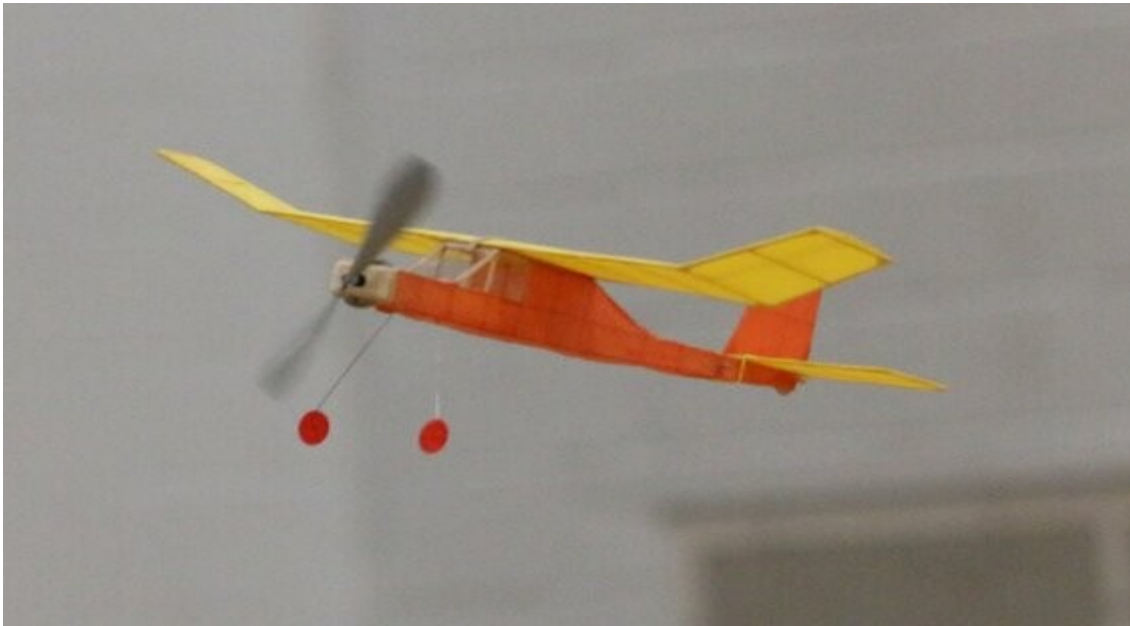


Trinity Newsletter – Issue N^o. 5, 2026

If wet, in church hall.



A Prairie Pup? But whose?
Photo – *Andy Blackburn*



Peter Brown's 16" Span Keil Kraft Achilles
Photo – *Andy Blackburn*

Trinity Newsletter – Issue N^o 5, 2026

If wet, in church hall.

Table of Contents

Calendar.....	3
2026.....	3
2027 – Provisional.....	3
Parish Notices.....	4
Flying at Trinity.....	4
Trinity Dimensions & Model Suitability.....	4
Contributors.....	4
Online Resource Hub.....	5
Free Stuff.....	5
Newsletter Schedule.....	5
Other Indoor Meetings.....	6
AeroModeller Free Plans.....	7
Lindbergh New York to Paris Centenary – A Cook Up?.....	7
Puzzle Corner.....	8
Med(d)a Flyer.....	8
Geared Prop. Blocks.....	8
August.....	9
August's Models.....	9
September.....	17
September's Models.....	17
Workshop Odds & Ends.....	26
Reinforcing Balsa Prop Blade Edges – Nick Peppiatt.....	26
Cheap T-pin clamps – Lurk.....	26
Propellers for Peanuts – Andy Blackburn.....	27
Peanut Propellers by Emmanuel Fillon.....	27
Prop Comparison.....	29
Making a Carved Balsa Propeller.....	29
Work In Progress.....	30
Mike Stuart – Fairchild 91.....	30
Andy Blackburn – VMC SE5a.....	30
Lurk – Peanut Ryan NYP.....	31
Just Because.....	32
Newsreels & Other Links.....	35

Trinity Newsletter – Issue N^o. 5, 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
August 15 th	09:00 – 13:00	
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.

2027 – Provisional

These dates will not be confirmed until October at the earliest.

Date	Session	Event
January 9 th	09:00 – 13:00	
February 13 th		
March 13 th		Single Design Duration
April 10 th		
May 15 th		<i>Informal Ryan NYP fly-in.</i>
June 12 th		
July 17 th		
August 14 th		
September 11 th		
October 9 th		Sport Cabin Duration
November 13 th		Themed Scale
December 11 th		

Increase In Flying Fees.

Alternating £10 & £15. Starting with £10 in January.

Please bring the right money with you as John cannot guarantee to have change.

Trinity Newsletter – Issue N^o. 5, 2026

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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, Colin Sharman, Rob Smith, David Lovegrove and Adrian Culf. Nick Peppiatt and Steve Haines

Trinity Newsletter – Issue N^o. 5, 2026

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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.

Trinity Newsletter – Issue N^o. 5, 2026

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Other Indoor Meetings

Peterborough MFC

<https://peterboroughmfc.org/events>

Date	Session
2027	10 o'clock 'til 2 o'clock
Awaiting 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
Awaiting dates.	

Trinity Newsletter – Issue N^o 5, 2026

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AeroModeller Free Plans

Trinity Parishioners are continuing to provide a steady stream of plans. So far this year Andy's IL-2 Sturmovik and Richard's Agro IV have already been published and I'm pleased to be able to tell you that Nick's Pistachio Tefft Contester will appear in the next issue, N^o 1073/155 – October Old Style, and that Richard's Sonex Highwing will appear in N^o 1075/157 – December Old Style.

For those who have a digital subscription Nick's plan and article will be available from Thursday the 17th of Sept. The rest of us will have to wait 3 or 4 weeks for the paper copy.

Those of you who frequent HPA or were at Walsall in April may also be pleased to know that Henk de Jong's Koolhoven FK43 will be published in N^o 1074/156, November Old Style.

Lindbergh New York to Paris Centenary – A Cook Up?

It may have escaped your notice, but next May sees the centenary of Charles Lindbergh's non-stop NYP flight.

The Ryan NYP can be a fairly tricky subject to build and get flying so making it the subject of a competition is perhaps not a good use of peoples' time or balsa, but for those who're interested perhaps we could stage an informal fly-in in May next year. No paperwork, no prizes just an excuse for a cook-up.

If all goes well I hope there will be a proven in-house Peanut scale plan available towards the end of the year.

Anyone up for it?

Trinity Newsletter – Issue N^o 5, 2026

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Puzzle Corner

You may remember in the last issue that answers were sought regarding David Holman's probably OMFC designed but otherwise unidentified model and some geared nose blocks that Lee had turned up. Well, thanks to David Lovegrove, Adrian Culf, Mike Stuart and Nick Peppiatt we have the answers.

Med(d)a Flyer

The model is Gerry Johnson's Medda, or Meda, Flyer from 2000; otherwise known as the "Oxford Universal" because of its adaptability. There's some argument over the spelling of the name, those local to Oxford insist that the "dd" spelling should be preferred as the OMFC site is, "Port Medda", but it was published as "Meda" in AeroModeller N^o 777 (new style). Adrian very helpfully sent a copy of the plan and it accompanies this edition.

Geared Prop. Blocks

Nick, Adrian and Mike identified the geared prop. assemblies as being from Ready to Fly FROG models. Nick identified the earliest use, a pre-war Puss Moth and Adrian and Nick reported them as still being used in the 1960s for the Buccaneer.



FROG Puss Moth & Buccaneer

Trinity Newsletter – Issue N^o 5, 2026

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August

Phew! What a scorcher. Another uncomfortably hot day and short trousers in distressing abundance. Thankfully there were lots of fine models to take viewers' eyes away from the disturbing sight so many legs.

August's Models

Colin Sharman

Colin does like a challenge. This time he decided to build and fly a model in one session. The model was a Rylee Beginners' Model, not unlike a Sleek Streak but with foam flying surfaces. Colin succeeded, but ..



Built & ready to...

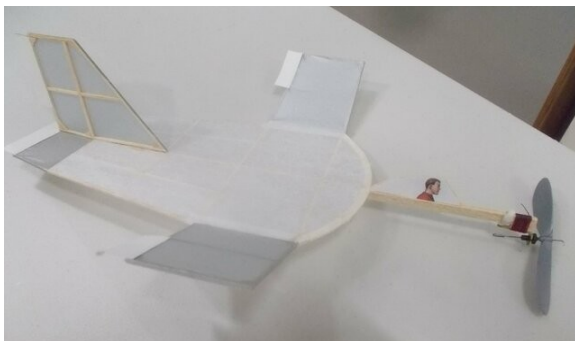


...fly

Photo: Andy Blackburn

John Foster

Of course! It's obvious there could only ever have been one candidate as pilot for the Malmström Space Ace. Dan Dare, Pilot of the Future!



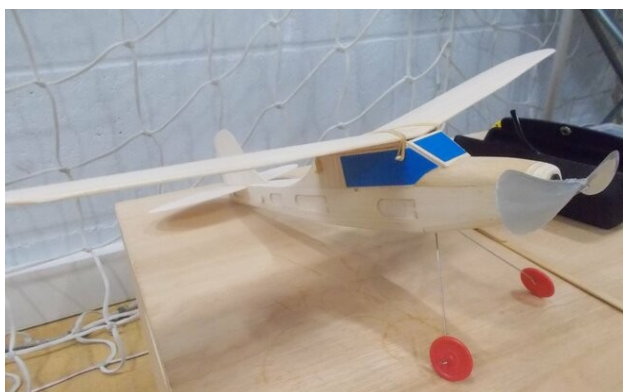
Malmström Space Ace

Trinity Newsletter – Issue N^o. 5, 2026

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John Holman

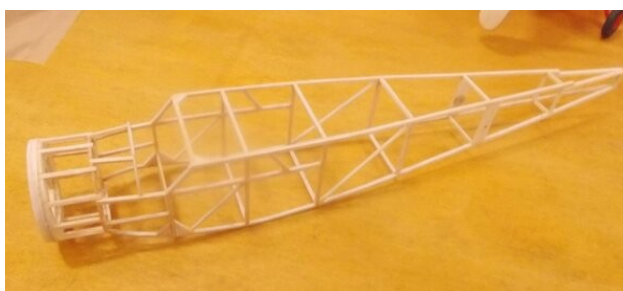
John continues to explore the possibility of all sheet builds and turned up with this charming “sort of” FROG Redwing. There’s film of it in the August newsreel.



Pseudo Red Wing

Nick Peppiatt

A Cessna Airmaster from the 1935 Guillows plan, or it will be. This really belongs in WiP, but by the time you read this it'll probably be built, trimmed and flying for one a minute at a time.



Bostonian Thunderbolt

Trinity Newsletter – Issue N^o. 5, 2026

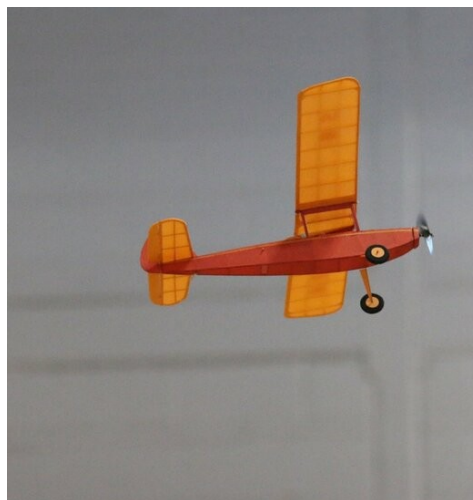
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Richard Preston

Richard carries on what has rapidly become an established Trinity Tradition of shrinking and rubberifying old FF ICE designs. This month's example is a David Boddington Barnstormer and rather sweet it is too.



Baby Barnstormer



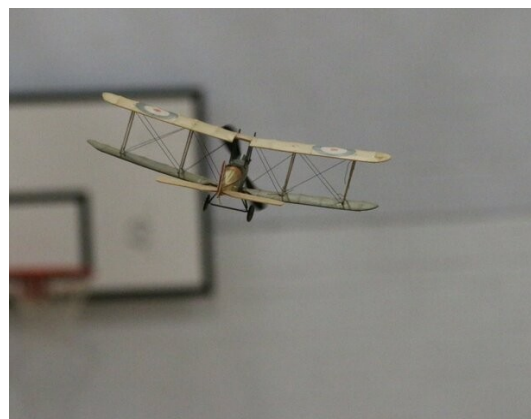
Up, up and away.
Photo: Andy Blackburn

Peter Smart

Wouldn't be a Trinity without something new(ish) from Peter. This one's an OD Albatros CV and, just for the hell of it, he dusted off one of his very, very many BE2s. This is the "C".



Smart OD Albatros CV



Smart OD BE2c
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

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Rob Smith

A rather nice Piper PA-15 Vagabond and his Bostonian, the name of which I can never, ever, remember.



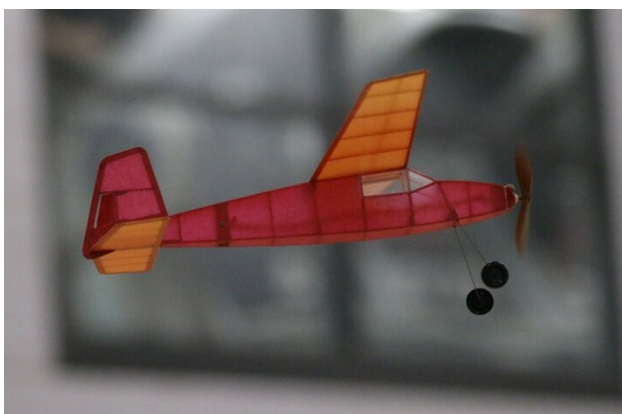
Piper Vagabond



The ermm. Well you know what it is.
Photo: Andy Blackburn

John Whatmore

John was happily playing (Let's be honest, we're all just playing aren't we?) with a couple of his older models a Keil Kraft Elf and his OD Rearwin Bostonian. Fine flyers both.



Elf:
Photo: Andy Blackburn



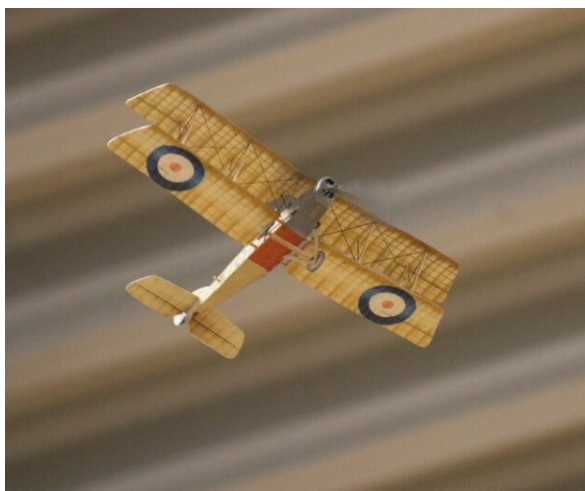
Rearwin:
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o 5, 2026

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Lee Bates

Some more delightful foam fancies from Lee.



Martinsyde Elephant
Photo: Andy Blackburn



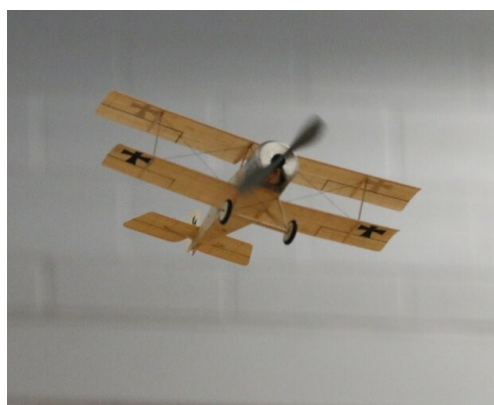
Roland (?)
Photo: Andy Blackburn

Andy Blackburn

Andy's continues his quest for Peanut flying perfection with his Euler, BD4 & Sparrowhawk long after the rest of us would have been more than satisfied. The last laugh will, of course, be his when he waltzes off with all the prizes.



Hannan Bede BD 4
Photo: Andy Blackburn



OD Euler D VI
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

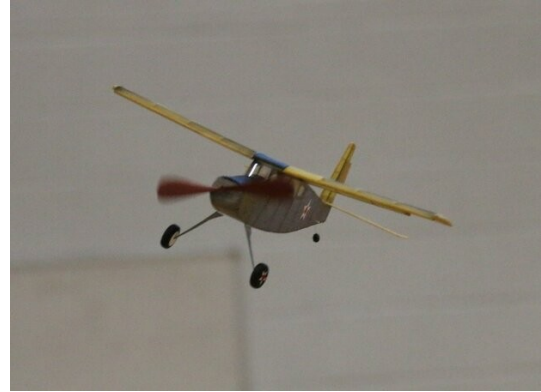
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John Scates

John was flying a couple of his favourite Bostonians. A BostonAir & Hyannis Helio



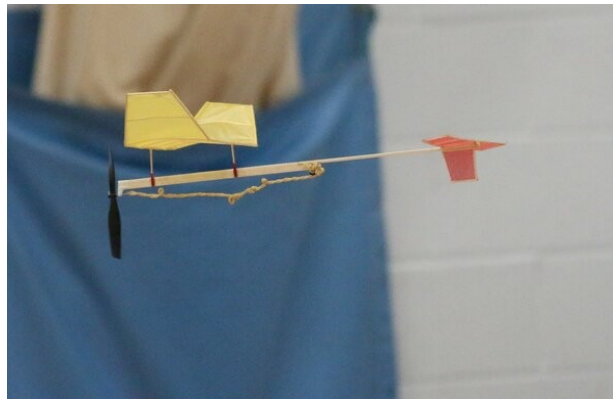
BostonAir
Photo: Andy Blackburn



Hyannis Helio
Photo: Andy Blackburn

David Herman

One of a handful of Gyminnie Crickets being flown this month.



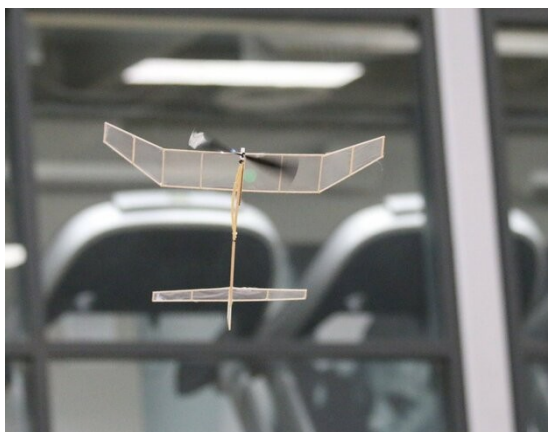
Gyminnie Cricket
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

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Paul Masterman

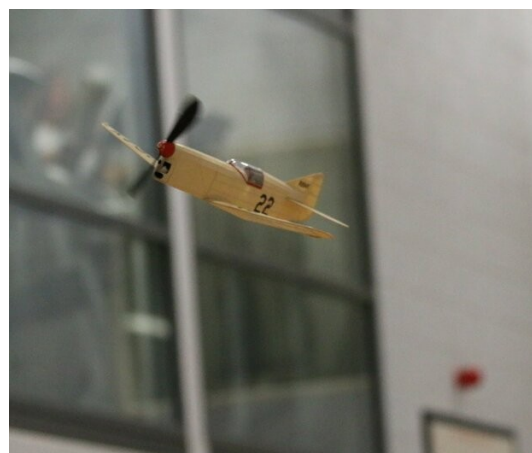
Oooh! Look another Gyminnie Cricket!



Gyminnie Cricket
Photo: Andy Blackburn

Mike Stuart

Mike was scaring the horses with his Elmendorf Special... **Wooshhhhh!** Mike seems to spend a lot of time mending this one and this outing was no exception. How ever did we cope without cyanoacrylate adhesive?



Elemendorf Special
Photos: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

If wet, in church hall.

Laurie Kirby

This is the Flyer Frogwellii Variegata; a veritable rara avis, although not from Malta. The flight is indistinguishable from the Flyer Frogwellii Vulgaris, but it has a quite distinctive and very attractive plumage. One for your tick list if you're lucky enough to see it..



Flyer Frogwellii Variegata
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o 5, 2026

If wet, in church hall.

September

First an apology. I forgot to take my preferred camera for stills and had to resort to my 'phone which is very unreliable when it comes to focussing and a significant portion of table top snaps from this session went straight in the bin. Thankfully Andy was able to get some very nice in-flight pictures so it wasn't a total washout on the pretty picture front.

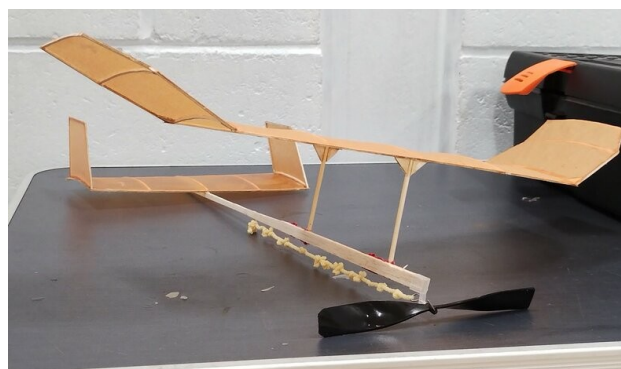
Pretty quiet this month, some of the regulars were braving the breeze wind at Port Meadow for the OMFC event, but even so it was quieter than I expected it to be.

I only noticed three or four new models this month, but I was rather occupied with my VMC Fokker D VIII, which has now been returned to the workshop to be fitted with a new wing; one with *some* dihedral. My own fault, I knew going for scale dihedral was a risk but thought it worth trying for an indoor only model.

September's Models

Tony Calvert

I'm obviously out of some sort of loop. This is Tony's new P-18, Big Smash. This is the second or third of the class that's appeared without advance warning in the last two or three months.



P-18 Big Smash

Trinity Newsletter – Issue N^o 5, 2026

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Steve Haines

Steve had a lovely new Hadland Fike Model E, with him and it was flying well by the end of the session as was his new Hangar Rat. His 16" Keil Kraft Gypsy also got an airing and if it doesn't do very well indeed in the October party game I shall be very surprised.



Hadland Fike Model "E"

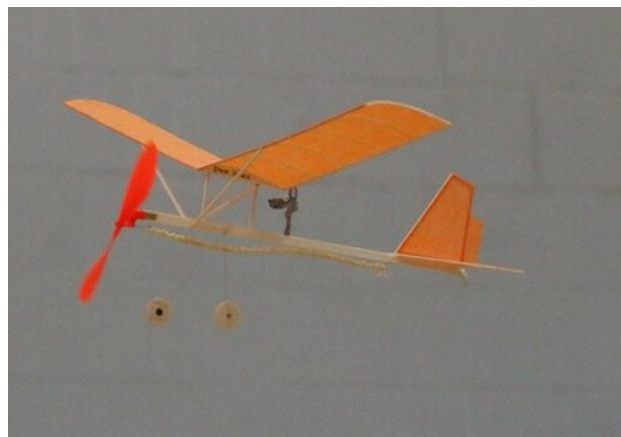


Aloft

Photo: Andy Blackburn



Hangar Rat with...



... a distinctive pilot.

Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

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Steve Edwards

A Mick Flack Tiddler. Yes. You have seen it before and yes I *will* continue to include pictures of it until either everyone else has built one or Steve prangs his.



Mick Flack Tiddler
Photos: Andy Blackburn

Richard Preston

Not new, but new-ish. Richard reduced & rubberified Mini Mercury Matador.



Mini Matador...



...up where it belongs.
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

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Gerard Moore

Gerard's delightful Helio Stallion and Mini Viking. G had fun and games getting the Stallion trimmed, but to see it fly you wouldn't know it.



Helio Stallion



Mini Viking

Photo: Andy Blackburn

Mick Langford

There is absolutely no way you can mistake Mick's Frogwell Flyer for anyone else's. There's something about the lads in the top right corner of the hall, their schemes are always very, very recognisable. The Mini Jet is something Mick cribbed from a SAMS magazine, but that's as much as I know.



Frogwell Flyer

Photo: Andy Blackburn



Mini Jet

Trinity Newsletter – Issue N^o. 5, 2026

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Mike Stuart

Mike decided to blow the dust off some of his older models for this session. The Peashooter and Speedwing proved uncooperative, but the Heinkel 45 turned in some good flights.



Boeing P26 "Peashooter"



Laird Speedwing Junior



Heinkel 45 – Spanish Civil War scheme

Trinity Newsletter – Issue N^o. 5, 2026

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Lurk

Seems like it was a session were people had been rummaging in their lofts for older models. This was my contribution, a lightly modified VMC MK I Hurricane finished as the prototype K5083. It's getting on for 8 or 9 years old and pretty tatty nor had it ever been flown indoors, but it worked surprisingly well. After a bit of tinkering I got a couple of 12+ seconds flights from hand launch on 500 turns of a 13" loop of 3/16". I'll have to give it an airing in November with a few more turns to mark the 90th anniversary of the original's maiden flight.



K5083...



... with "George" at the controls.
Photo: Andy Blackburn

John Winfield

John tells me this SE5a is from a Henson kit a now defunct company that was based in Bristol.



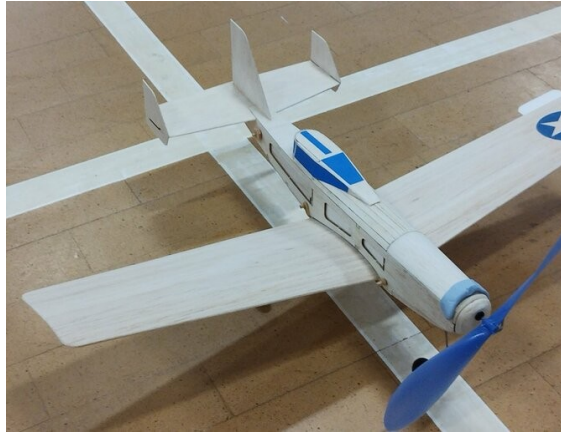
Henson R.A.F. SE5a

Trinity Newsletter – Issue N^o. 5, 2026

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John Holman

The Beast. That's what John calls it. Unfortunately only one snap survived the erratic focussing of my 'phone so I can't show it in all its glory, but there's a VMC fuselage buried in there somewhere. Note the window at the back of the cabin; it's so the passenger can see where they've come from.



The Holman Beast

Andy Blackburn

As last month Andy is still pursuing the grail of a 60s max for his peanuts. Part of this effort has involved experiments with carving his own propellers and he's summarised his findings in the piece you'll find further on in this newsletter.



Sparrowhawk, BD 4 & Eagle



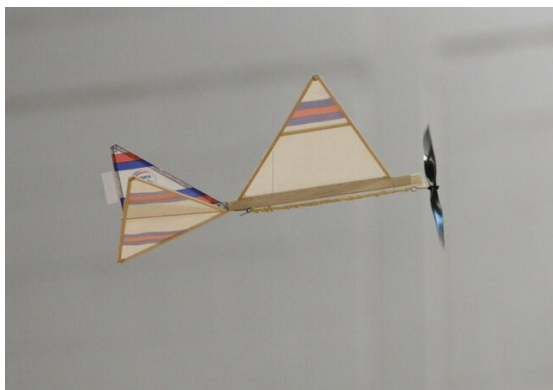
BD 4 in flight.
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

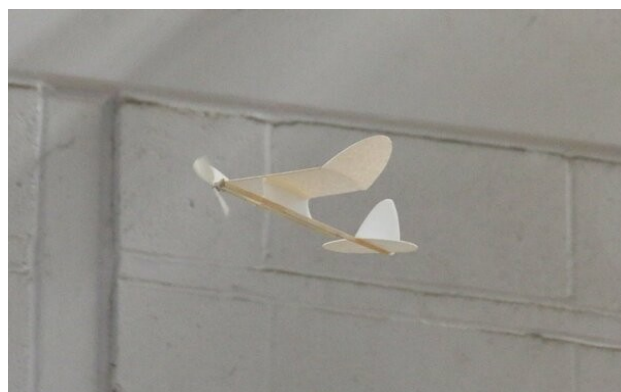
If wet, in church hall.

John Foster

John was flying a BMFA Dart and Preston Serene. People don't seem to take the Dart seriously, they really should because as Mike Stuart proved earlier this year you can wring some really good flights out of them if you're prepared to tinker with the motor and thrust line. Even if you don't they're still really good fun to fly. Preston Serene.



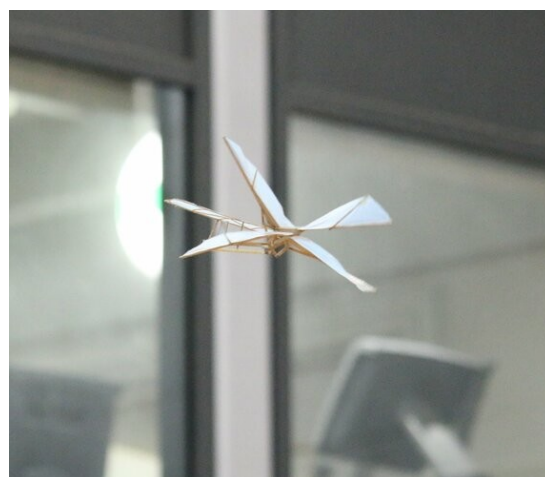
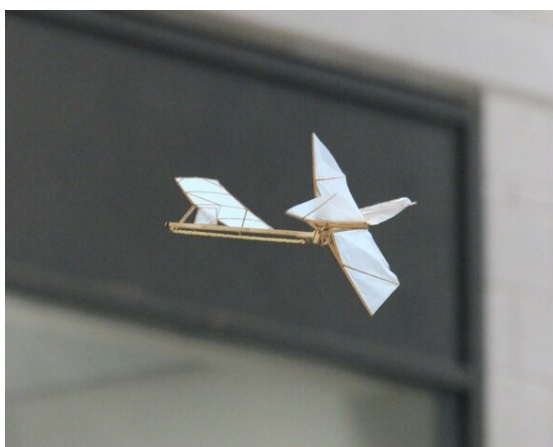
BMFA Dart
Photo: Andy Blackburn



Preston Serene
Photo: Andy Blackburn

Nick Peppiatt

A Flutterby. Nothing to say other than it flies extremely well and always makes me smile when I see it flitting around the rafters.



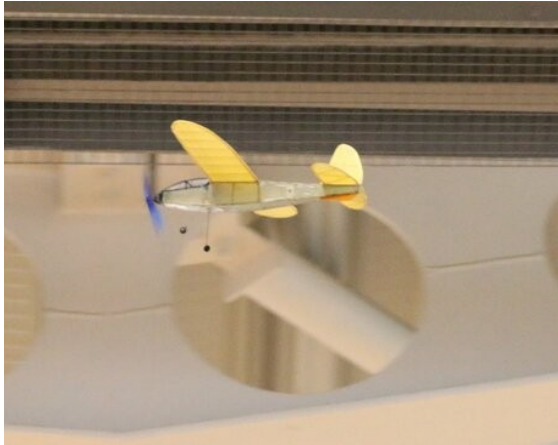
Flutterby
Photos: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

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Rob Smith

Now there's something you don't see very often at Trinity, a Preston Frogwell Flyer. That last sentence may contain trace quantities of irony. It's not surprising they're so popular, they're easy to build and fly well. In the right hands they can make a minute. Rob was also flying his small Piper Cub.



Ooh! A Frogwell Flyer!
Photo: Andy Blackburn



Piper Cub
Photo: Andy Blackburn

Peter Smart

As well as a Ryan NYP, of which more later, Peter brought along his OD Sopwith Baby



Sopwith Baby

Trinity Newsletter – Issue N^o. 5, 2026

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Workshop Odds & Ends

Reinforcing Balsa Prop Blade Edges – Nick Peppiatt

Nick's technique is to carve out the back of the blade, wrap 1/64" ply around the edge and then carve & sand the front leaving a thin ply layer around the edge of the blade.



Cheap T-pin clamps – Lurk

This is an idea I nicked from HPA some years ago, but it seems it's not widely known. Get a plastic pot lid (polypropylene, recycling code 05, at least 0.5mm thick. FAGE Yoghurt Pot lids are ideal) and use a hole punch to stamp out lots of discs. Push the pins through the discs and Bob's yer uncle. They do work loose over time, but they're easy to replace when they do.

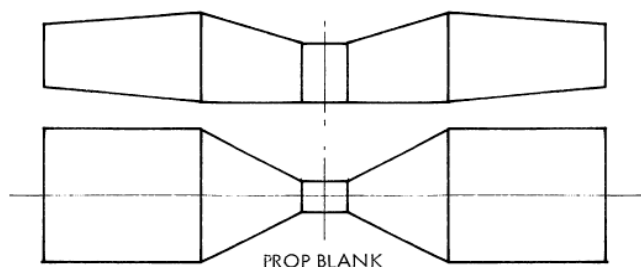


Trinity Newsletter – Issue N^o. 5, 2026

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Propellers for Peanuts – Andy Blackburn

The "traditional" way of doing propellers rubber scale models is to produce something with wide paddle-blades - to an extent, this seems to be the way it's always been done.

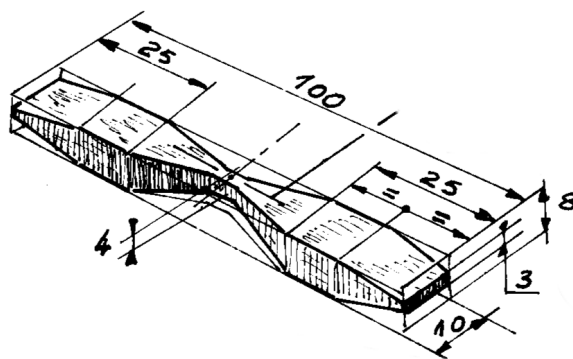


Propeller blank from Eric Coates' indoor scale Puss Moth plan, this is typical of many scale rubber propeller designs from the 1970s

These prop designs do tend to move a lot of air, but you don't get this for free because it requires more torque to turn, so requires thicker, heavier rubber that will take fewer turns. Also, in my experience, they do tend to be more difficult to match with the correct rubber thickness so that the model climbs gradually to the ceiling and then comes gradually down again - often with a paddle-blader prop, it doesn't work with progressively thicker rubber, and then it suddenly does and unexpectedly zooms up to the ceiling furniture.

Peanut Propellers by Emmanuel Fillon

I was recently looking to replace the cut-down Peck-pattern prop on my Sparrowhawk because it was proving difficult to find the right amount of rubber, and came across a 4" (100 mm) prop blank on Emmanuel Fillon's Bernard 201T peanut:



Trinity Newsletter – Issue N^o. 5, 2026

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This seemed to have *extraordinarily* narrow blades and a bit more pitch towards the tip before quite a savage bit of washout, and I did wonder if it would work but Emmanuel Fillon (ex world champion) doesn't strike me as someone who would put up with something that didn't work properly, so I carved this tiny, match-stick-like prop and had a go.

I shouldn't have been surprised when the new proved to be significantly better than the plastic one it replaced! Duration was increased and it just seemed to fly better.



Peanut Sparrowhawk with 4" prop from a Fillon plan.

Flushed with success, I made a balsa prop for my Bede BD-4 using Don Ross' book (tables 8-1 & 8-3, fig 8-13) and was rewarded with a similar increase in performance.



4.25" balsa prop from Don Ross' book

Trinity Newsletter – Issue N^o 5, 2026

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Prop Comparison

For the record, I have three active peanuts, and the prop/performance statistics are:

Walt Mooney Sparrowhawk

A 4" (100 mm) prop from E. Fillon's Bernard 201T peanut plan, approximately 40 seconds on 80% turns from a hand launch (20 seconds away from a max). Lands with turns left, can take more rubber.

Bill Hannan Bede BD-4

A 4.25" prop, 1.25 pitch/diameter from the Don Ross book, approx 40 seconds on 80% turns from a ROG (10 seconds away from a max). Lands with turns left, can take more rubber.

Euler D.6

A standard 4.75" (120 mm) Peck-pattern plastic prop, approx 40 seconds on 80% turns from a ROG (10 seconds away from a max). Lots of rubber stuffed in, probably can't fit any more in. Might get a few more seconds if winding to 90% max turns.

Making a Carved Balsa Propeller

I usually carve props from a balsa blank because in my experience, they're much more robust than props made from curved balsa sheet. Here's how I normally do it:

- (1) Mark the blank
- (2) Drill the bearing hole, cut some aluminium tube to length and either CA the tube in place if the hole is accurate, or if it's a bit wobbly fix it in place with some 5 minute epoxy and spin the prop blank to align it (centrifugal force will straighten it).
- (3) Carve and sand; none of my props are finished to a high standard.
- (4) Cover with lightweight (0.6 oz or similar) glass cloth & odourless thin CA. Sand the edges smooth when set.

So far, none of my glass-covered balsa propellers have broken.

Trinity Newsletter – Issue N^o. 5, 2026

If wet, in church hall.

Work In Progress

Mike Stuart – Fairchild 91

The pictures show it as it was in August. Since then Mike has started applying the final scheme. The light stone ground colour is done and the darker disruptive pattern will be applied when he's happy the base coat is properly dry



Fairchild 91

Andy Blackburn – VMC SE5a

Not a lot to report. Andy's just started this and there's a slim chance it will be ready for October's session.



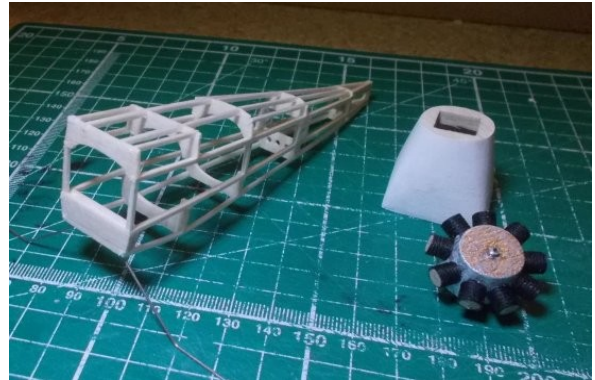
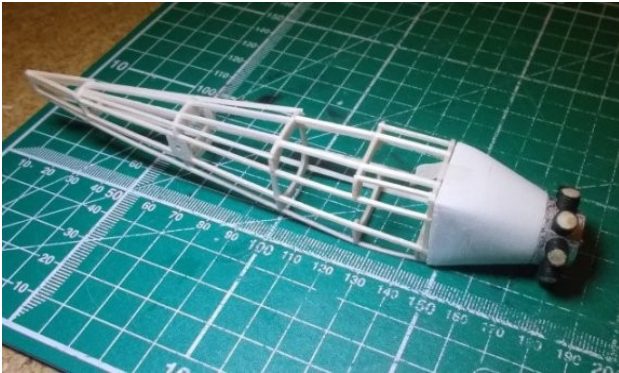
Flying Surfaces:
Photos: Andy Blackburn

Trinity Newsletter – Issue N^o 5, 2026

If wet, in church hall.

Lurk – Peanut Ryan NYP

I have a fuselage and most of the nose block, but more importantly some very useful feedback, which will save me appreciable time and effort, from Peter Smart. Peter absolutely *insisted* on having a completely untested early version of the plan and then had a bash at it.



Peter's Build

Trinity Newsletter – Issue N^o 5, 2026

If wet, in church hall.

Just Because

The usual gallimaufry.



Steve Edwards & his Flack Tiddler
Photo: Andy Blackburn



Mike Stuart & Laird Speedwing Jr.
Photo: Andy Blackburn



Rob launching his Piper Cub
Photo: Andy Blackburn



Richard & his Mini Matador
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

If wet, in church hall.



Camera Shy. Steve's Fike E
Photo: Andy Blackburn



Colin takes a breather while building
the Rylee Stick



Colin's Rylee Stick is away..
Photo: Andy Blackburn



Richard. Lost in thought.
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

If wet, in church hall.



Lee with ahh, I'm not quite sure.
Photo: Andy Blackburn



Where's Buddy?
David, Peter, Mick, Paul and the Gargoyle seated.



It's that man Preston again! This time
with the Baby Barnstormer
Photo: Andy Blackburn



Peter and his resized Nasise Comper
Swift
Photo: Andy Blackburn

Trinity Newsletter – Issue N^o. 5, 2026

If wet, in church hall.

Newsreels & Other Links

Thanks to Chris Brainwood for creating the compilations.

August	https://www.youtube.com/watch?v=LPfVakcnAh8
September	https://www.youtube.com/watch?v=jjanLEYT1Ck