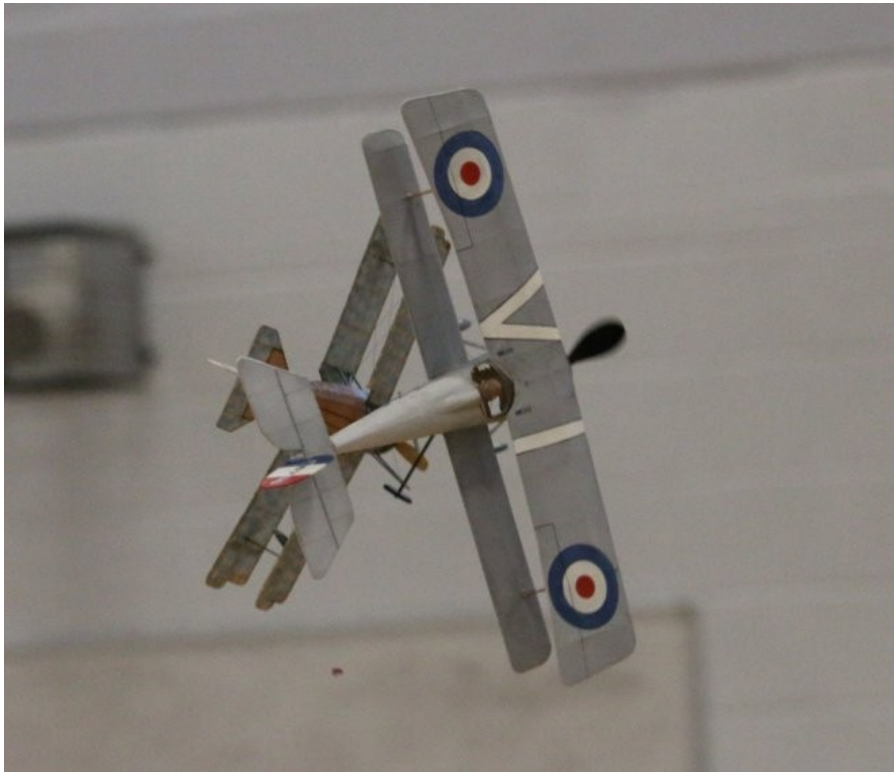


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Gerard's Siemens-Schuckert rammed by Peter's Nieuport 23
Photo – *Andy Blackburn*



Steve Edward's Flack Tiddler
Photo – *Andy Blackburn*

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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
April 11 th	09:00 – 13:00	
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 Nick Peppiatt, Rob Smith, Andy Blackburn and Chris Brainwood

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Online Resource Hub.

For back issues and plans point your browser at

www.trinityindoor.uk

If you've got any material you wanted added to the site, contact John Whatmore who set it up and maintains it for us.

Free Stuff.

If you've got stuff you want to hand on for free please send Lurk an e-mail a week to a few days before the meeting and the details will be added to the usual reminder message that goes out shortly before the meeting.

Newsletter Schedule

Planned Issue Dates

January

March

May

July

September

November

The newsletter will usually be sent out towards the end of the week following the Trinity meeting.

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Other Indoor Meetings

Peterborough MFC

<https://peterboroughmfc.org/events>

Date	Session
2027	10 o'clock 'til 2 o'clock
Waiting for dates	

OFMAC

Abbey Sports Centre, Berinsfield, OX10 7NR

FF Rubber, CO₂ & Electric

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

Date	Session
2027	9 o'clock 'til 3 o'clock
Waiting for dates	

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Colin Hutchinson



Colin. Paramount Chief of Clan Weird

Nick Peppiatt

Sadly, with Colin's passing, we have lost a rare example of a complete aero-modeller. His interests ranged across free-flight, indoor and outdoor, RC, indoor and outdoor, and control-line, and all the power systems, including rubber, CO₂, electric and I.C. He was particularly keen on the unorthodox from Magnus effect machines to man-powered aircraft models. He was also a very skilful RC pilot, as can be seen from his results in various SAM35 competitions.

Particularly impressive was the way he flew a relatively large three channel Avro Avis, built by the late Rex Oldridge, in the confines of the Trinity Sports Hall. It was the first known flight of the model and there is a record of the flight on YouTube. Please see: - <https://youtu.be/LE06kpcW90w>

In addition to his model flying activities, he was very much involved in promoting the hobby. He was editor of SAM35Speaks for nearly twelve years, taking over from Ron Knight in 2014 and updating the process of producing the magazine. Unsurprisingly, he claimed that this editorship took a month out of every year. Colin also found time to compile the recent SAM35 Yearbook, number seventeen in the series, which was first published in 2025.

He will be much missed by his fellow model flying enthusiasts.

Rob Smith

Colin was a very experienced aero modeller embracing and enjoying all disciplines of the hobby from indoor free flight to large r/c sailplanes. He also flew FPV drones but then nobody's perfect!

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As editor of SAM 35 magazine he always filled it with interesting modelling details and he particularly enjoyed building off-beat models and doing his best to get them to fly, models such as his flying Santa and his Magnus Effect one that resembled a flying combine harvester; though that was one of his few failures.

He particularly enjoyed vintage models rarely missing a Cocklebarrow event as well as the vintage themed events at the BMFA National Centre, both r/c and control line.

As you know he was also a regular attendee at Trinity and in earlier years would come with his lovely wife Jane. Her death hit him badly but didn't dampen his aeromodelling enthusiasm in fact it probably enhanced it as he had more time to indulge.

Other not so well known passions were cooking, especially cake baking which, naturally, was something else he was good at and also sailing.

One thing you could always be sure of, he would always be cheerful and ready for a laugh, a lovely, gentle man who will be sadly missed.

He leaves a son and a daughter.



Colin's G-28 CO₂ powered Rambler at Wycombe Leisure Centre



Rex Oldridge's three channel Avro Avis, which Colin flew brilliantly at Trinity.

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Events – 2027

Yes, it's that time of year again. What events would you like to have next year?

Are you content with the scheme we've used in recent years? That is, a single sport/duration design event in March, a "single class" event in October, a themed scale event in November and something "fun" in December.

I've had a couple of suggestions for the themed scale from Andy Blackburn and he's supplied some simple rules which will be circulated with this issue.

For December, shall it be the Elf, another Malmström "funnies" or perhaps even a BMFA Dart?

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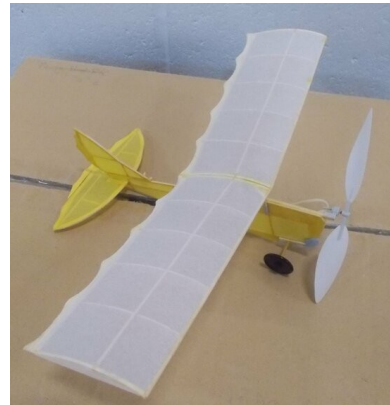
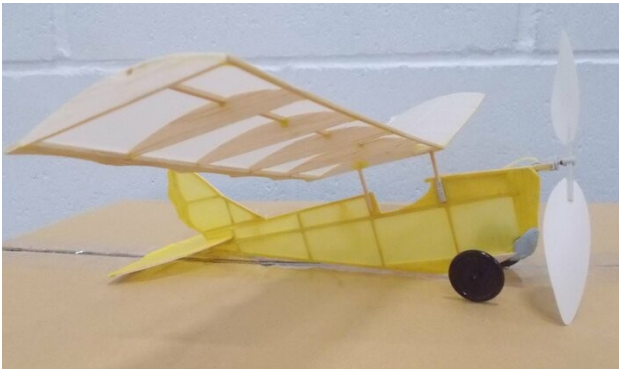
April

A meeting seemingly dominated by sport cabin models, the scale model fliers keeping their powder dry and models in one piece for the Indoor Scale Nats at Walsall.

April's Models

Barry Dunkley

Barry had a newly built Preston "Peanut" Antionette and had it flying very nicely until it shed a prop. blade on CFIF.



Preston Antoinette

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John Whatmore

John had hoped to bring a completed Preston Sonex Highwing with him, but there were problems in the paint shop. Never mind, he did bring another Preston design with him though, a Serene Coupé. Like it's foam ancestor the stick and tissue variant flies a treat. His scaled down Keil Kraft Eaglet also got an airing.



Preston Serene Coupé
Photo: Andy Blackburn



16" Keil Kraft Eaglet
Photo: Andy Blackburn

John Winfield

John had several models with him, but the one that caught my eye was his Pudgey. A lovely slow flier.



Pudgey at rest...



...and in flight
Photo: Andy Blackburn

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Nick Peppiatt

One of many designs from the Impington Design Bureau, Bruce Lindsay's "Tailless Two" and Nick's own "Watt If" based on David Lovegrove's foam Wot Ho. The Watt If sports a field modification suggested by Gerard; some rigging to stop the model clapping its wings.



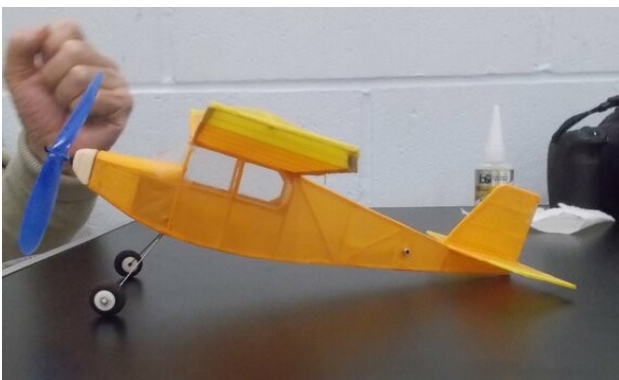
Tailless Two



Watt If
Photo: Andy Blackburn

Steve Edwards

And another Impington Design Bureau model, Mick Flack's Tiddler. If it isn't already regarded as a classic it ought to be.



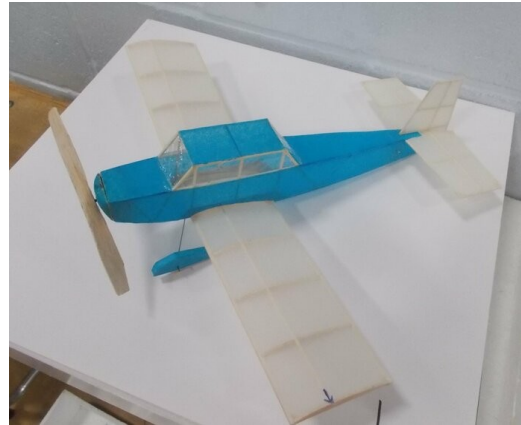
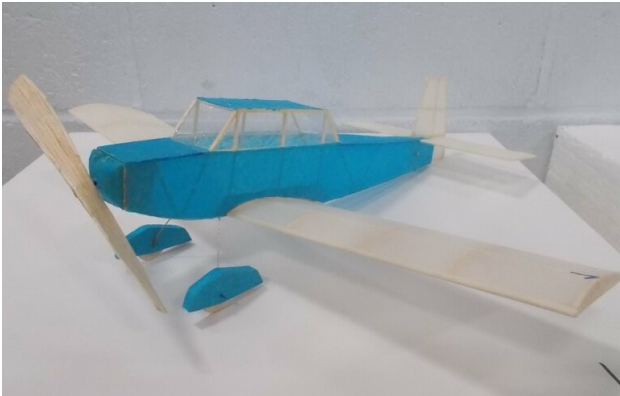
The Mick Flack Tiddler

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Paul Masterman

Paul's Bostonian Knight which he built and spent some time trimming to his satisfaction for the, unfortunately, scrubbed party game . I absolutely love the blue livery.



Bostonian Knight

Colin Sharman

Colin does like a challenge, like trying to build an F1D from a Chinese kit without a translation of the instructions!



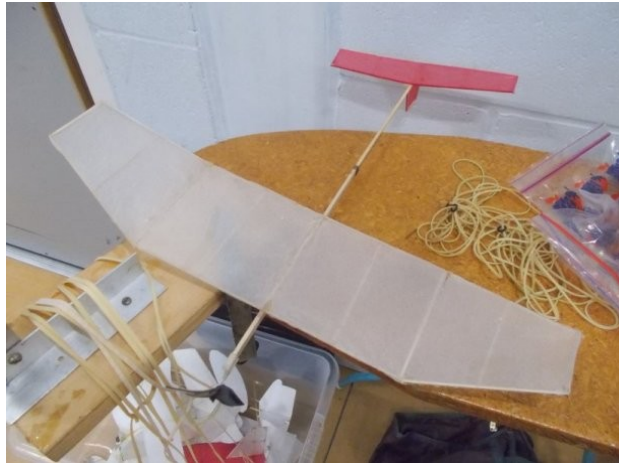
Anonymous F1D

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David Herman

David was flying his Gyminnie Cricket, and other stuff, this month. Rewarding models these; easy to make and they fly well.



Gyminnie Cricket

Steve Haines

Steve built a 16" version of the Keil Kraft Gypsy quite a few months ago for the "Keil Kraftlet" party game later this year. Looks good and flies beautifully.



16" Keil Kraft Gypsy

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Peter Smart

I'm sure Peter *must* have built a Sport Cabin model at *some* point, but I don't think it can have been this century. This month he had a couple of new models with him and was dusting off one from last year. The Gloster Bamel was intended for Walsall '25, but proved recalcitrant so was shelved. It seemed to be more tractable this month so we may yet see it flying. The Aeronca Chief is another OD and the scheme will be that of the aircraft that Peter gained his PPL on. As seen it needs its CAA registration, but Peter wanted to see if it would fly before sorting out remaining decoration. The VMC Fokker Dr1 has been converted to CO₂ and was waiting some KK grass.



Gloster Bamel



Fokker DRI
Photo: Chris Brainwood



Aeronca Chief



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Lee Bates

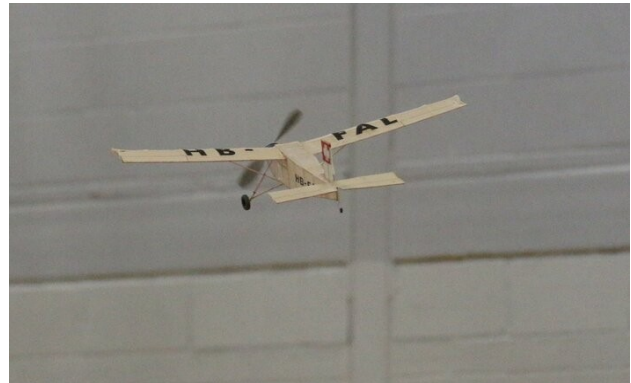
Lee had his squadron of delightful peanut foamies with him including this quarter century old Gloster Gladiator which he'd roused out of his loft.



Gloster Gladiator

Rob Smith

A couple of snaps of Rob's Pilatus Porter in action. A nice one to watch flying.



Pilatus Porter
Photos: Andy Blackburn

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Chris Brainwood

No apologies for another snap of Chris' foam SE5a in action. It was completely biddable this month and flew as well as you could ever hope for. His cartoon scale foamie Typhoon was also on its best behaviour.



SE5a

Photo: Andy Blackburn



Hawker Typhoon(ish)

Lurk

My Comet Nickel Howard DGA *finally* committed serious aviation and there's even film of it! Only taken me three or four years to get around to sorting it out.



Comet Howard DGA
Photos: Andy Blackburn

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May

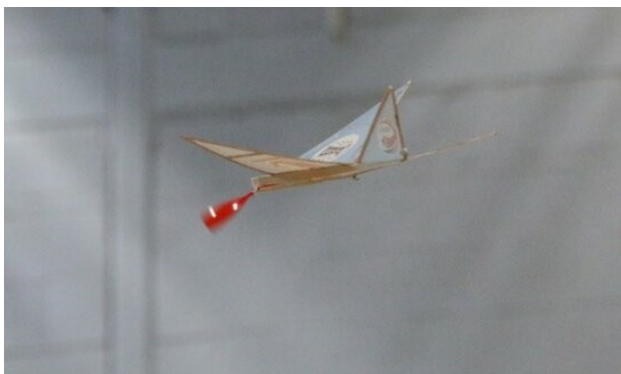
Very quiet this month, only 15 or so present, partly because of an unavoidable clash with the OMFC's spring duration event. Still it did mean that there was no need to fight for flight slots which is always a good thing.

Several highlights for me this month; first, John Whatmore brought the completed "plan test" Preston Sonex Highwing with him and it flew! John's made a really good job of the finish. Secondly, I saw Mick Langford's Bf 109 making a circuit. It did clip the wall, but as low wingers go it looked like a pretty slow flight. Finally, there was Mike Stuart's newly completed Nieuport 27.

May's Models

Mike Stuart

Mike, like Peter S has a well deserved reputation as a builder of fine scale models. Unlike Peter, Mike also likes messing around with the non-scale stuff. This month, as well as his FROG Redwing, he brought along a BMFA Dart which he turned into a very good flier in very short order by increasing the down-thrust and using a long(ish) thin motor. By the end of the session he had it circling under the rafters for around 25-30s on 900 turns. There's film of a flight on 600 turns in this month's newsreel.



BMFA Dart
Photo: Andy Blackburn



FROG Redwing
Photo: Andy Blackburn

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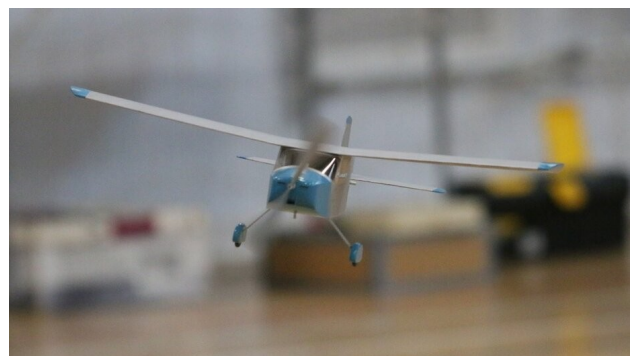
John Whatmore

Some of you may remember that in January last year Richard Preston turned up with a Sonex Highwing which he'd worked up from a handful of grainy screenshots from Sonex's advance publicity. It required very little trimming and flew extremely well. So... I took his rough plan, cleaned it up, worked up a scheme sheet and then, 'cos I was busy, handed them on to John Whatmore to do the test build. After some working out of nits, tweaking of the plan and slight *hiccup* in the paint booth John delivered the result this month. It was well worth the wait. The official maiden flight is included in this month's newsreel.

The next step is write up the notes and hand them to Colin for use as a free plan in AM.



Waiting trimming...



...and on its maiden flight
Photos: Andy Blackburn

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Peter Smart

Peter is quite unsentimental about his models. If they show no signs of responding to trimming they are subject to his size nines. So it was with his Koolhoven FK40, from the Dave Mitchell plan. Here are Andy's pictures of its last ever attempts at flight.



Koolhoven F.K. 40
Photos: Andy Blackburn

John Winfield

A couple of John's models caught my eye. His Malmström Candice and his VMC Sopwith Triplane. Now I know, more or less, what the rivet counters will say, i.e. "PC10 was a mucky brown colour.", but I don't care. It looks *much* prettier in the green.



Malmström Candice



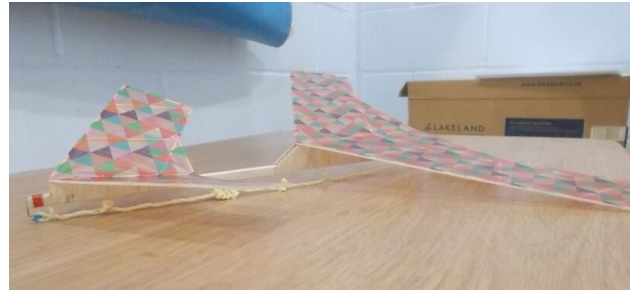
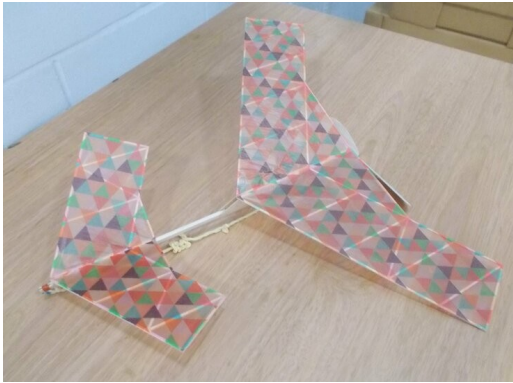
VMC Sopwith Triplane

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Gerard Moore

G has managed to find just enough time to build a new model, a canard called “Jolly Roger”. It didn’t fly as well as he’d hoped, but I’m sure it’ll reappear following a little time in the workshop .



Jolly Roger

David Herman

David’s another who likes building in foam. This one is one of his older models and the name is lost to the mists of time (no cliché unused) so it has been re-christened, “Moby Dick”.



“Moby Dick”

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Denis Belcher

Denis is now the custodian of John Holman's VMC Buddy. I know I'm biased, but I think these are great little fun models.



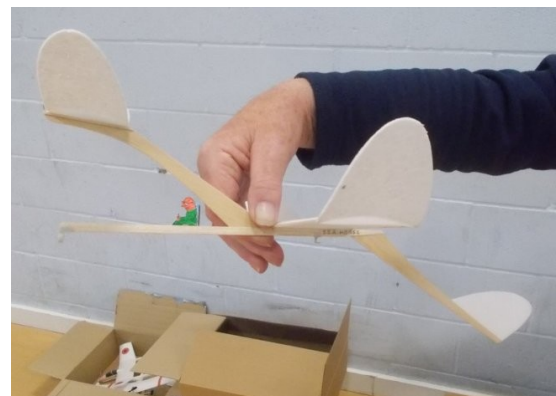
VMC Buddy

Richard Preston

A nice little Veron Rascal from Richard. Richard also brought along his Seahorse for a flight by way of a tribute to Colin H's love of more outré designs. Despite its very odd looks the Seahorse is a fine flyer and Colin would have approved of it.



Veron Rascal



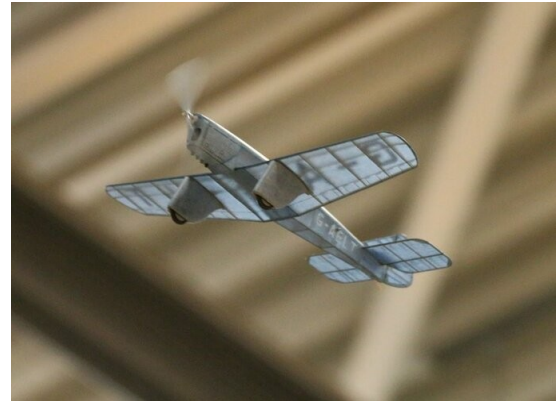
Burch Seahorse

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Andy Blackburn

Andy spent a lot of time photographing other peoples' models in flight, thank you for that Andy, but he did manage to find a little time to fly his Mooney Sparrowhawk which also he had to photograph himself!



Sparrowhawk
Photos: Andy Blackburn

Rob Smith

Rob was flying his “big” electric Piper Cub and (of course) his oh so stately Pilatus Porter.



Hacker Piper Cub
Photo: Andy Blackburn



Pilatus Porter
Photo: Andy Blackburn

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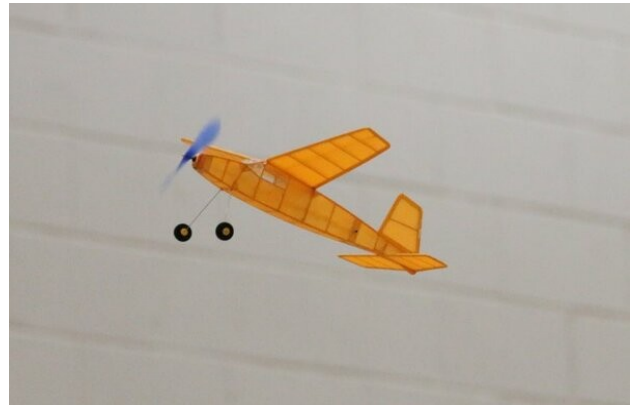
If wet, in church hall.

Steve Edwards

Steve's Flack Tiddler made another appearance and, as always, flew impeccably. *Yes I do know it's on the cover, but I like it so here it is again.* His Keil Kraft Elf was similarly co-operative. Steve does have a thing for orange & blue it seems.



Flack Tiddler
Photo: Andy Blackburn



Keil Kraft Elf
Photo: Andy Blackburn

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Work In Progress

Mike Stuart – Nieuport 27, Fairchild 91, Dewoitine

Neither the Nieuport nor the Fairchild will be flyable at Trinity and the 27 is built rather than a build in progress, but they're too good not to share the pictures.

The Nieuport is from the Thomas kit and has taken Mike some 3 years to finish and features such delightful details as a fully spring undercarriage. Mike say the kit supplied motor is heavy, but this may prove to be a blessing as the model balances close to the main spar without additional nose weight.

The Fairchild will be finished in an RAF “tropical” scheme to represent one of a small handful that served around the Mediterranean in much the same rôle as the Supermarine Walrus.

The (peanut) Dewoitine is being built using some of Dusty Gibbs' beautiful wood that Mike picked up at Walsall. As seen the fuselage weighs about 2.5g.



Thomas Nieuport 27...

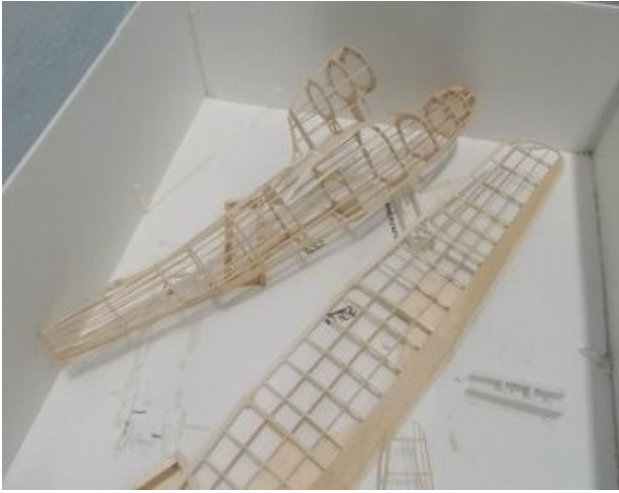


...with working suspension.

Continued over.

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Fairchild 91



Dewoitine

Andy Blackburn – Fairey Barracuda

This is Andy's own design and is extremely unlikely to fly indoors except, *perhaps*, at somewhere like Walsall .



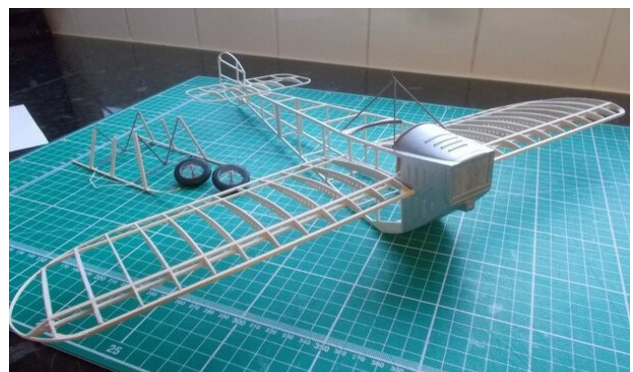
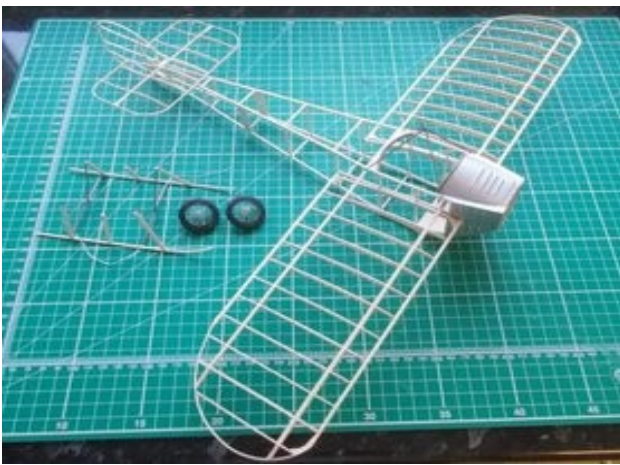
Fairey Barracuda. Strictly for use out of doors.

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Lurk – Chiribiri N^o. 5

I don't think this is going to take as long as Mike's Nieuport, but it's turning into a very slow build, 6 months and counting. It was supposed to be a two month build. As of this week the structure is now pretty much complete, but there's still odds and ends of fettling to do before I cover it and stick the bits together. I'm not happy with the wheels but I'll use them until such time as it's proved to fly. If it does a new pair will be built.



20" span Chiribiri N^o. 5

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Just Because

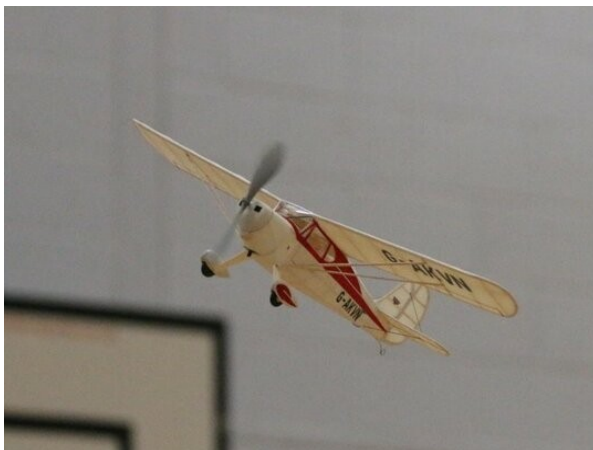
The usual random mix of snaps too good not to use.



G's Helio Stallion
Photo: Andy Blackburn



Mick Langford's Elf
Photo: Andy Blackburn



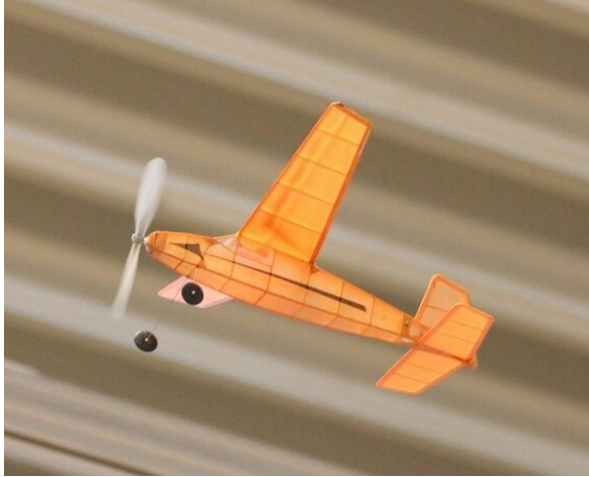
Peter Smart's Aeronca Chief in full
livery
Photo: Andy Blackburn



Lurk's BE2c from Peter's plan
Photo: Andy Blackburn

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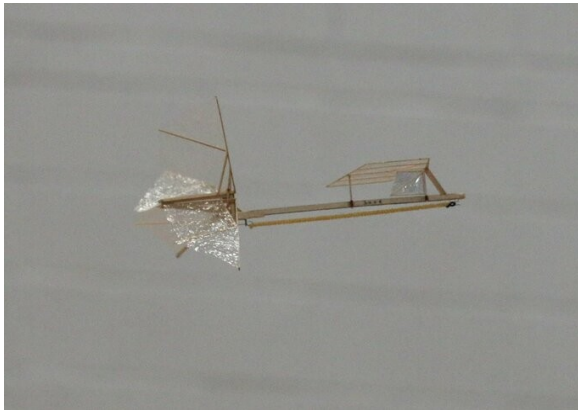
If wet, in church hall.



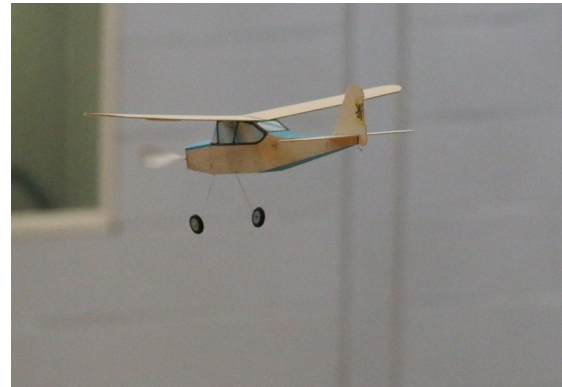
G's Keil Kraft Elf
Photo: Andy Blackburn



Lurk's Lacey M-10. Pretty, isn't it?
Photo: Andy Blackburn



Nick Peppiatt's Flutterby
Photo: Andy Blackburn



Lurk's VMC Buddy
Photo: Andy Blackburn

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If wet, in church hall.

And finally...



Mike and his BMFA Dart

Newsreels & Other Links

Thanks to Chris Brainwood for creating the compilations.

April <https://www.youtube.com/watch?v=qxMprnWQz08>

May <https://www.youtube.com/watch?v=I-lo7LSHVtQ>