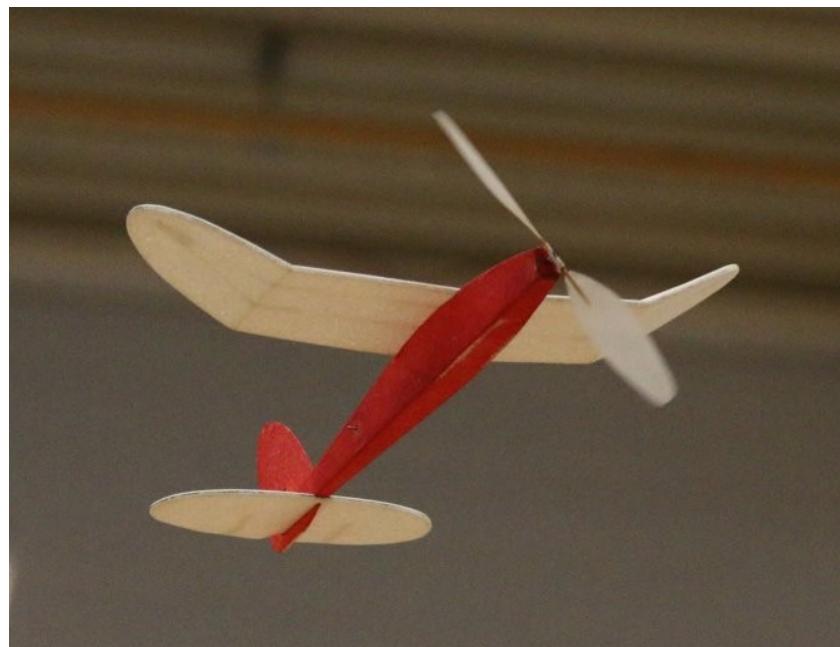


Trinity Newsletter – Issue №. 1, 2026

If wet, in church hall.



Nick Peppiatt's Midson Supa Lounger
Photo – Andy Blackburn



Chris Brainwood's Foam SEA
Photo – Andy Blackburn

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If wet, in church hall.

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Calendar

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
February 14 th	09:00 – 13:00	
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/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 Rob Smith, Andy Blackburn, Chris Brainwood, Steve Haines and Barry Dunkley

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If wet, in church hall.

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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Other Indoor Meetings

Peterborough MFC

<https://peterboroughmfc.org/events>

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

OFMAC

Abbey Sports Centre, Berinsfield, OX10 7NR

FF Rubber, CO₂ & Electric

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

Date	Session
2026	
Sunday Feb 1 st	9 o'clock 'til 3 o'clock
Sunday April 12 th	
Sunday May 10 th	

Midland Flyers

This from Steve Haines

The group has has a nice size hall with an excellent ceiling height and when Peter Brown and I visited (17th Jan) there was a good turn out with about 15 in attendance. The models flown were mainly lightweights but also Bostonian and no cal.

There was talk of relocation to a new unit with a 70+ft ceiling height which is about 3+ times higher than Trinity. Anyone can affiliate to them on the BMFA website to receive their email.

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If wet, in church hall.

Reg Bees

Reg was a true long time model aircraft enthusiast who embraced all aspects of the hobby although he preferred to stick to traditional building practices particularly with vintage style aircraft.

Reg was one of the earliest members of the Newbury club and could be seen most Sunday mornings with his very good friend Sid Roberts at the Racecourse when the club used the car park as their flying site. In bad weather he would be in the club caravan extracting the urine out of his latest project. He had a terrific sense of humour, very often self-deprecatory.

Reg was also an avid collector of model aircraft engines particularly early diesels. Many times when arriving late for an indoor flying session his excuse was that he had to visit a local boot sale looking out for more engines and he was often successful.

Another one of the good guys sadly gone.

Rob Smith



Reg

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December

The Xmas Elf saw a high turnout and most in attendance were concentrating on getting results in for that, but some other models were flown and in what has become a very welcome tradition “Bernie” Brown provided some of her delicious home made sausage rolls. If you’re reading this Bernie, thank you very much, the gannets made very short work of them.

New Faces

Alan Trinder and Bob Lee, who some of you may know from OMFC joined us in December. Welcome to the parish gents, we hope you’ll enjoy flying with us.

The Christmas Elf

This is definitely the most popular event of the year with the vast majority of the parish taking part and only a few scale obsessed die-hards choosing not to have a great time with one of Bill Dean’s best designs. As usual nearly everyone managed to get times logged, but, again as usual, a few normally well behaved elves weren’t. I blame the kiddies for leaving all that sherry out for their Boss, they can’t resist it you know.

Tony has decided that the Xmas Elf will now *borrow* the Schneider Cup rule; if anyone manages to win on 3 successive occasions they will be allowed to keep the cup.

The Field



L-R Dave, Colin, Bob, John, Richard, Dave, Peter, Ray, Tony Two Planes, Steve, Harry

Kneeling. Alan, Mick, Paul, Gerard, Mike, Steve, Lurk

Photo: Andy Blackburn

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If wet, in church hall.

Results

Name	Total inc. Bonuses	Position
Gerard Moore	258	1
Steve Haines	217	2
John Whatmore	198	3
Tony Calvert	189	4
Mike Stuart	176	5
Chris Brainwood	166	6
Peter Brown	165	7
Alan Trinder	142	8
Lurk	137	9
Bob Lee	135	10
Harry Brown	118	11
Mick Langford	117	12
Colin Hutchinson	116	13
Paul Masterman	96	14
Dave Monk	87	15
Colin Sharman	60	16
Richard Preston	53	17

Colin was very disappointed at having to relinquish the wooden spoon.

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If wet, in church hall.

Maximum Flight Times
Excluding ROG & landing bonuses

Name	Max
Gerard Moore	75
Steve Haines	59
John Whatmore	56
Tony Calvert	55
Peter Brown	48
Mike Stuart	48
Alan Trinder	45
Chris Brainwood	43
Bob Lee	41
Harry Brown	41
Colin Hutchinson	41
Lurk	36
Dave Monk	32
Paul Masterman	30
Mick Langford	29
Richard Preston	20
Colin Sharman	19

OMFC Xmas Elf Postal Results

Overall Winner – Gerard Moore (Trinity)	243
Best Indoor – Steve Haines (Trinity)	202
Best Outdoor – Gary Law (OMFC)	114
Most Christmassy Model – Peter Brown (OMFC)	

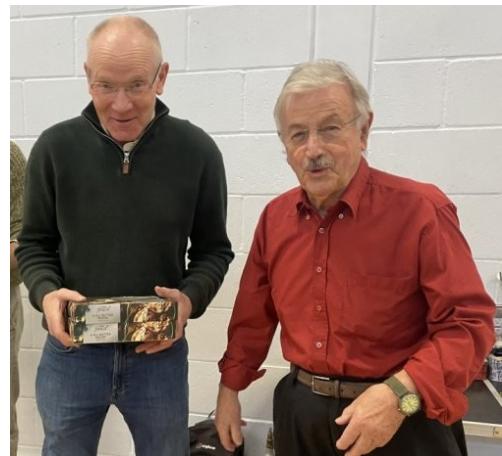
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Prize Winners



Gerard Moore 1st
Photo: Chris Brainwood



Steve Haines 2nd
with CD Tony Calvert
Photo: Chris Brainwood



John Whatmore 3rd
Photo: Chris Brainwood



Peter Brown- Best Looking Model
Photo Chris Brainwood

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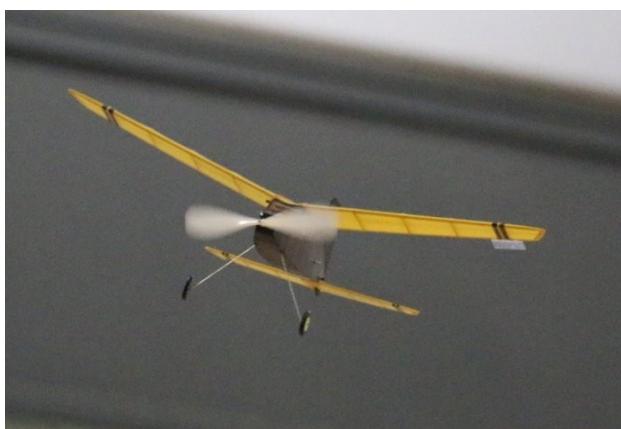
If wet, in church hall.

And in glorious last place...



Richard Preston – Wooden Spoon
Photo: Chris Brainwood

Some Of The Models



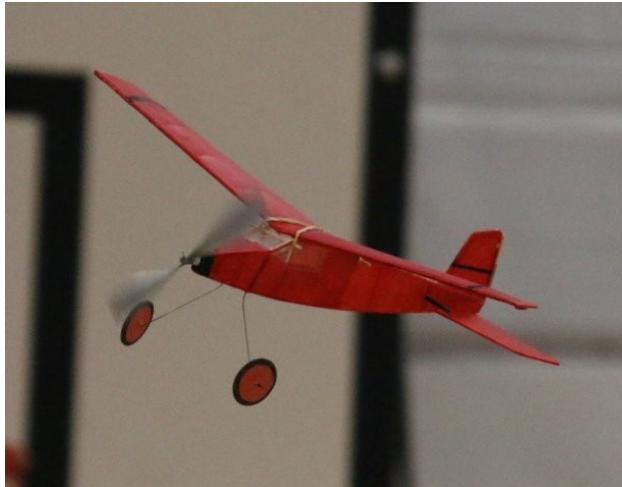
Alan Trinder's
Photo: Andy Blackburn



Bob Lee's
Photo: Andy Blackburn

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If wet, in church hall.



Dave King's
Photo: Andy Blackburn



Chris Brainwood's
Photo: Andy Blackburn



Peter Brown's
Photo: Andy Blackburn



Lurk's at rotate
Photo: Andy Blackburn

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If wet, in church hall.



Gerard's winning model
Photo: Chris Brainwood

December's (Other) Models

There was *some* non-Elf activity...

Gerard Moore

Gerard had managed to find and fix the problem, a warped tail plane, on his Helio Stallion that was preventing him from being able to trim it. It's now flying beautifully.



Helio Stallion
Photos: Andy Blackburn

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If wet, in church hall.

Dave Monk

Dave didn't want me to photograph this 'cos, in his words, "It's 30 years old and a bit tatty." But it flies nicely and we're all a bit tattier then we were 30 years ago so I insisted. The only thing is, I forgot to ask Dave what it is.



What is it Dave?
Photo: Staff

Peter Smart

Pete had a brand new small (\approx 14-16" span) FW-190 with him, but I didn't get around to giving him the third degree so I don't know the details.



FW-190
Photo: Andy Blackburn

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If wet, in church hall.

Mike Stuart

If you were lucky enough to go to the Nov. '25 IIFI at Wijchen you'll have seen this flying. The rest of us are going to have to make our way to Walsall in April to stand a chance of seeing it flying indoors.



Blackburn Shark
Photos: Staff

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If wet, in church hall.

Richard Preston

Richard's completed stick & tissue Serene Coupé, trailed in the last issue, made its debut. It was, unsurprisingly, trimmed and flying nicely in very short order. He also brought along his mini Mercury Matador for rubber, but I didn't see that flying.



Serene Coupé
Photo: Staff



Mini Matador
Photo: Staff

Peter Brown

As well as stunning the art world with the decoration on his KK Elf Peter was also flying his 16" span KK Pixie and his striking Peanut Andreasson.



Pixie
Photo: Andy Blackburn



Andreasson
Photo: Andy Blackburn

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If wet, in church hall.

January

January already? Where did 2025 go, eh? A pretty good turnout considering the weather in the run up to Saturday and the icy conditions on the day.

Delayed Themed Scale – High Wing Monoplane

About 20 people had entered, but a mix of weather conditions, illness and family responsibilities meant a good number of those who'd hoped to participate couldn't. In a complete break with his usual practice Steve Haines decided to fly a brand new, untrimmed Pistachio Fike. It did not go as well as he'd hoped. Oh well. Mike Stuart was forced to make a late substitution when he found that his planned entry hadn't been repaired after its last outing but took the "prettiness" prize for his substitute so it wasn't all bad.

A special nod to Roger Butler & Paul Masterman who I, umm, *persuaded* to take part with incompletely trimmed models. Paul had to abandon with a busted model. Thanks chaps.

Andy Blackburn also gets a special mention for dedication. He spent an hour rebuilding and reshaping the prop for his BD4 after it was broken very early on. You'll see he still managed to make the top 4.

Results

Name	Model	Total	Position
Gerard Moore	Helio Stallion	150	1
Nick Peppiatt	Clutton FRED	116	2
Lurk	Lacey M-10	115	DQ (1)
Richard Preston	Found Centennial	103	3
Andy Blackburn	Bede BD 4	87	4
Rob Smith	Pilatus Porter	85	5
Chris Brainwood	Piper Cub	70	6
Bob Lee	Chrislea Super Ace	66	7
John Winfield	Comper Swift	63	9
Mike Stuart	Atalante GB 10	63	9

(1) Lurk disqualified by the CD for blatant and ungentlemanly use of a Lacey M-10.

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If wet, in church hall.

Maximum Flight Times

Entrant	Model	Max (S)
Gerard Moore	Helio Stallion	53
Nick Peppiatt	Clutton FRED	40
Lurk	Lacey M-10	39
Richard Preston	Found Centennial	36
Andy Blackburn	Bede BD 4	34
Rob Smith	Pilatus Porter	29
Chris Brainwood	Piper Cub	26
Bob Lee	Chrislea Super Ace	25
Mike Stuart	Atalante GB 10	25
John Winfield	Comper Swift	23



L-R Paul, Richard, John, Rob, Lurk, Andy, Bob Nick, Roger
 Kneeling Gerard, Steve, Mike, Chris
 Photo: Barry Dunkley

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If wet, in church hall.

Prize Winners



1st Gerard



2nd Nick



3rd Richard



Prettiest Model - Mike

Photos: Andy Blackburn

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If wet, in church hall.

Some of the Models



John Winfield's Veron Comper Swift



Mike Stuart's Fillon Atalante GB10



Nick Peppiatt's Clutton FRED



Gerard Moore's Helio Stallion

Photos: Andy Blackburn

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Richard Preston's 16" version of the
Mooney Found Centennial
Photo: Staff



Chris Brainwood's Peanut Piper Cub
Photo: Chris Brainwood



Bob Lee's Stuart Chrislea Super Ace
Photo: Andy Blackburn



Rob Smith's Pilatus Porter
Photo: Staff

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If wet, in church hall.

Last, and quite definitely smallest, Steve's Pistachio Fike



Steve Haines' Fike
Photo: Chris Brainwood

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If wet, in church hall.

Frogwell Flyer Challenge

You may remember that after last year's March Single design comp for Richard's Frogwell Flyer that, because a number of models had got within spitting distance of 60s, Steve Haines wondered if anyone could or would break one minute with a Frogwell Flyer. Well the challenge was issued, tempting prizes offered and... well not quite nothing, but not far off.

There was one determined soul who spent a great deal of time trying to get a Frogwell Flyer to 60s or better; he even built a second, lighter model to see if this would help. Sadly our for our Sisyphus he never got an official 60s flight in. However, he did get one, single, solitary unofficial 61s flight at the November meeting.

In recognition of both a single flight proving that a Frogwell Flyer *will* fly for 60 or more seconds at Trinity and for months of dogged persistence in trying to repeat that proof step forward... Paul Masterman.



Paul
(Unofficial) Winner
Frogwell Flyer Challenge

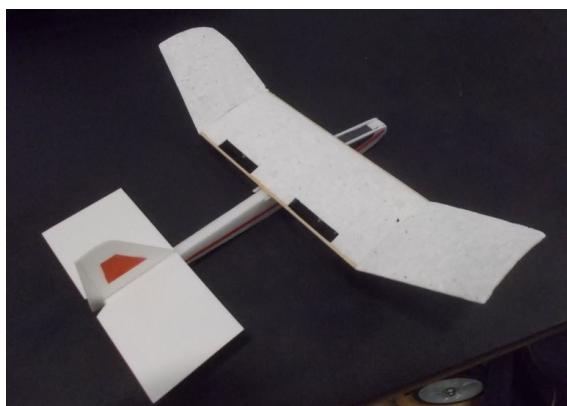
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If wet, in church hall.

November's Models

Richard Preston

As I wrote in the last issue our Richard's a busy wee bee and he had another new one to amuse us. It's not been named yet, but it may end up being called, "The Tripper". It's micro RC & uses differential motor control for steering and throttle "blipping" for climb & descent. Shows promise, see the January newsreel.



As Yet Unnamed
Photos: Staff

Mick Langford

I really wish I'd taken more photographs of this. It's Mick's rendition of the VMC Me Bf-109 kit and it is *lovely*. It does fly, but it doesn't yet want to fly in circles.



VMC Bf-109
Photo: Staff

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If wet, in church hall.

John Winfield

Did I miss a memo? There's seems to be the some sort of Hangar Rat outbreak underway. John's example is shown below as his Veron Nieuport 27 which is delightfully light.



Hangar Rat
Photo: Staff



Veron Nieuport 27
Photo: Staff

Bob Lee

This is Bob's foam version of the Bill Dean F4D Skyray CLG. He built it for OMFC's scrap box challenge which requires the model to be built solely from materials and components already in the modeller's stores / scrap pile. Construction is 2mm Depron wing and a laminated fuselage with two 1mm layers around a 3mm core. Bob didn't try any powered launches, but the test glides were very reassuring.



F4D Skyray
Photo: Chris Brainwood

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If wet, in church hall.

Rob Smith

Rob had a lovely new RC SE5A from the discontinued Falcon kit that he bought from Ray. Rob reckons it's a good kit, it even comes with a two part vacuum formed pilot. It seems to me to fly slightly faster than his Bristol Scout, but it's easily slow enough for Trinity, see Chris' January footage, so I think, I hope, we're going to see a lot more of it.



Falcon SE5A
Photos: Staff



Wilkinson (Wilks) of 287 Sqdn.
Photo: Staff

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If wet, in church hall.

Mike Stuart

Mike continues with his deep seated interest in the Blackburn company's interwar torpedo bomber designs. This is the Ripon and a lovely piece of work it is too. The built weight is about 28g and trimming was coming together nicely. One of the trimming flights can be seen in the January newsreel. On the basis of that I have high hopes of seeing this one flying at Trinity.

Fans of out of the way schemes might be interested to know that Mitsubishi built a slightly enlarged version of the Ripon (Blackburn design T7 B) under licence as the B2M for the Imperial Japanese Navy



Blackburn Ripon
Photos: Staff

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If wet, in church hall.

Events

The next event is the March Single Design Bostonian Knight and your CD is John Winfield.

Rules

Eligible Designs	Gerald Skrjanc's Bostonian Knight as kitted by Micro-X
Modifications	Must be built to plan.
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 nominated.• Flight times rounded to the nearest second. $T \geq n.5$ round up to $n+1$ $T < n.5$ round down to n• No ROG bonus.• Results where $T < 10s$ can be discarded.• Flight scores to be submitted to CD by midday.

Please direct any questions to the CD.

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If wet, in church hall.

Indoor International Fly-In – Steve Haines

Last November was the 13th international indoor fly-in and, for the second time, I was kindly asked to go by Trinity flyer Mike Stuart.

One big difference this year was a change of hall due to the previous one having being demolished to make way for a new hall. The replacement hall was located on the edge of Nijmegen at a town called Wijchen and it was good to see it was similar in size to Walsall where the UK Indoor Scale Nationals are held. Another big plus was the pits, one thing I've noticed over the last two years is how friendly and helpful fellow competitors are with advice on hand if needed.

Unfortunately there was no Friday afternoon/evening trimming session but there were slots for trimming over the weekend.

Saturday arrived and the competition started, there were competitors from all over Europe, and as you can see from the pictures below the models were superb and of a very high standard.

I was pleased with how my models performed and two personal stand outs were my No-Cal Gannet which managed to beat its previous PB by 40secs with times of 1.55 and 2.02 to place it 6th overall.

I was also delighted to come joint 4th place in kit scale with Taylorcraft with fellow Trinity flyer Mike Stuart who was flying his Luscombe Phantom. It was a great way to finish another brilliant weekend. I would recommend going to everyone as it's such a superb experience.

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If wet, in church hall.

I'm sorry to say that I don't know many of the types nor the builders' names in many of Steve's pictures. You can amuse yourselves filling in the gaps. Ed.



Steve's fleet & the Pistachio Judges' table
Photos: Steve Haines



Antonin Alfery's P51 & Peanut Hawker Fury. An electric B-17 by A. Nonymous
Photos: Steve Haines

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If wet, in church hall.



Γιώργος Κανδυλάκης DH 60 Moth Major & some Happy Participants
Photos: Steve Haines



Judging!
Photos: Steve Haines



Unknown to me. Ed
Photos: Steve Haines

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Mike Stuart's Blackburn Shark and his(?) Vought Kingfisher
Photos: Steve Haines



Bleriot, Fokker Spin(?) and another unidentified pioneer
Photos: Steve Haines

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Unknown to Ed & Pistachio Fike
Photos: Steve Haines



Unknown to Ed. & Richard Crossley's FIAT CR 42
Photos: Steve Haines

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If wet, in church hall.



Martin Lambert's MIG 17 & an unidentified pistachio.
Photos: Steve Haines



Graham Banham's Klemm SK15A & Ramses De Loof's Polikarpov I-16
Photos: Steve Haines

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If wet, in church hall.

And the last one...



Richard Crossley & his Grumman Duck
Photos: Steve Haines

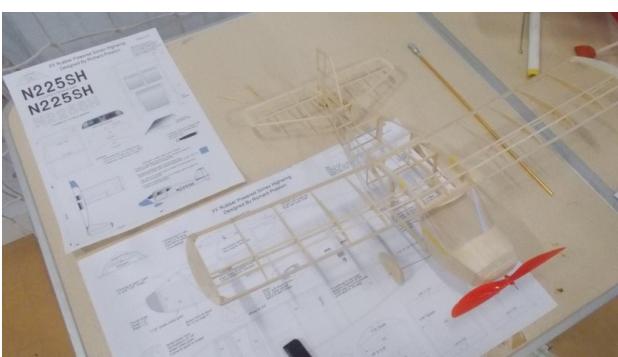
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If wet, in church hall.

Work In Progress

John Whatmore – Sonex Highwing

This is a collaborative effort. John's doing the test build of an electronic version of the plan drawn by Lurk from Richard Preston's original glorified three view hand-drawn "plan" taken from some YouTube screenshots. Bootleg or samizdat? You decide. Either way, when all the nits have been picked out of the plan and the model trimmed and photographed *in flight* an article will be submitted to AeroModeller for use as a free plan.



The Traditional "Bones" Snaps – Mid December '25
Photos: Staff

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If wet, in church hall.

Chris Brainwood – Piper Super Cruiser

This isn't an indoor model and it's only WIP in that it's just (this last week) rolled off the production line, but I asked Chris to bring it in so we could gawp at it. Good innit?



Super Cruiser
Photo: Staff



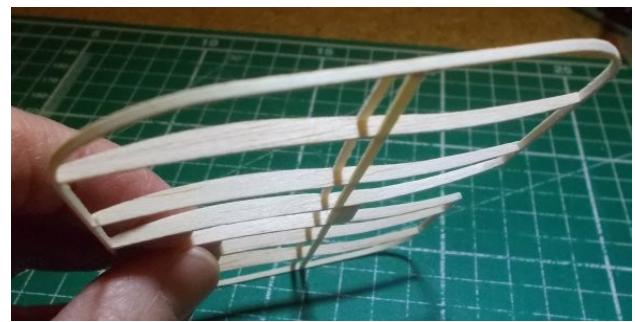
Super Cruiser
Photos: Chris Brainwood

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If wet, in church hall.

Lurk – 1/18th Chiribiri N°. 5

Getting on for six years ago Pete Fardell organised a lock-down Walt Mooney cook-up on HPA. It was a great success. My contribution was Mooney's peanut scale Chiribiri No.5. I was pleased with it and it flew. It had one major drawback, the undercarriage was terribly frail. This meant the model spent more time at the back of the hangar being repaired than it did being flown. This is an approx 1/18th scale version (just under 20" span) based on my rescaled and tweaked version of the Mooney plan. I'm hoping that at this larger size I can make the undercarriage strong enough (without making it overly heavy) to withstand the odd heavier landing but it will still be small enough to fly within Trinity's bounds.



Fuselage, main planes & tail plane
Photos: Lurker Industries Aviation C°. L^{td.} Publicity Dep^{t.}



Fin
Photo: Lurker Industries Aviation C°. L^{td.}
Publicity Dep^{t.}

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If wet, in church hall.

Just Because



Lionel and his Elf
Photo: Steve Haines



Dave fettling his Elf
Photo: Chris Brainwood



Alan contemplates the next step
Photo: Chris Brainwood



Andy. Getting his only exercise
Photo: Chris Brainwood

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If wet, in church hall.



Roger, concentrating
Photo: Andy Blackburn



Bob launches his Super Ace
Photo: Andy Blackburn



John's Comper Swift takes to the air
Photo: Andy Blackburn



Incredible shrinking models. Richard's
Mini Matador & Lurk's minuscule Radio
Queen
Photo: Staff

Trinity Newsletter – Issue №. 1, 2026

If wet, in church hall.



Chris Brainwood with his foamies. Fokker D VII & RAF SE5A
Photos: Andy Blackburn



Rob retrieves his A6 Talgafico Slugger while Colin “helps”
Photo: Andy Blackburn

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If wet, in church hall.

Final one for this section. Our young Mr. Haines is doing well in competitions elsewhere, not just at Trinity.



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If wet, in church hall.

Newsreels & Other Links

Thanks to Chris Brainwood for creating the compilations.

December	Elves - https://www.youtube.com/watch?v=GEjmiuHZZik Not Elves – https://www.youtube.com/watch?v=T8XG5ofU_RQ
January	https://youtu.be/RY51oig3ujw

Hip Pocket Aeronautics

As you probably already know all the data, posts and plans, held on the old Hip Pocket Aeronautics site were irretrievably lost late last year. A combination, I am told, of errors by both Bruce & the hosting company. Bruce has decided he's had enough and will be using the site for an aeromodelling accessories business.

The good news is that Γιώργος Κανδηλάκης has set up, with Bruce's blessing, a new, English language, site at <https://hpa.aeromodelling.gr/>

The new site is biased firmly in favour of FF and small RC / RC assist reflecting where most, very nearly all, of the activity on the old HPA was.

Given the recent problems with the previous version of HPA you will, I hope, be reassured to know that Γιώργος and his friend Σεραφείμ (Serafim) have been running a Greek language aeromodelling site, www.aeromodelling.gr, for very nearly as long as HPA had been running without any interruptions to service.

As I write this there are nearly 130 members signed, up both refugees from old HPA and fresh faces, and new topics, including builds are active.