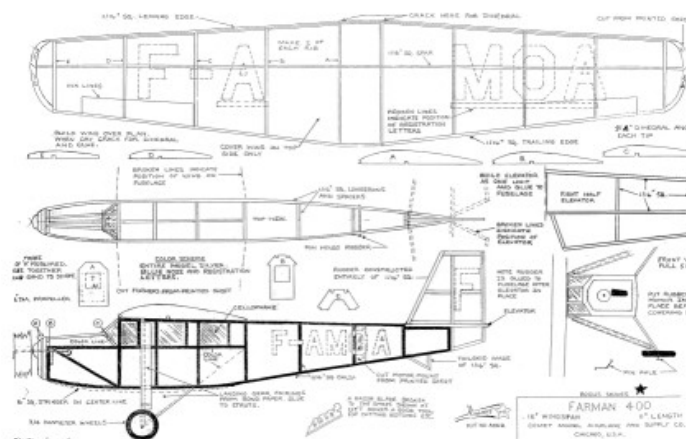
<https://easybuiltmodels.com/index.htm#gsc.tab=0>

## Volare Products

<https://volare-products.myshopify.com/collections/vps-dimers>

## Modern Dime Scale Plans

There are loads of suitable plans available on Outerzone and the like, the ones that are described as “Pseudo Dimers” or “Neo Dimers” can be built without any alterations because they will be sensibly engineered. A good example is this Farman 400 by Mike Nassise:



At first sight this looks like a plan from a 1930s Comet kit, but it's not – it's just dressed up to *look* like an old Comet plan, there never was a Comet "Bogus series"! This is a nice plan, the only thing I'd do to it is add a top wing spar to prevent elliptical dihedral after covering and also to give it a chance of survival when it flies into something solid.

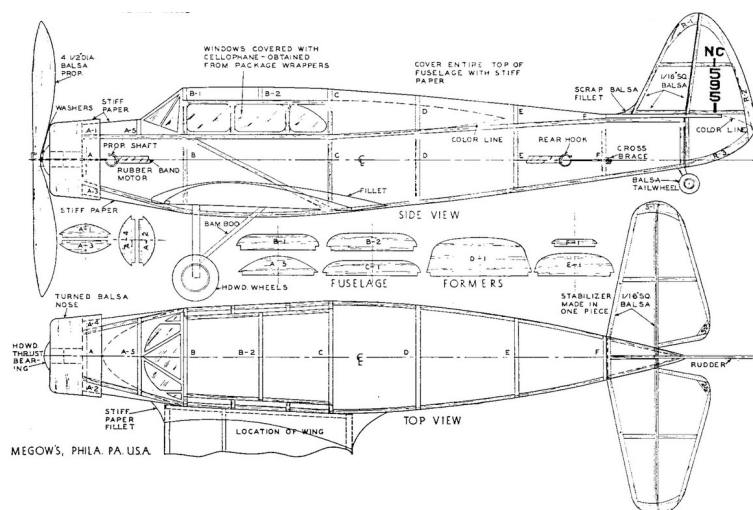
## Real 10¢ Kit Plans

Older plans that originated in 1930s U.S.A. as cheap 10¢ kits to feed the craving of America's aviation-obsessed youth can require some sensible

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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adjustment – a typical example is this plan of a Fairchild 45 originally kitted by Megow models:



If you look closely, it seems that the wing halves are simply butt-joined to each side of the fuselage, so that's going to need some sort of modification because it won't last two minutes indoors. Maybe make a new centre section and have the one-piece wing going right through the fuselage.

Obviously, the rear motor hook needs to be changed to the more conventional 3/32" aluminium tube type that will fit into a stooge and IMHO it needs moving forward a bit, and that small removable thrust bearing isn't really going to work for stretch-winding so it'll need a removable front nose former. Finally, don't skimp on the dihedral – 1" to 1 1/4" will be OK for a low-winger.

## Design It Yourself?

One of the many advantages of Dime Scale is that everything can be quite simple, so if you wanted to have a go yourself it should be straightforward; the fuselage sections are simplified to a box girder with top formers, and sometimes bottom formers for the nose area.

This means that you can take something like a NoCal plan (also 16" span, there are loads available) to give you the fuselage side view and wing shape, tail size etc., and then just approximate a box fuselage of the right width with a few top and bottom formers. Have a look at an existing pseudo-Dime scale plan to get an idea of the sort of structure that will work. Borrow a wing section from a peanut or similar and make sure that you have about 2.5 – 3° decalage, and everything should work nicely.

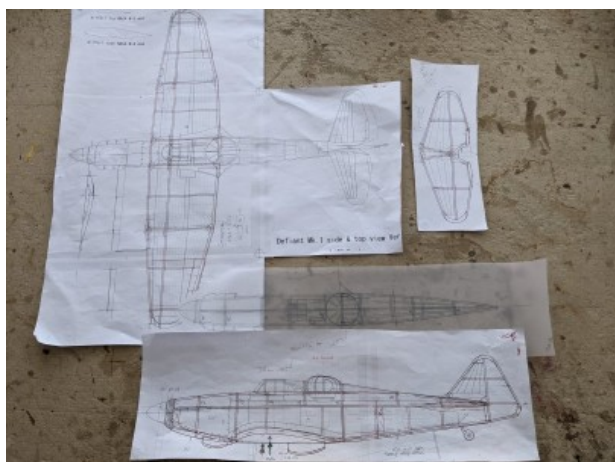
## Boulton-Paul Defiant

I drew up a Boulton-Paul Defiant dimer about 4 years ago, I think because I was going to build one designed by Tom Nallen that was published in issue N<sup>o</sup> 169 of Flying Aces News, but on closer inspection it wasn't very accurate. After a brief

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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search I found 3-view that looks to be very accurate, it corresponds very well with the Airfix Defiant kit, their new mould kits are based on a 3D Lidar-scan so they're usually spot-on in outline.



For some reason I thought I'd try it the old-fashioned way by drawing over an enlarged 3-view using a pencil and ruler. It's turned out OK but it'll be a right job if I wanted to get it published somewhere.

Work on the structure stalled a few months after starting because there was some difficulty getting a good plunge-moulded gun turret, so it's been stored in a box ever since. However, I've now worked out how to do the turret so am now inspired to finish it.

## How to Win at the Tanner Scale Party Game

Normally, I wouldn't dare provoke the editor of this splendid publication (*Hmmm. Ed.*) but this is too good an opportunity to miss. Trinity attendees with a history of finding holes in the rules will probably have noticed the following already.

A careful perusal of the published rules (first issued May 21<sup>st</sup> 2025) will reveal that whilst "valid subjects" are "any human-carrying aircraft", and any existing Dime or pseudo-Dime scale design conforms to the rules provided that it "conforms to the structural specification" in the rules, there is unfortunately:

1. No provision for declaring that a design is or is not eligible.
2. No provision for declaring that an actual physical model (as opposed to a plan or design) is not eligible.
3. No provision for the CD to declare that a model is not eligible for any reason

So the obvious way forward here is to come up with any old plan, then make a much lighter model with thinner wood and lighter covering that is optimised for duration and swear blind that the model is built to the plan; if challenged, just

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

*If wet, in church hall.*

say that you've done the best you can and insist that it was built to the plan – what can they do? There's no provision for declaring that something isn't eligible for the competition.

Of course, speaking personally, I would never stoop so low myself...

Alternatively, given point N<sup>o</sup> 2 I think I'm right in saying that the Peck Lacey M10 kit qualifies under the current rules and since an average example will fly for 45-50 seconds under our ceiling, you could do a lot worse.

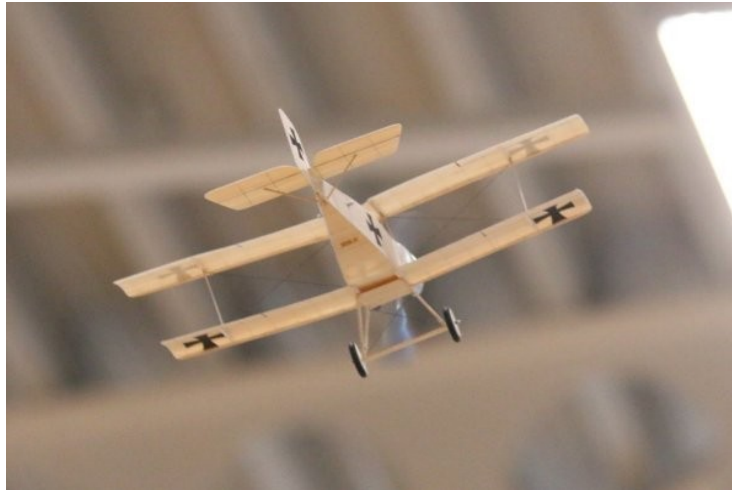
*Of course only an absolute cad or out and out bounder would demean themselves in the manner outlined above and I am pleased and not a little proud that there are no cads nor bounders at Trinity. Mind you, if anyone is tempted by the foregoing it should be pointed out that the CD's whim is law and you would do well not to presume upon his complaisance should you wish to "experiment". Ed.*

# Trinity Newsletter – Issue N<sup>o</sup>. 3, 2025

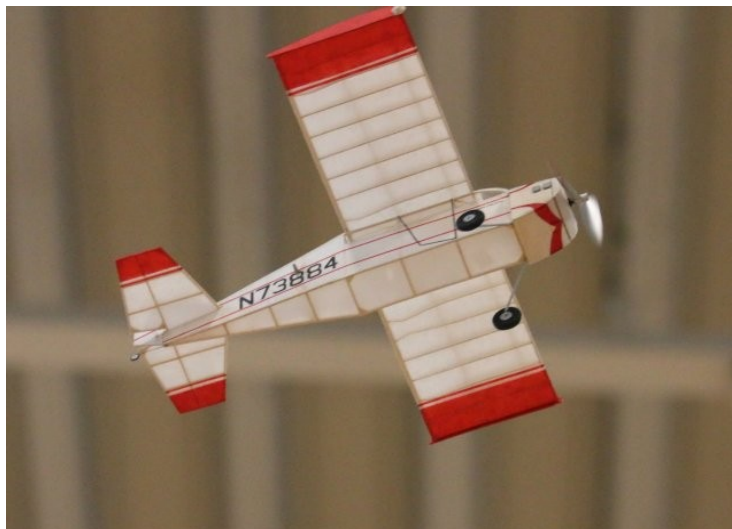
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## Just Because

A selection of models in flight from the April meeting courtesy of Andy Blackburn.



Andy's Euler D VI  
Photo: Andy Blackburn

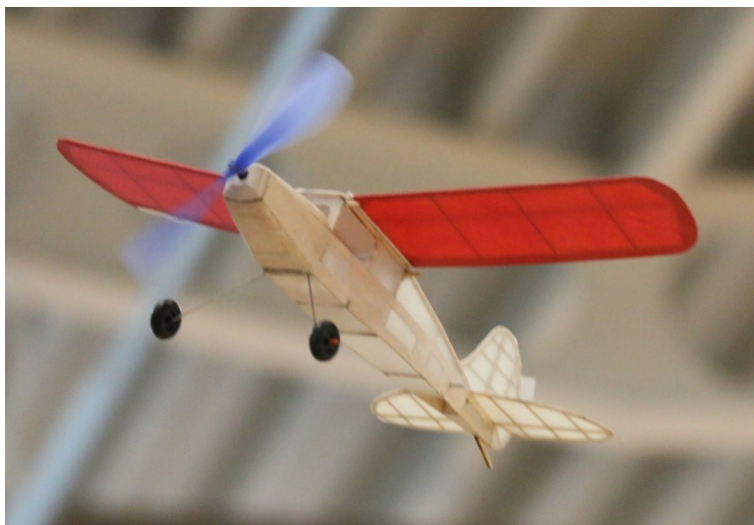


Lurk's Lacey M-10  
Photo: Andy Blackburn

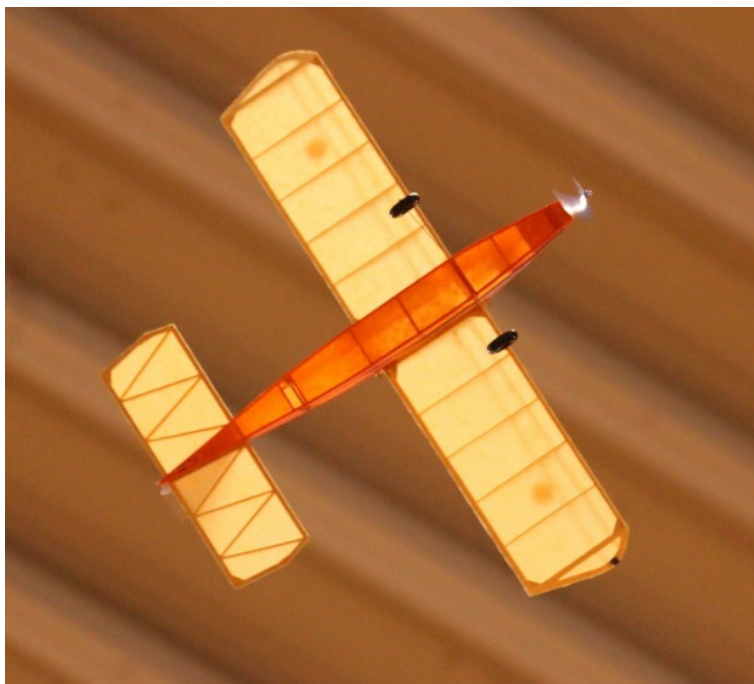


# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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Roger Butler's FROG Redwing  
Photo: Andy Blackburn



Richard Preston's Smiley  
Photo: Andy Blackburn

# Trinity Newsletter – Issue N<sup>o</sup> 3, 2025

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## Newsreels & Other Links

There's no May newsreel, but, as a partial recompense, the April newsreel is very nearly a feature film. Eat your heart out D. W. Griffiths. Thanks again to Chris for his work with the razor blades and splicing tape.

April            <https://youtu.be/-NPVSRbQHWI>

May             No film