

Trinity Newsletter – Issue N^o. 6, 2025

If wet, in church hall.



Chris Brainwood's Foam Fokker D VII. Printed skin
Photo – *Andy Blackburn*



Nick Peppiatt's Clutton FRED
Photo – *Andy Blackburn*

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Calendar

2025

Date	Session	Event
December 13 th	09:00 – 13:00	Christmas Keil Kraft Elf CD – Tony Calvert

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

2026

Date	Session	Event
January 10 th	09:00 – 13:00	Themed Scale. High Wing Monoplane. Postponed from Nov.
February 14 th		
March 14 th		Single Design. Bostonian Knight CD – John Winfield
April 11 th		
May 16 th		
June 20 th		
July 18 th		
August 15 th		
September 12 th		
October 10 th		Keil Kraftlet CD - Lurk
November 14 th		Trinity Tanner Scale. CD – Lurk
December 12 th		Christmas Elf CD – Tony Calvert (?)

These dates are confirmed.

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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, Ray Goodenough & Harry Brown

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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.

Corrections

Can't get the staff. Rob's "Gyminnie Cricket" wasn't. It was a Double Whammy. Sorry Rob.

Sits. Vac.

Required. One fully qualified Air Traffic Controller. See below.

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Other Indoor Meetings

Peterborough MFC

<https://peterboroughmfc.org/events>

Date	Session
2026	10 o'clock 'til 2 o'clock The March '26 meetings may run until 4 o'clock.
Saturday Jan 10 th	
Sunday March 1 st	
Sunday March 29 th	

OFMAC

Abbey Sports Centre, Berinsfield, OX10 7NR

FF Rubber, CO₂ & Electric

Contact: Ian Melville ofmac@redkite.aero or 0754 515 8177

Date	Session
2025	9 o'clock 'til 3 o'clock
Sunday Dec 7 th	
2026	
Sunday Jan 4 th	
Sunday Feb 1 st	
Sunday April 12 th	
Sunday May 10 th	

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October

Comfortably busy this month and about half of those present were busy getting flights in for John Winfield's Bostonian Free for All .

Bostonian “Free for All”

There were about a dozen entries and only a couple of bods were prevented from attending. Pleasingly almost everyone present managed to book flight times (total for best 3), but, as ever, one or two normally well behaved models decided to play SBs on the day and Tony managed to stage a spectacular prang with his Bostonian Pup which left him flying his Boston Bunny

There was a bit of a cock-up, because of poor handwriting, when the results were tallied which meant that John Whatmore was denied the pleasure (embarrassment?) of receiving his rightful prize for 3rd place on the day. This has been put right.

Entrant	Model	Total Time (s)	Position
Nick Peppiatt	Sorta Senator	217	1
Steve Haines	Boston Bullet	186	2
John Whatmore	Rearwin	148	3
Peter Brown	Boston Found	124	4
Mike Stuart	Sorta Senator	109	5
Tony Calvert	Boston Bunny	104	6
Mick Langford	Bostonian Knight	84	7
Richard Preston	Bostonian Knight	82	8

Name	Model	Maximum (s)
Nick Peppiatt	Sorta Senator	75
Steve Haines	Boston Bullet	68
John Whatmore	Rearwin	51
Peter Brown	Boston Found	42
Mike Stuart	Sorta Senator	40
Tony Calvert	Boston Bunny	40
Mick Langford	Bostonian Knight	31
Richard Preston	Bostonian Knight	28

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I don't know quite what Nick & Steve do to get times over a minute that the rest of us mortals don't but I do wish they'd tell us!

The times for Mick's & Richard's Bostonian Knights also caught my eye. Both Richard & Mick know their way around building light & trimming so from this very small sample size it looks as though we can expect next March's single design Bostonian to have a lot of times around the half-minute to (maybe?) 40s mark.

The Field (most of)



L-R Mick, Lionel, Nick, Richard, John, Tony
Kneeling. Steve & Mike
Photo: Chris Brainwood

Pete Brown and Ray Goodenough were camera shy.

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...and the Prize Winners



Nick Peppiatt 1st
With CD John Winfield
Photo: Staff



Steve Haines 2nd
MC Peter Smart
Photo: Staff



John Whatmore 3rd
Photo: Chris Brainwood

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Some of the models.



Mick Langford's Bostonian Knight
Photo: Andy Blackburn



Mike Stuart's Sorta Senator
Photo: Andy Blackburn



The Demise of Tony Calvert's Bostonian Pup
Photos: Andy Blackburn

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Nick Peppiatt's Sorta Senator
Photo: Andy Blackburn



Richard Preston's Bostonian Knight
Photo: Andy Blackburn



Tony Calvert's Boston Bunny
Photo: Chris Brainwood



Steve Haines' Boston Bullet
Photo: Chris Brainwood

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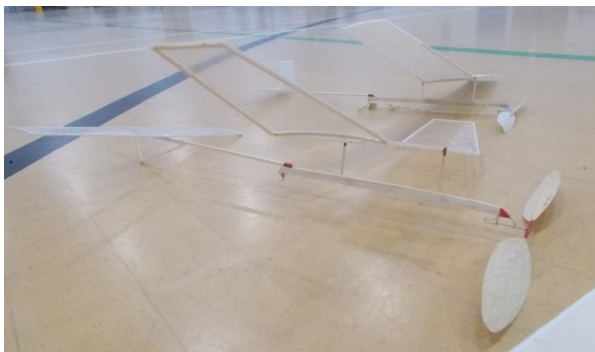
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October's Models

As well as the Bostonians there was the usual healthy mix of scale, sport & duration stuff and to prove it, some snaps.

Ian Pearce

Ian had a couple of A6s (one foam the other stick & film) and a No-Cal T-28 from the Bradleys' plan. He didn't get much joy out of the T-28 this month, but both A6s were on song.



A pair of A6s
Photo: Staff



T-28
Photo: Staff

Chris Brainwood

Yes, we've seen it before, but it's a such a well executed model we'll show it again. Chris's Foam SE5a with a printed skin.



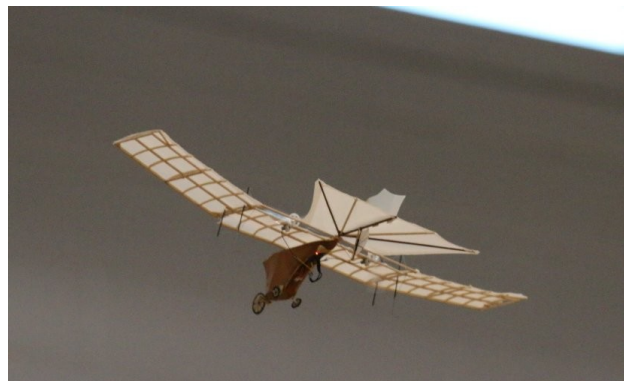
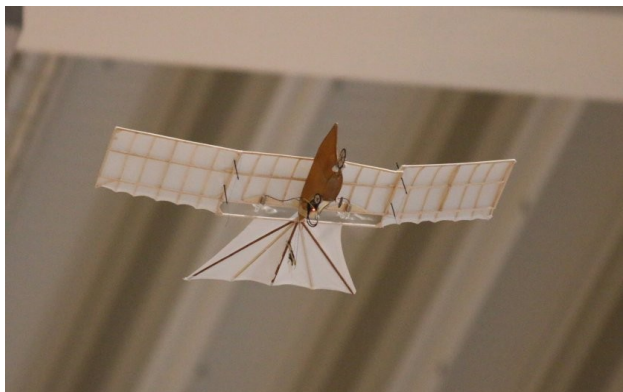
SE5a Foam & Printed Skin
Photo: Staff

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Peter Smart

Peter had been fettling his Hansen Aerial Steam Carriage since its September debut and it was much more controllable. Counter-intuitively, reducing the rudder area rather than increasing was part of the solution as the magnetic actuators were too feeble to move the original rudder against the prop-wash.



Hansen's Aerial Steam Carriageway

Photos: Andy Blackburn

Gerard Moore

G was flying a number of his old faithfuls including his Keil Kraft Elf which is *always* worth standing and watching.



Keil Kraft Elf

Photo: Chris Bainwood

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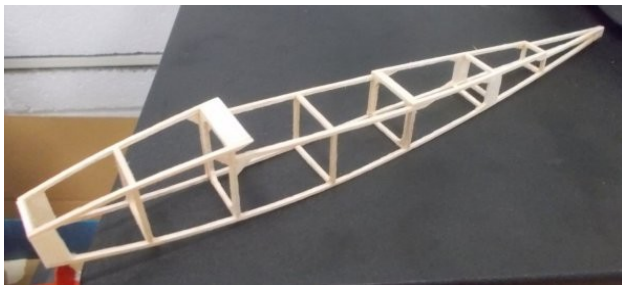
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Richard Preston

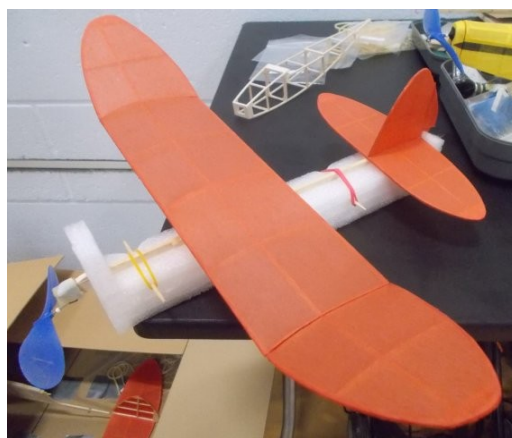
He's a busy lad is our Richard and he's been working on a full fuselage variant of his Serene, the Serene Coupé, in both foam and the more traditional stick and tissue.



Serene Coupé in Foam
Photos: Staff



Stick & Tissue Serene Coupé Fuselage
Photo: Staff



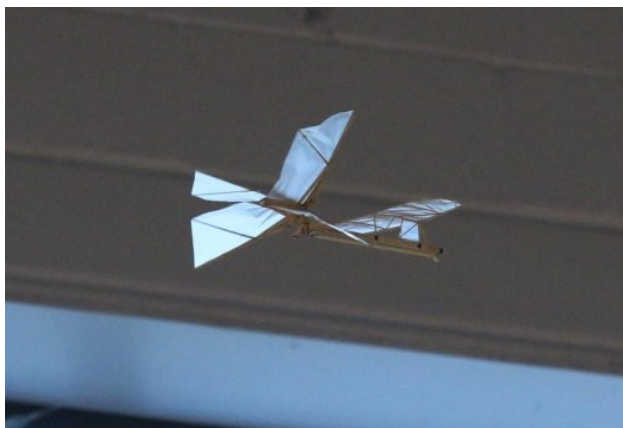
Not a Coupé, but the wings & tail are common
Photo: Staff

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Nick Peppiatt

As well as laying waste to the rest of the field in the Bostonian Nick found time to fly some other models including his Flutterby ornithopter; a model I find endlessly fascinating.



Flutterby

Photos: Andy Blackburn

Rob Smith

Rob gave his Bristol Scout an airing; it's well suited to Trinity and stooges around quite realistically and he also played chicken with his Frogwell Flyer.



Bristol Scout

Peter Brown's Boston Found behind

Photo: Andy Blackburn



Frogwell Flyer

Just missing Rob's bonce

Photo: Andy Blackburn

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November

Who needs to cross the choppy North Sea to “Nijmegen” when you can come to Trinity instead? Well, Mike Stuart & Steve Haines, but apart from them all the cool kids come to Trinity. Joking aside we hope they both did well at the IIFI.

Other attractions (aside from the lack of sea-sickness) this month included the Ray Goodenough Travelling Emporium of Aeromodelling Delights.

My thanks to Chris & Andy for providing photos and notes this month.

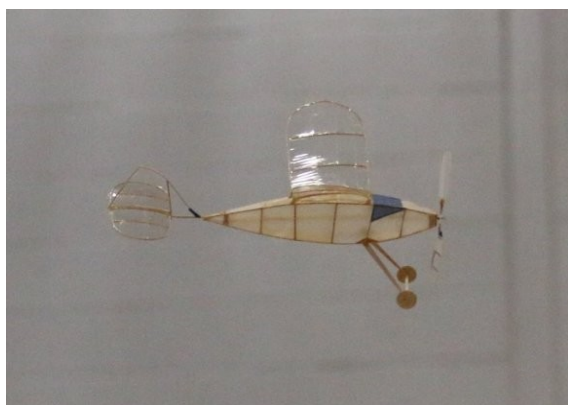
New Faces

Dave Monk joined us this month. Welcome to the parish Dave, hope you enjoy flying with us.

November’s Models

Dave Monk

‘Cos he’s the new bug we’ll pick on Dave first. The only model of Dave’s I have a confirmed ID for is a “Saint Formula” Saint Áxe. Covering is condenser paper & cling film. “Saint Formula”?. No idea, but that’s aero-modelling for you, more formulas and specifications than a Victorian Chemist’s shop.



Saint Áxe
Photo: Andy Blackburn

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John Foster

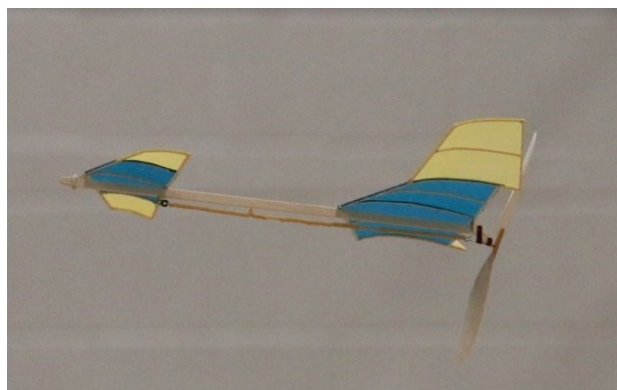
John's a welcome sort for lazy editors, he provides his own write-up. Mind you his jokes could do with a bit more work.

"The November Trinity meeting saw tha maiden flight of my blue and yellow canard and it flies very slowly and calmly in right hand circles.

I bought the kit, a Zephyr, at Romsey swap-meet in the spring, from a guy selling John Hook's old stock. There was only one of these kits and I fancied the canard challenge. I can 'ardly wait, I thought.

The Zephyr was designed by a couple called the Wrisleys and the plan was updated, and redrawn for the kitting company "Fly In Model Aircraft" by Lawrie Kelsall. I had found from a lot of internet searching that the company Fly In Model Aircraft was based in Australia. However, in re-searching I can't back this up. The only thing I can pin down is that Randy and Irene Wrisleys article and plan appeared in the March '79 issue of US magazine Model Builder. The plan I have that fits on A3 looks almost identical to the three parts in the model builder article, but stitched together on a single sheet. I presume by Lawrie Kelsall for the kit company. The accompanying words to the plan are the Wrisleys originals.

Rob Funnell noted a slight shimmy on the model in flight from time to time and it could be because I decided, for simplicity (i.e. couldn't be bothered), to make the foreplane flat, whereas the plan actually has dihedral on the foreplane. You were right, Rob."



Wrisley Zephyr
Photo: Andy Blackburn

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Andy Blackburn

Andy carried on re-trimming his OD B.A. Eagle for indoor use. If you watch this month's newsreel, link at the end, you'll see he's got it nailed.



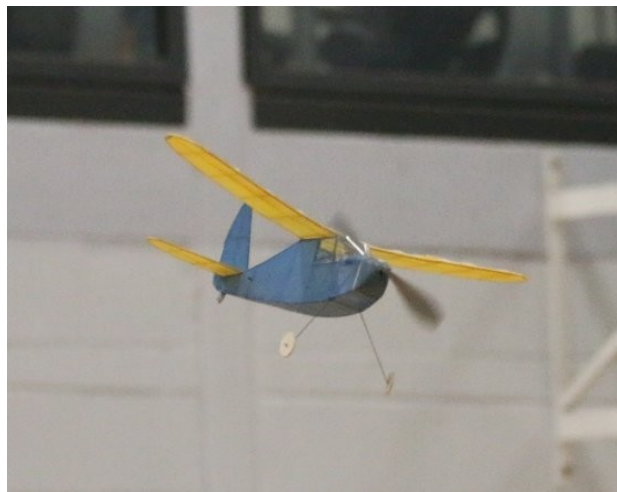
B.A. Eagle
Photo: Chris Brainwood



Hannant Bede BD4
Photo: Chris Brainwood

Rob Smith

Rob was flying his Bostonian, a Pacific Air he tells me.



Pacific Air Bostonian
Photo: Andy Blackburn

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Keil Kraft Elves

A handful of Keil Kraft Elves were being readied for next month's Xmas Elf. Chris Brainwood's would have been one, had he not left the propeller and nose block at home.



Gerard Moore's
Photo: Andy Blackburn



John Whatmore's
Photo: Chris Brainwood



Colin Sharman's
Photo: Chris Brainwood

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Ian Melville

I don't know what else he had with him, but Chris sent me a pic. of his charming Citabria (Bellanca) 7GCA



Citabria/Bellanca 7GCA Sky Trac
Photo: Chris Brainwood

Chris Brainwood

Although he'd forgotten the prop. for his Elf he did remember to bring some CO₂ for his Telco(?) driven mini Smeed Coquette and some rubber for his foam Fokker D VII.



Mini Coquette
Photo: Andy Blackburn



D VII with Gerard's Siemens Schuckert
Photo: Chris Brainwood

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Peter Smart

I expect that, as usual, Peter flew more models than any other three parishioners combined. Whether he did or not, he did fly this lovely little Cessna 150



Cessna 150

Photo: Andy Blackburn

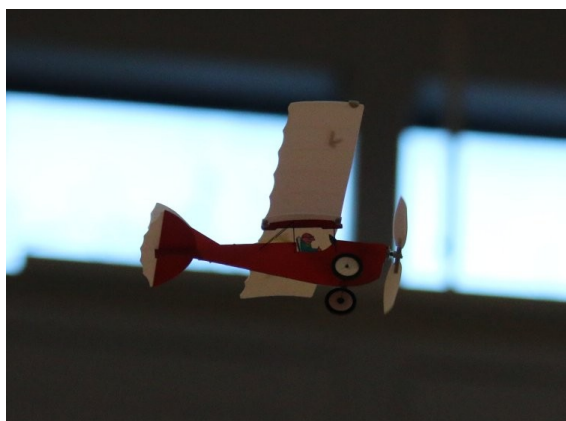


Cessna 150

Photo: Chris Brainwood

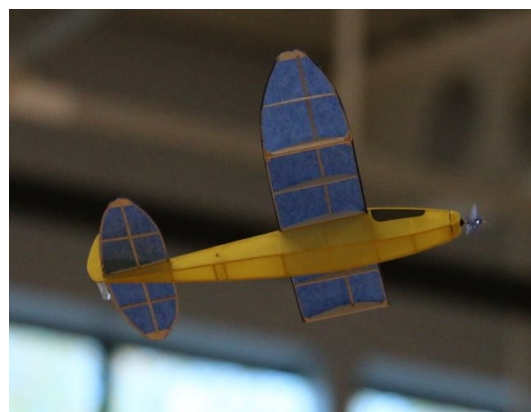
Richard Preston

I was astounded this month to see that Richard was flying a design by someone else. Not only that, but it was from a kit. Pass me the smelling salts would you? I feel quite faint. A semblance of normality was restored though, he had his newly completed stick & tissue 13" Span Serene Coupé as well.



Ikara Antionette. Recognise the pilot?

Photo: Andy Blackburn



Serene Coupé

Photo: Andy Blackburn

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Dave King

A new one from Dave this month, a 1911 Caudron from the Henry Struck plan;
and an old faithful, his Chambermaid



1911 Caudron
Photo: Andy Blackburn



Chambermaid
Photo: Andy Blackburn

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Events

Keil Kraftlet October '26 – Rules

Eligible Designs	A 16" span version of any Keil Kraft sport cabin model <u>except</u> the Elf. Span as measured on the plan.
Modifications	The structure may be modified if necessary to accommodate limitations imposed by a smaller airframe. The model <u>must</u> conform to the original's outlines.
Motive Power	Rubber strip and any airscrew that suits the builder.
Scoring	<ul style="list-style-type: none">• Total flight time for best three flights of unlimited.• Flight times rounded down to the nearest second.• Five (5) point bonus for ROG.• Flight scores to be submitted to CD by midday.
Prizes	Beer & confectionery for the top three. Confectionery for the "prettiest" model as selected by an independent judge "volunteered" by the CD.

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Postponed Themed Scale – January '26 – Rules

Eligible Designs	<p>Any high wing monoplane that represents a human carrying aeroplane. No restriction on span.</p> <p>Main plane must be at pilot's head height or higher. If in doubt contact CD (Lurk).</p>
Modifications	<p>The model <u>must</u> conform to the prototype's outlines, but modifications necessary for successful Fee Flight are permitted.</p>
Motive Power	<p>Rubber strip and any airscrew that suits the builder.</p>
Scoring	<ul style="list-style-type: none">• Total flight time for best three flights of unlimited.• Flight times rounded down to the nearest second.• Flight scores to be submitted to CD by midday.
Prizes	<p>Kits*, beer & confectionery for the top three.</p> <p>Confectionery for the prettiest model as selected by an independent judge "volunteered" by the CD.</p> <p>*Courtesy of Andy Blackburn</p>

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Simple Trig. for Aero Modellers – Lurk

“Tilt the root rib to allow for a tip dihedral of $\frac{3}{4}^\circ$.”... “Right-ho squire; err, hang on a mo...; where’s the blessed dihedral guide?” Sound familiar? Thought so.

There are a couple of ways you can create a dihedral guide for a plan when one hasn’t been provided. The simplest is to draw a full or half size right angle triangle using the tip dihedral and the distance from the dihedral break to the tip. This is fine for models up to say 18”-20” span but it becomes a bit awkward for larger models. It’s also *not quite right* and becomes even less right as the dihedral angle increases. The alternative is a bit of back of a fag packet trig. Remember the mnemonic SOH CAH TOA? Good. It’s SOH we need

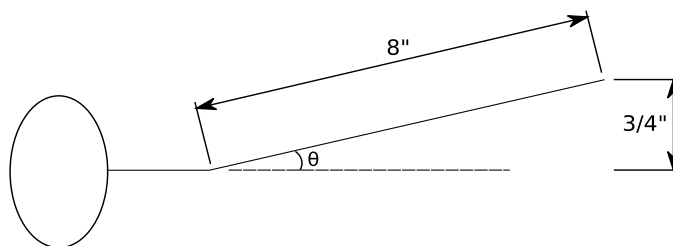
$$\sin(\theta) = \text{opposite} / \text{hypotenuse}$$

Where

opposite = tip dihedral

hypotenuse = distance on the plan from dihedral break to point where the dihedral is measured

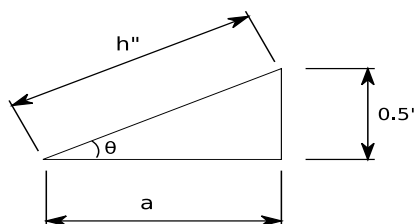
For example $\frac{3}{4}^\circ$ at the tip & 8” from the break.



$$\sin(\theta) = 0.75 / 8 = 0.094$$

You’ve got a choice now, you can either get the angle from the sine ($\arcsin(0.094) = 5.4^\circ$), dig out a protractor and draw a line at $5\frac{1}{2}^\circ$ and there you go. Or you can use a bit more simple trig to work out the dimensions for a guide. We’ll start with the drawing dimensions.

Pick a convenient size for the short edge of your dihedral guide, say $\frac{1}{2}^\circ$ as drawn below. You can see we now need the long edge **a**, but before we can get that we need **h**.



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That's easy enough

$$h = 0.5 / \sin(\theta) \text{ and } a = h \cos(\theta)$$

and there's a handy trig function that tells us that

$$\cos(\theta) = \sqrt{1 - \sin^2\theta}$$

and if we shuffle things around we can get to **a**

$$a = \frac{0.5}{\sin(\theta)} \times \sqrt{1 - \sin^2(\theta)}$$

Using the example above, where $\sin(\theta)$ is 0.094, $a = 5.29''$ so draw a triangle with a base of 5.29" & height of $\frac{1}{2}''$, join the ends and then chop the long edge to a convenient size. To sum (ha ha) up :

$$\sin(\theta) = \frac{\text{tip dihedral}}{\text{dihedral break tip distance}}$$

$$\text{guide long edge} = \frac{\text{guide short edge} \times \sqrt{1 - \sin^2(\theta)}}{\sin(\theta)}$$

So there you go; two simple sums using pencil & paper arithmetic and even the cheapest electronic calculator these days has a square root function. Although the examples use inches I'd suggest using mm in practice for better precision.

The protractor route is simple too, but you often end up having to interpolate the angle which can be iffy with a cheap school protractor, some of which have decidedly ropey marking. In the example above the angle is 5.4° and $5\frac{1}{2}^\circ$ would probably be close enough, but...

If you do decide to go with arcsin and a protractor but are without a book of tables or a calculator with trig functions or even a square root function then there's a handy wee bodge that'll let you use paper, pencil and the soggy stuff between your ears to get the angle. For small angles measured in radians where small is ≤ 0.25 radians (about 14°).

$$\sin(\theta) \approx \theta$$

This means we can treat the sine as the angle in radians and the conversion from radians to degrees is simple. For the example above.

$$\theta_{deg} = (180 \times \theta_{rad}) / \pi = (180 \times 0.094) / 3.14 = 5.4^\circ$$

Draw your baselines, then a line at the calculated angle and you're done.

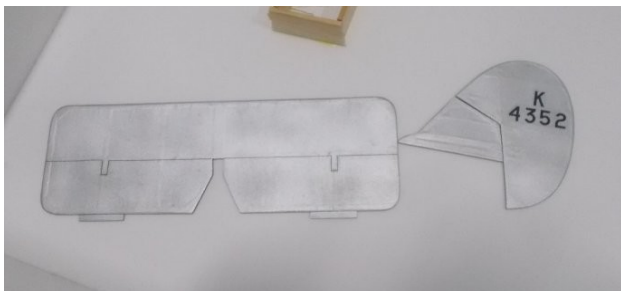
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Work In Progress

Mike Stuart – Blackburn Shark

By the time you read this the model should be finished and have flown (and flown well we hope) at the IIFI which used to be held at Nijmegen but is now at Wijchen.



Mike Stuart's Blackburn Shark
Photos: Staff

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Ray Goodenough – Bobbins

Ray's been experimenting with Al tubing for making motor bobbins; flaring the ends of the tube by inserting a countersunk screw into the tube and compressing in a vice with a hole in a metal plate big enough for the screw but not for the tube. The trick is getting the size of the screw and how far you compress in balance and, very importantly, making sure you anneal the tube frequently to prevent splitting due to work hardening



Bobbin
Photo: Staff

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Andy Blackburn – Fairey Barracuda

The plan for this started life a few years ago as an over-complicated Dime Scale design; with a Dimer, you have to use the minimum amount of wood as original 1930s dime scale designers did, otherwise you run the risk of the Flying Aces Club grading the plan as "Simplified Scale" rather than a Pseudo Dime Scale. However, as it's Trinity Tanner Scale (see *this year's issue N^o 3, May & TrinityTannerScale.pdf which accompanied it. Ed.*) and therefore has to survive collisions with roof furniture, walls, floors, etc. I feel that I'm allowed a bit more wood in the nose as long as I claim that it comes from the scrapbox rather than the notional 1930s kit that we're supposed to be designing for...

There are very few available scale drawings and no surviving airframes but the most accurate drawing (that is, the one that matched the photographs best) was a small one found in one of the Putnam aviation books. The Barracuda airframe has certain structural challenges; we obviously want the thing to have a nose-down sit in the air so the wing and tail have to have more incidence than normal, and the T-tail would be extremely fragile if it didn't have bracing struts; with the struts, it's merely slightly fragile. However, if it survives the trimming process I have high hopes for it, as it has a long nose, a big tail and loads of wing area.



Fairey Barracuda bits
Photos: Andy Blackburn

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Trinity on Tour – Harry Brown

This from one His Majesty's Ships of War on passage proving that, with our Greek (Athens) & Hull Branches, that Trinity Indoor is truly cosmopolitan! Harry had hoped to take a few more pictures of the mug in various exotic locations but the mug he took with him *went missing* and the replacement didn't catch up with him until some way through the deployment.



Gets about a bit
Photo: Harry Brown

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Just Because



The Brains Trust?
Photo: Chris Brainwood



Chris launching his SE5a
Photo: Andy Blackburn



Steve and his Pistachio Currie Wot
Photo: Andy Blackburn



Pete powering up his Andreasson
Photo: Chris Brainwood

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Mike & his Sorta Senator
Photo: Chris Brainwood



Ian's Foam A6
Photo: Andy Blackburn



Chris readying the D VII
Photo: Staff



Dave launching his Chambermaid
Photo: Andy Blackburn

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An eager customer at the Ray Goodenough Travelling Emporium of Aeromodelling Delights
Photo: Chris Brainwood



Dave Monk and (possibly) a Praire Pup
Photo: Chris Brainwood



Colin fettling his Elf
Photo: Chris Brainwood



Richard & his Antionette
Photo: Andy Blackburn

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Richard & his new Serene Coupé
Photo: Andy Blackburn



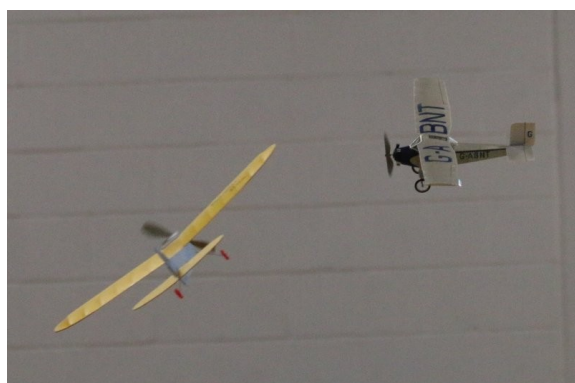
Chris launching his Mini Coquette
Photo: Andy Blackburn

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If wet, in church hall.

Situations Vacant

As will be seen below we have a requirement for an ATC to ensure aircraft separation. An unregistered Frogwell Flyer was seen to enter the flight path of Civilian Coupé G-ABNT which was established on its base leg and turning for final approach. Neither pilot was able to prevent the resulting collision.



Photos: Andy Blackburn

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If wet, in church hall.

Newsreels & Other Links

Thanks to Chris Brainwood for creating the compilations.

October <https://youtu.be/VzAbpiRxVnA>

November <https://youtu.be/YV3Mu3uxfPU>