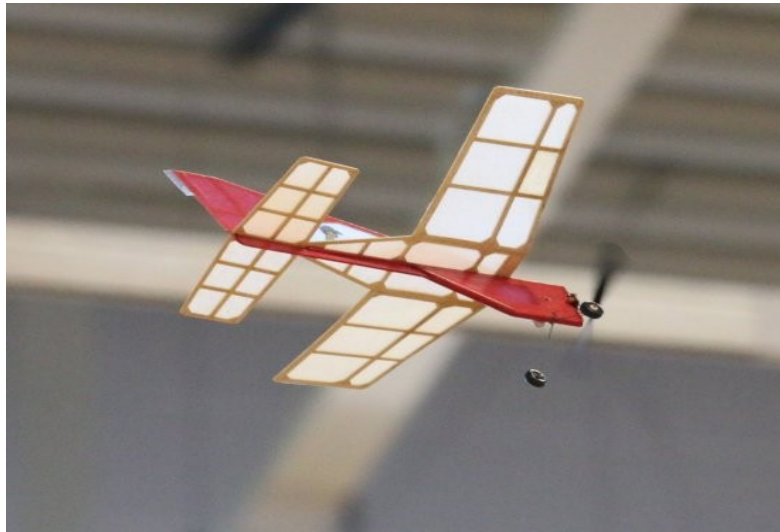


Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.



Gerard Moore's Malmström Arrowair
Photo – *Andy Blackburn*



Somewhere in France
Chris Brainwood's SE5A chases Lee Bates' Roland CII Walfisch
Photo – *Andy Blackburn*

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Table of Contents

Calendar.....	3
2026.....	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
Other Indoor Meetings.....	6
BMFA Indoor Scale 2027.....	7
February.....	8
March.....	19
March’s Models.....	19
In the Workshop.....	27
“Yoghurt” Pot Props – Lee Bates.....	27
Work In Progress.....	27
John Whatmore – Sonex Highwing & Serene Coupe.....	27
Other News.....	28
Just Because.....	29
Newsreels & Other Links.....	30

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

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
April 11 th	09:00 – 13:00	
May 16 th		Postponed Bostonian Knight CD – John Winfield
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.

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

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 Richard Preston, Peter Brown, Dave Monk, Andy Blackburn, Chris Brainwood and John Whatmore.

Trinity Newsletter – Issue N^o. 2, 2026

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.

Trinity Newsletter – Issue N^o. 2, 2026

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Other Indoor Meetings

Peterborough MFC

<https://peterboroughmfc.org/events>

Date	Session
2026	
Sunday March 29 th	10 o'clock 'til 2 o'clock
	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 April 12 th	9 o'clock 'til 3 o'clock
Sunday May 10 th	

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

BMFA Indoor Scale 2027

Yes, I do know we haven't even got as far as the 2026 running of the event, but if you're going to design your own model then **now** is the time to be thinking about starting on it.

- It'll take you a week or two to gather the three views, scale detail, candidate schemes and other documentation you'll need.
- It will take you far, far longer than you expect to draw up a satisfactory plan.
- You've then got to build it. It's a scale model which means you'll have the airframe and flying surfaces built in *hours*, but it'll then take *months* to do the last 20%.
- Then you've got to trim it. It usually takes a minimum of two, even three, sessions to get a brand new model trimmed to competition state, not allowing for repairs occasioned by trimming mishaps. This means you need to have a completed model ready by February next year at the latest and preferably January



Andy Blackburn!
This means YOU!

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

February

A change of style for the February report. Your usual editor was slacking so Richard Preston, who, being ex H.M. Forces should know a great deal better, volunteered himself for recording duties. Thank you very much Richard and you have control.

February's meeting was well attended as usual but unfortunately, Lurk was unable to attend so you will have to put up with my ramblings. First of all, I must apologise for the poor quality of the pictures as I used a camera that I usually just keep in the car. On arrival, I only intended photographing my new Keil Kraft Comet but as there was no Lurk to lie on the floor to do the snapping I decided to go round and interview the troops and quiz them about any new creations they had. I managed to get plenty of pictures in the bag but it wasn't until I put them on to my pc that I found they were virtually all out of focus. I must have had the settings on the wrong programme which looked like 'soft edge enhancement' (probably camera shake). I should have remembered that old service saying "Perfect preparation prevents p### poor performance". You will just have to squint a bit so sorry guys.

I started at the top corner where Lurk usually parks himself and proceeded on the cross wind leg to that well known scale maestro Peter Smart who had brought along a very nice Fieseler Storch. Not only is it beautifully made but features leading edge slats, flaps and a sprung undercarriage. All of this was techy stuff was skilfully covered and very attractive. I didn't see it fly at the time but it is featured in this month's video.



Fieseler Storch
Photo: Chris Brainwood



Fieseler Storch
Photo: Richard Preston

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Peter's second model was a Nieuport 23 which had some lovely little scale details that made it look very crisp and neat. Its flight performance showed a lot of promise. You will have to ask Peter what the difference is between this model and the more common 17. His third model foxed me. I thought it was a Fokker trimotor but Peter informed me that it was a Koolhoven 40 which I had never seen before. I often wonder if he chooses the most obscure subjects just to catch us out. Let's just say that flight trials are ongoing. I'll say no more.



Nieuport 23
Photo: Chris Brainwood



Koolhoven 40
Photo: Richard Preston

Moving round to the next table I came across Mike Stuart who had brought along two delightful little models. The first of which was the Andrew Morehouse design Currie Wot peanut finished in a vibrant red. I believe that this is a new model so flight trials are probably ongoing. The other little gem was an all sheet Frog Minnow with printed tissue on all the surfaces. Mike told me that it is quite old but it flew beautifully for such a small model. I was impressed. Perhaps I had better revisit his 'House of Frog' website again.



Redwing
Photo: Chris Brainwood



Minnow
Photo: Chris Brainwood

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Just round on the start of the downwind leg, I came to the base camp of the 'Chippenham Wing' made up by myself and Barry Dunkley. I had brought along my new Keil Kraft Comet which is a scaled down 16 inch version of the old KK 24 inch chuck glider. I came across the plan when I was rummaging and I thought that it would make an ideal lightweight stick and tissue model. I can't imagine what the weight of the original version was but I imagine that there were a few angry mums around when junior started whittling away all that KK balsa on the kitchen table. I am pleased with the nice slow flight of the model which is very attractive in the air. "You have got a nice floater there Rich" was John Whatmore's comment. My co-pilot Barry Dunkley was having some lovely flights with his pretty little Ikara Antionette which is a very reliable flyer. If models can have a gender then this one is definitely a little French filly and, having got the taste of some high flying, decided to park itself in one of the roof girders. Fortunately Gerard was able to lend a hand with his retrieval pole and he soon had the misbehaving missy down. Barry gave a good talking to her and thereafter, put her on a diet of 600 turns.



Not yer average KK Comet
Photo: Richard Preston

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Continuing on the downwind leg, I came to Peter Brown who had brought three of his beautiful models. The first one that caught my eye was his very pretty Luscombe Silvaire based on the old Keil Kraft kit. These kits were part of an extensive range of scale designs that introduced a lot of us to aeromodelling although in my case, it has taken until now for me to get them to fly properly. Peter had no problems with his model which looked lovely in the air. I still remember a lovely flight I had in a Luscombe from nearby Popham a few years ago which was another of my flying high spots. Next on my scribbled list is his Murphy Rebel peanut which is based on a popular microlite. It featured an attractive livery and a lovely three blade propeller. I have a feeling that this one is a new model and flight trials are at an early stage. The third one on my list was his peanut Hawker Fury which is such a pretty little biplane. I didn't see it fly, probably because I was based at the other end of the hall.



Luscombe Silvaire
Photo: Richard Preston



Hawker Fury
Photo: Richard Preston



Murphy Rebel
Photo: Richard Preston

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Next to Peter was Nick Peppiatt who had a lovely little David Lovegrove designed Wot Ho. Nick has installed some lightweight three channel R/C gear that features an 'Aeo RC' receiver controlling both the rudder and elevator with magnetic actuators plus the throttle. It is also Spektrum compatible which is useful. Nick has renamed it "Watt If" The flying quality was certainly good as it circulated the hall in a very stately manner although I think I heard him say that it didn't turn very well one way. I'm sure that, with the versatility of the Spektrum transmitter, he will soon have that sorted out.

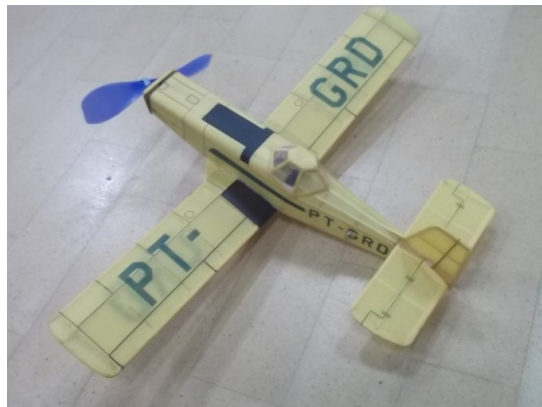


Watt If
Photo: Richard Preston

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Turning on to base leg, I came to Tony Calvert with his very nice Ipanema peanut crop duster which I originally thought was a Piper Pawnee. This is a lovely little job that would be good enough to display on his mantelpiece when its flying days are over. Tony's Ipanema made me realise that aeromodellers are so creative when it comes to model choice and it seems that the more unusual the subject is, the more interesting the hobby becomes. Trinity seems to be a breeding ground for all this aeromodelling diversity and we have a lot to learn from each other.



Embraer Ipanema
Photo: Richard Preston

Steve Haines was next with his attractive Nesmith Cougar. Once again I didn't see this fly but this design is always a reliable flyer so Steve's should be no different.



Nesmith Cougar
Photo: Richard Preston

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

At the end of the base leg just before the turn on to finals, I arrive at Trinity gate guardian John Winfield – John on a pedestal; now there's an image. Ed. - who has a very nice and realistically decorated VMC ME109 which he tells me, flies well when he is not counting the money. We are lucky to still have a UK manufacturer of good kits available that are designed by actual modellers so well done VMC. His other model was a delightful if somewhat quirky French Mauboisson Hémiptère 40 in peanut scale. When I got home I asked Mr Google what a Hémiptère was and the name comes from the Greek 'hemi' meaning half and 'pteron' meaning wing. It is a large and diverse order of insects commonly known as tree bugs like aphids. So now you know. I was watching a You Tube video yesterday posted by the 'Glastonbury Indoor Flyers' – February 2026'. This is an American group very much like ours but in a much larger hall of course and one of the flyers had two of these models which flew very well. His profile version then managed 2mins 40 secs so that is food for thought.



VMC Me (Bf) 109
Photo: Richard Preston



Mauboisson Hémiptère
Photo: Richard Preston

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

A quick bank to the right and I'm on long finals where I meet up with Laurie Kirby who had his lovely Bucker Jungmann which has a very distinctive colour scheme that looked most attractive. I didn't see this one fly either which is a shame as I can imagine that it is a good un.



Bücker Jungmann
Photo: Richard Preston

Next I came to Rob Smith's aircraft carrier populated with a varied assortment of tried and tested models. One of which is his Fairey Gannet which always patrols the hall in a realistic way.

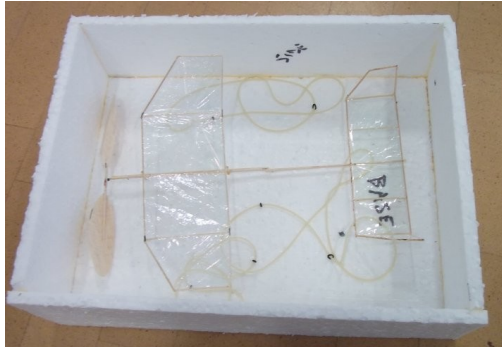


Pick a model, any model...
Photo: Richard Preston

Trinity Newsletter – Issue N^o. 2, 2026

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Paul Masterman is next, he of 'Frogwell Flyer one minute fame, 'and he showed me his Mini Stick in its polystyrene box looking very comfortable. Paul tells me that this model is based on a Biscane Baby which is an American design.



Mini Stick

Photo: Richard Preston

The next model came from the skilled hands of Chris Brainwood who had built a foam/balsa chuckie for the Oxford MAC Scrap Box Challenge. This model couldn't have been more basic but it had a lovely glide.



Scrapbox Special

Photo: Richard Preston

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Lee Bates was next in line down the glide path and he had brought his usual collection of beautiful foam built WW1 scale models that fly so well. Love it or hate it, you must admit that some practical and very pretty models can be produced with this modern material.



RE8

Photo: Chris Brainwood



Roland D2

Photo: Chris Brainwood



Sopwith Triplane

Photo: Chris Brainwood



SPAD VII (or VIII?)

Photo: Chris Brainwood

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

I'm just about at the touch down point when I spot Colin Sharman with one of his mini chuck gliders which is only about 10 cm wing span and yes, it did have quite a good glide considering its size. His other model is what he calls the 'Trinity Ridiculous Indoor Model'. This was built from a Chinese kit that came with no English instructions. I bet that was an interesting build.



Nano Glider
Photo: Richard Preston



Colin tinkers with the TRIM
Photo: Chris Brainwood

The four hour flying session flew by and it was time to pack up and go home with a satisfied feeling. A good time was had by all.

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

March

A relatively quiet session this month. The planned party game has had to be postponed to May because a small handful of the regulars, who would otherwise have participated, were at Manchester for a BMFA event and a little light, large hall, trimming in anticipation of April's scale indoor Nats. This left us with only 2 or 3 possible entrants so the game was judged not to be worth the candle.

Nevertheless those of us who were there had a good time of it and it was easy to find free air to fly in although Andy did manage to fly his B.A. Eagle MK I into Nick's tiny RC model relieving it of its main plane. Nick was surprisingly gracious about this. See the newsreel.

March's Models

Rob Smith

For fairly obvious reasons we don't see many large RC models, but Rob is willing to chance his arm with models in the 2' – 2'6" span range. This month he brought in a very smart brand new 27" span Piper Kit from the Hacker kit. He was able to get in a short test flight or two and his initial feeling is that it will be too fast but until he's tried it with a beefier battery next month he won't be sure.



Piper Cub (J3?)
Photos: Staff

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Peter Smart

Peter's Fieseler Storch made its Trinity debut last month, not bad for a 10 year old airframe, but Andy Blackburn wasn't around to take any in-flight pictures; a lacuna that was corrected this month. Part of the reason we hadn't seen the model at Trinity before is that it has been through a number of motor configurations going from (underpowered) rubber to electric RC through CO₂ and back to rubber. The model is now trimmed well enough that it will fly for about 20-22s from ROG so is very likely to be Pete's Intermediate class entry at Walsall.



In flight

Photos: Andy Blackburn



Scale details. Working OLEOs, leading edge slats & hinged ailerons

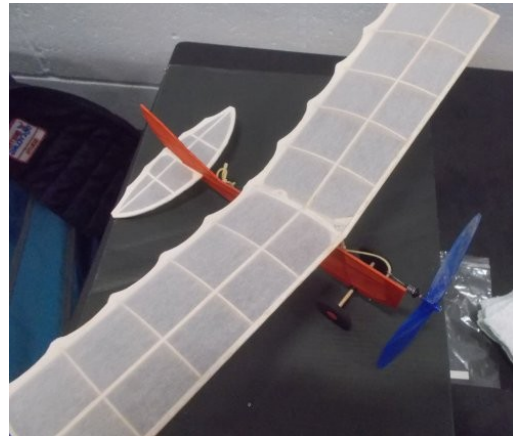
Photos: Staff

Trinity Newsletter – Issue N^o. 2, 2026

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Richard Preston

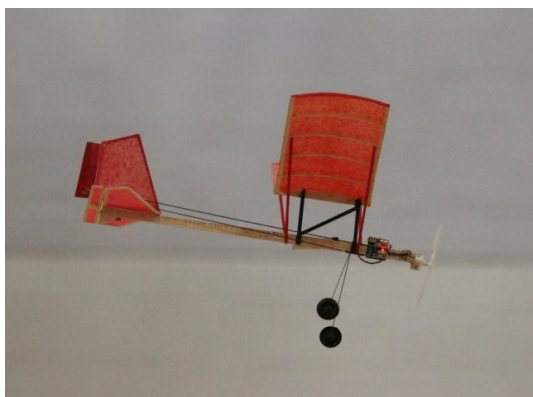
As well as finding time to write up the February meeting Richard cooked up yet another novelty for us. A “peanut” Antoinette based on the Ikara design. At the moment it doesn't fly quite as well as its Ikara progenitor, it required a stern talking to to get it to turn, but it does fly and well enough that Richard will be able to iron out the wrinkles quite quickly.



Preston Antionette
Photos: Staff

John Winfield

It's probably editorial bias, but most issues of the newsletter seem to have a preponderance of scale models. Well John has an answer to that, an electric Hangar Rat which is a lovely slow flyer perfectly suited to Trinity.



In flight
Photos: Andy Blackburn

Trinity Newsletter – Issue N^o. 2, 2026

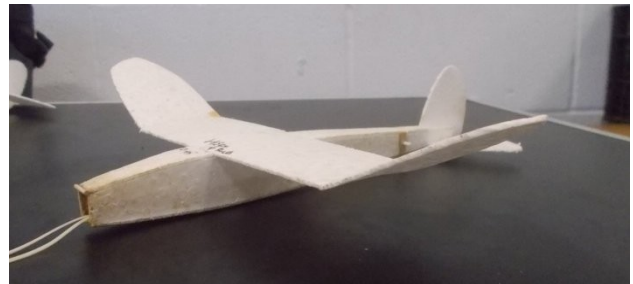
If wet, in church hall.

Dave Monk

Dave had a new foamie for us this month. A Sopwith Triplane scaled down from Norman Holm's 46" span version (OZ 15915). Dave has made a few changes to accommodate the change in scale and materials, most obviously altering the rake and length of the rear UC struts to improve rigidity and omitting the interplane spars to allow the wings to flex rather than break on CFIF (Controlled Flight into Furniture). He also brought along something a little older and smaller, a 1992 foam build. It was interesting to see how little the basic techniques for building foam models have changed in the last 34 to 35 years. Speaking of venerable models, there's some footage of his Saint 'Axe, which also dates from the mid to late 1990s, in the march newsreel. The Saint 'Axe plan accompanies this issue.



Sopwith Triplane
Photo: Chris Brainwood



Unnamed Foamie
Photo: Staff

Dave King

Dave does like his BAT Monoplanes. He has five of them in various sizes, all based on the Bredehoft plan and is planning a sixth, a pistachio. It's easy to understand his enthusiasm for the design, they fly extremely well.



BAT Monoplane
Photos: Staff

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Gerard Moore

Not long after we'd arrived I was asking G what he'd brought along, "Just the usual old tat." he said. Now G's models are many things, but tat they most definitely are not. One that I especially admire is his CO₂ Siemens-Schuckert. It is a lovely model to look at and, when he gets the CO₂ charge *just* right flies superbly. The trick is to get the charge right for a hall as relatively small as Trinity. A tiny bit too much and it clatters off the rafters, not quite enough and it'll bite yer ankles. I'd love to see this one flown somewhere like Walsall.



Siemens-Schuckert
Photo: Andy Blackburn

Mick Langford

Mick's VMC Me(Bf) 109 is too pretty not to feature again. A detail worth noting is the way Mick's done the tissue framing for the canopy. He uses 3 or 4 layers of tissue stuck together with canopy glue and then takes strips from this laminate. The canopy glue leaves it flexible enough to form around curves and the multiple layers give good opacity for low weight.



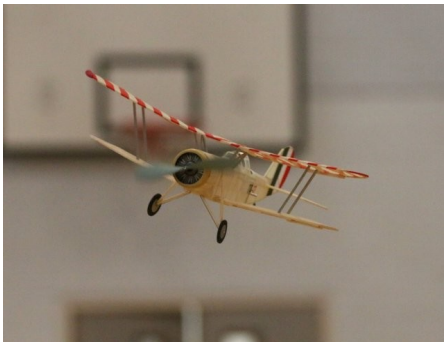
VMC Me (Bf) 109
Photos: Staff

Trinity Newsletter – Issue N^o. 2, 2026

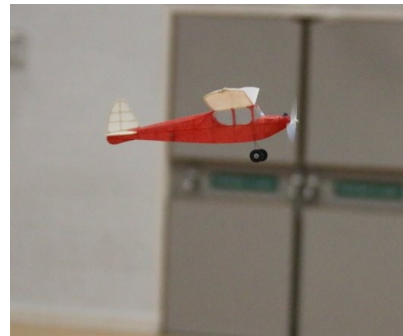
If wet, in church hall.

Lurk

Having settled my Comper Swift's motor selection & trim for April I had a play with my John Cooper Ro 37 bis and micro Smeed Courtesan. The Ro 37 now needs new wings. The design is worth building, it is relatively easy to trim and looks good and, when undamaged, flies well, but the single skinned undoped wings crumple on any kind of contact with hard surfaces. If you do build one, build it with double skinned & doped wings.



Roma 37bis
Photo: Andy Blackburn



12" span Smeed Courtesan
Photo: Andy Blackburn

Laurie Kirby

Laurie had a Bücker Jungmann with him. I didn't get a chance to quiz him about it, but it's another beautifully finished model. He also had a Bostonian Knight, but despite my twisting his arm he's most reluctant to enter it in the party game as he thinks it a bit of a lemon.



Bücker Jungmann
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Nick Peppiatt

One of the great things about Trinity is that so many of the parishioners enjoy designing and building out of the way subjects. Nick's Tefft Contester is a good example. This is a peanut version of his 1988 Pistachio design sporting a pilot of Nick's own manufacture. As seen it weighs about 15.6g and flies on a loop of 1/8" super sport.



Tefft Contester. Really must ask the pilot who is barber is.
Photos: Staff

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Lee Bates

Lee's newest is an F2B and (as one expects from Lee) is a lovely looking job. Not only good looking, it flies nicely too. Some people, eh?



F2B

Photos: Chris Brainwood



F2B Crew Detail
Photo: Chris Brainwood



Roland CII Walfisch
Photo: Andy Blackburn

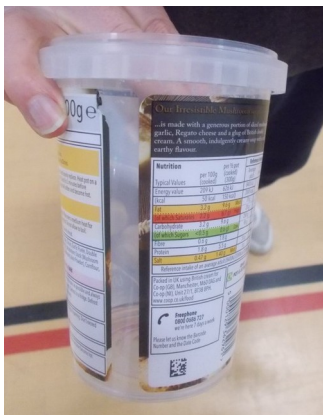
Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

In the Workshop

“Yoghurt” Pot Props – Lee Bates

Lee has discovered that the plastic pots used by supermarkets for “fresh” soups and sauces are a good substitute for the now unobtainable thin yoghurt pots we used to use, at least for peanut scale models. They are a bit heavier, but not unduly so and are more resistant to damage. They do need a good scouring to get the adhesive to take though.



Raw Material
Photo: Staff

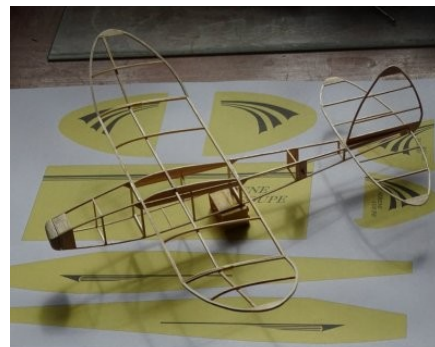


Finished Article
Photo: Staff

Work In Progress

John Whatmore – Sonex Highwing & Serene Coupe

The Highwing progressing slowly, but surely, as John is paying much more attention to scale detail for the test build of the plan than Richard did for his original. With luck and a following wind we should see a completed model at the April meeting. The Serene Coupe is proving a little bit quicker to build.



Photos: John Whatmore

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Other News

As mentioned earlier some of the regulars missed the March meeting in favour of a trip to Manchester. It was well worth their doing so.

Steve, Mike & Pete made a clean sweep of the podium places in the Peanut class, Steve won the Bostonian and Mike also made the podium in other events.



A trinity of successful Trinity Flyers

Mike, Steve & Pete

Photo: Anonymous

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.

Just Because



The dogfight begins...
Photo: Andy Blackburn



Barry, concentrating.
Photo: Andy Blackburn



Dave M launching his Tripe
Photo: Andy Blackburn



Any old riff-raff can get in these days.
Photo: Andy Blackburn



Laurie & his Jungmann
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 2, 2026

If wet, in church hall.



Richard & his “Cutie”
Photo: Andy Blackburn



Peter & a recalcitrant VMC Fokker D VIII
Photo: Andy Blackburn



Running Repairs, Before & after.
Photos: Chris Brainwood

Newsreels & Other Links

Thanks to Chris Brainwood for creating the compilations.

February

<https://www.youtube.com/watch?v=9c-XSAXE1aw>

March

<https://www.youtube.com/watch?v=5DjJnwf6ec8>