

Flypaper



Mü13D Glider

Robin Strange completes this classic beauty – see page 24

Foss Fly-in

Chris Foss Fly-in & Barbecue report– see page 8

Gliding & BBQ
Saturday 5th July – see page 5



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Cover: *Jaime Brazier with his Hangar 9 Frenzy, 61", SPE 26cc petrol.*
Photo: *Grahame Pearson*

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FlyPaper back-issues may be downloaded from the SRFC website: srfc.bmfa.org
If you would prefer your name not to be in the website version please notify the Editor when submitting your article.
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From your Chairman

“All is well,” says Derek Woodley

Another three months has passed since my last missive and all is well with the SRFC! A number of new members have joined us during the last few months. Welcome, I hope you are enjoying our flying sites and are being made to feel included in all our activities.

The last Friday evening meeting of the winter period was held at our new venue, the John Selden pub in Durrington, being our Spring Auction. The event was great fun, all enjoyed the conviviality of the pub, and we were well entertained by our Auctioneer Extraordinaire, Colin Lucas. Many thanks to Colin and also to Robin Strange who looked after the finances and Mark Vale for doing all the donkey work displaying the various items for sale.

We have secured the John Selden pub as our venue for our future winter Friday evening meetings and you will receive details of arrangements in due course.

I think we have all enjoyed the excellent flying weather during the spring, but so far the summer seems to have heralded the return to rather changeable and at times windy conditions.

However, various club events and competitions have been taking place and our first Saturday club afternoon and evening get together with barbecue, with the theme of ‘Chris Foss Models’, was very well supported. Sadly I missed the day, but I’m told a great time was had by all and head cook Tom Gaskin produced some excellent food. You can read the report on page 8.

Many have enjoyed the glider competitions that have been taking place at both Coombes and Ashurst. Thank you to John Ivory and Tom Gaskin for organising.

Competition dates and results are posted on our website <https://bmfa.srfc.club> where you will note that a couple of competition days have been lost recently due to strong winds.

We will always send an e-mail to all members with relevant details of any changes to the published club program so please keep an eye on your e-mail and don’t rely on WhatsApp group messages for club communications.

Of course, there will be occasions where a competition is abandoned on the day when conditions are considered unsuitable.

FlyPaper, expertly edited by Grahame Pearson, contains much useful information on all our planned events and activities.

As nobody was prepared to take on the position of Power Representative at the AGM, we are very grateful to Keith Miles, Paul Gladstone and Colin Lucas for volunteering to jointly run the Power competition series this year. These are simple, low-key events, designed with a strong emphasis on fun. They take place once a month at Coombes from April to September, again consult the SRFC website for dates. Some power comps have already taken place and were thoroughly enjoyed by all who took part.

Our second Saturday club day and barbecue at Coombes on 7th June, themed 'Warbirds', was deferred for a week because of a wet and windy weather forecast, and sadly the revised Saturday was forecast very windy again so reluctantly the event was cancelled.

The next Coombes Club day is on 5th July and this time the theme is 'Gliding'. As with all our themed events, other models are welcome but the emphasis will of course be with gliders. Please come along and enjoy a social day flying, whether you'd like to take part or just watch. Fingers crossed we get decent weather!

This has been a quiet period for the club committee with no changes to our operation or rules. However, please appreciate the behind-the-scenes work put in by your committee and the other members who contribute to the running of the club. Without the enthusiasm and dedication they display, this club would not be the successful organisation it is.

Before closing, I must give a vote of thanks to all those who, almost unseen, cut the grass and maintain the wonderful flying surface we all enjoy at Coombes and the heli field at Poling. Your help and effort is greatly appreciated, thank you and I'd like to say a special thank you to Ken Hamer for all his help.

Safe flying, see you on the field.



SRFC invites you to Coombes for a

GLIDING & BARBECUE EVENT

Saturday 5th July*, 3pm to dusk

The club has a history of active R/C model glider flying and continues to fly regular club events at both Coombes and Ashurst sites

So why not join us for an afternoon and evening of glider flying?

All glider types are welcome from self-launching (i.e. electric), foamies, composite & balsa construction, bungee-launched gliders, aero-towed scale gliders – even chuck gliders!

We hope to have our experts demonstrate a range of glider types throughout the afternoon and evening



Bring your glider(s), join in the fun and enjoy the atmosphere, the barbecue and the flying. Family and friends are of course welcome

**Alternative date in the event of poor weather: Sunday 6th July*

We look forward to YOU joining us at Coombes

Diary dates

Themed barbie & fly at Coombes

**Summer Saturday afternoon/evenings from 3pm,
first Saturday of the month**

| | |
|---------------|---------------------|
| 5th July | Gliders |
| 2nd August | Vintage & Biplanes |
| 6th September | Anything that flies |

Bring something to fly and enjoy the company of other club members. The barbecue will be fired up at some stage and tea and coffee will be available, please bring your own mug if possible. Donations towards the cost of the food always welcome.

Indoor Meetings

At The John Seldon, Half Moon Lane, Worthing, BN13 2EN

| | |
|-------------|----------------|
| 3rd October | Autumn Auction |
| 7.30-9.30pm | |

Sell unwanted models or bits and bobs and grab a bargain



Gliding

**Coombes Thursday < 2.5m glider competitions starting at 1pm
for around an hour, twice a month until mid-September**

**3rd July, 17th July, 31st July, 14th August, 28th August and
11th September**

For up to 2.5m span electrically launched gliders. A simple height limiter is required. The club has spares available and they are easily fitted on the day. Contact the glider representative if you need to borrow one.

**Ashurst Sunday < 2m RES glider competitions,
once a month, 11am-3pm**

27th July, 31st August and 28th September

RES gliders have Rudder, Elevator & Spoiler controls only. A simple height limiter is required. The club has spares available and they are easily fitted on the day. Contact the glider representative if you need to borrow one.

**Social Sunday glider days at Ashurst
once a month, 10am-3pm**

13th July, 17th August and 14th September

General glider flying session at Ashurst. Fun fly day for any type of glider. (It's not a contest, so no height limiter is required.) All welcome.

Power competitions

At Coombes on the following Thursdays, 1pm-2.30pm

10th July, 7th August and 4th September

Simple competitions aimed to appeal to all flyers and not just 'Fun Fly' types. This will include such tasks as touch and goes, number of rolls or loops, climb/glide spot landings, etc, mostly in a set time typically two minutes. We hope to see as many as possible.

This year Contest Directors' duties will be shared between Keith Miles, Colin Lucas and Paul Gladstone.

Chris Foss Fly-in and Barbecue

David King looks back on SRFC's first themed event of the year

3rd May was the first themed club meeting this year in the summer Saturday barbecue format. It came with bright sunny weather, if a little breezy, and had a good turnout.

The flight line was predominately celebrating Chris Foss models, but a number of other types brought variety to the day.

The barbecue was a very welcome break, efficiently staffed by Tom, Mark, Geoff and Julia who produced a large number of tasty burgers and sausages in quick time.



Photos: Izzy Brown (David King's granddaughter),
Dan Fallowfield-Cooper and Grahame Pearson



Paul Shrubb and Colin Lucas





Wot 4 Foam-e in early colour scheme



Wot Trainer was available for 'trial flights'



Colin Lucas, Paul Shrubbs and John Ivory



Clive Upperton with his ARTF Wot 4-E Mk2



Burgers and bangers



As ever at SRFC theme events, other models are always welcome. John Ivory's Lancaster...



Mark Vale launches a Hawk...



Clive Upperton launches John Ivory's Viper...



...and Dave Knott's Hawk, Extra and Super Tucano

I have stopped embarrassing Mr Foss...

Les Crane with a round-up of flying and workshop activity

Readers will know that Chris Foss did the maiden and second flight of my **Miles Gemini** (videos of both are on the club's YouTube channel) but suffered undercarriage failures on both flights which did not look good. I am pleased to say that having fixed the problem he carried out two more flights recently with successful landings. I have made the tailwheel fixed, not castoring, and as it seemed a little nose heavy have removed some lead from the nose and fitted a lighter battery to help with the flare on landing. There has also been some adjustment to remove a tendency to turn to port so we will see the results on the next test flight. However, the model does look good in the air.

I took the **Precedent Stampe** to Coombes for its maiden but on checking the control surface movements there was a problem with jamming on the starboard ailerons so that came home for amendment to the placing of the aileron joining rods which has cured the problem but the maiden is still awaited.



Les Crane with his Stampe.
Photo: Grahame Pearson

Another tale of woe. Flying my **Flair Puppeter** the motor sounded rough and the ESC did not react properly when switching on although the motor ran fine. Fortunately the resultant deadstick landing was fine and after fitting a new ESC and motor all was well and it flies nicely again.

I have made major progress with the **Brian Taylor 56" Gloster Gladiator** which, apart from fitting the aileron joining rods, sorting the rates and applying the decals from Callie Graphics (<https://callie-graphics.com>), is ready to maiden. Much lightweight filler was needed in areas and a mortgage worth of silver Oratex applied.

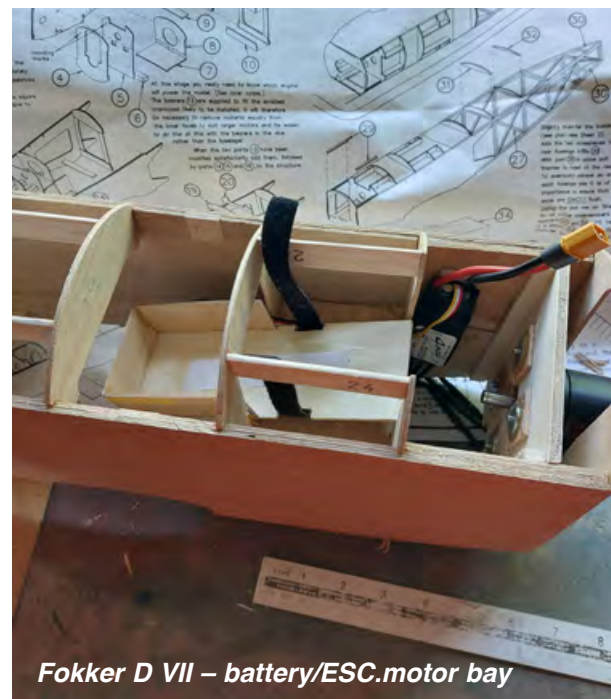


Gladiator – almost
a shame to cover it!



Now covered and ready
for decals and guns.
Photos: Les Crane

Whilst waiting for the Oratex to arrive I had to decide which of my kits to build next. I opted for the **61" Flair Fokker D VII**, a suitable partner for the Puppeteer. The build is very similar to the Puppeteer so in converting to electric I had the same problems and decisions to make. It is designed for I/C and the engine bearers provide the side and downthrust angles going through slots in the fuselage nose formers. My challenge was to create a firewall for the motor using the bearers as guides. Having done this and having confirmed with George at 4 Max that the same powertrain as used in the Puppeteer was fine, I ordered a 595kV motor, 60A ESC with 5 amp ubec to run on a 4S 4500mAh battery. Prior to this I had, of course, to build the fuselage sides and framework which was straightforward and everything went together very smoothly and accurately – although a SLEC building jig did make it easy! So far, I have built the fuselage and tail feathers, fitted the firewall and motor and created a battery bay and hatch. It will only take a day or two to finish the Gladiator and I will re-commence building the D VII.



Fokker D VII – battery/ESC/motor bay



Fuselage.
Photos: Les Crane

SRFC summer collection!

Check out our Regalia shop on the Logo That Polo website

New members may be unaware we offer a branded regalia service to members. Regalia simply means clothing and other items embroidered (clothing, etc) or printed (mugs, etc) with a club's logo. I am sure most of us already own branded items, with the logo of a football club, charity or other club or organisation we belong to.

Traditionally, clubs would have to stock such items in a variety of colours and sizes which required storage space and tied up club funds. Logo That Polo is an online company with a difference. Club members order direct from LTP via our page on their website, items are then embroidered or printed to order and posted to the club member. Prices are very reasonable and best of all, 12.5% of every sale goes to SRFC so by buying from LTP you are supporting SRFC!

Have a look at the SRFC shop (clickable link below) for the full range of items available. If you have suggestions for new items just let Grahame Pearson (*FlyPaper* Editor) know. Grahame is SRFC's LTP contact. grahame.pearson.srfc@gmail.com

<https://logothatpolo.co.uk/store/SRFC>



Below are a few of the summer items available.

Check out the website to see all items.

All have the SRFC logo in blue or white.

Prices shown are correct at July 2025



Baseball Cap
£15



T Shirt
£18



Rugby Shirt
£25.99



Bucket Hat
£16



Drill Shirt
£35



Polo Shirt
£21



Mug
£10



Enamel Mug
£12

Gliding at Ashurst

David King reports on two gliding events that took place at SRFC's Ashurst site this spring

eCaprice Competition

The first round of the 2025 eCaprice competition was well suited to the conditions on the morning of the 27th April, with glorious weather and huge thermals before lunch.

There was some attrition of the eight delicate models of traditional tissue and balsa construction. The launch was spectacular, as all models appeared to converge on the same spot, before spreading out in a starburst over the wide blue sky. The contest





was organised by Tom Gaskin and adjudicated by Derek Woodley, assisted by David King. See the glider scores panel for the results of this contest series.

The photos by Paul Shrubb perfectly captured the exciting start of the contest and he took a nice portrait of John Ivory, the worthy winner of a closely fought contest.

| 27th April | 25th May | 29th June | 27th July | 31st August | 28th September | eCaprice Contest | | |
|------------|----------|-----------|-----------|-------------|----------------|------------------|-------|----------|
| R1 | R1 | R1 | R1 | R1 | R1 | Who | Total | Position |
| 8 | | | | | | John Ivory | 8 | 1 |
| 7 | | | | | | Colin Lucas | 7 | 2 |
| 6 | | | | | | Robin Strange | 6 | 3 |
| 5 | | | | | | Mark Vale | 5 | 4 |
| 4 | | | | | | Keith Miles | 4 | 5 |
| 3 | | | | | | Tom Gaskin | 3 | 6 |
| 0 | | | | | | Clive Upperton | 0 | |
| 0 | | | | | | Derek Woodley | 0 | |
| 0 | | | | | | George Evans | 0 | |

RES (Rudder, Elevator and Spoiler 2m span) Competition

The 2025 RES competition got off to a super start on the 27th April with glorious weather and huge thermals before lunch. Wind shifts in the afternoon posed challenging questions for contestants.

The competition continues with one Sunday every month until the end of September, weather permitting.

No photos for this one as Paul was taking part in the competition.

| 27th April | | 25th May | | 29th June | | 27th July | | 31st August | | 28th September | | | RES Contest | |
|------------|------|----------|----|-----------|----|-----------|----|-------------|----|----------------|----|----------------|-------------|----------|
| R1 | R2 | R1 | R2 | R1 | R2 | R1 | R2 | R1 | R2 | R1 | R2 | Who | Total | Position |
| 1000 | 1000 | | | | | | | | | | | Clive Upperton | 2000 | 1 |
| 834 | 1000 | | | | | | | | | | | Mark Vale | 1834 | 2 |
| 989 | 693 | | | | | | | | | | | Colin Lucas | 1682 | 3 |
| 1000 | 502 | | | | | | | | | | | Robin Strange | 1502 | 4 |
| 691 | 644 | | | | | | | | | | | John Ivory | 1335 | 5 |
| 735 | 589 | | | | | | | | | | | Tom Gaskin | 1324 | 6 |
| 725 | 433 | | | | | | | | | | | George Evans | 1158 | 7 |
| 403 | 506 | | | | | | | | | | | David King | 909 | 8 |
| 217 | 31 | | | | | | | | | | | Paul Shrubb | 248 | 9 |
| | | | | | | | | | | | | David Knott | 0 | |
| | | | | | | | | | | | | Derek Woodley | 0 | |
| | | | | | | | | | | | | Keith Miles | 0 | |



Winner of eCaprice first round: John Ivory

WhatsApp groups

Joining a WhatsApp group can help you get the best from your SRFC membership



What is the biggest unknown for new or existing members? Simple, knowing when is the best time to go flying so that you don't arrive at the field and find yourself on your own. That can be demoralising but is easily avoided. Just join and be active in a WhatsApp group.

The club has four official groups at the moment and all members are welcome to join one or more to suit their flying taste and time availability. While they were

originally set up to find out who is flying when and where, their use has widened considerably and now encompass almost any flying related issue, e.g. a mass build as undertaken by the glider group this winter which included advice, photos, discussion on problems, etc, or what engine/power train to put in a model, the weather forecast for a particular day/event and even birthday greetings or get well soon message to a member. The groups are informal, sociable and not without humour! Just choose the group(s) that suit your needs best and give your mobile number:

Coombes Flyers. This group is used predominantly (but not exclusively) by those who fly in the morning, lunch time and early afternoon, fixed-wing power and e-gliders. To join e-mail Robin Strange: srfcsec.srfc@gmail.com.

Flying Today? This group to a degree is similar to Coombes Flyers but is used, as it says, to find out who is flying on that specific day. To join e-mail Grahame Pearson: grahame.pearson.srfc@gmail.com.

Happy Flyers. This group is predominantly used by flyers looking to fly afternoons and evenings but also for modelling chat. To join e-mail Grahame Pearson: grahame.pearson.srfc@gmail.com.

SRFC Gliders. The name gives it away. Unlike the other two groups, the glider section has two club sites (Coombes and Ashurst) plus a number of other venues, some close, e.g. Mill Hill, Beeding Hill or Chantry Hill and others further away, e.g. Itford Hill, Firle Beacon or BoPeep. Thus, being in this group also lets you know where they will be flying on a particular day as well as who is going. To join e-mail Robin Strange: srfcsec.srfc@gmail.com.

At the moment the club is not aware of any helicopter/drone WhatsApp groups.

The Committee is aware that over the years the flying emphasis has changed from mainly weekend flying to weekday flying so if there are members who would like a weekend group to be formed let us know.

It is the club's firm intention that new members are made to feel welcome and inclusive from Day One and, apart from attending our indoor and outdoor meetings, there is no better way of becoming involved than joining and contributing to one of the WhatsApp groups. Apart from knowing who is flying, where and when, the groups provide a whole raft of support, help and encouragement – plus the usual ribbing if you suffer a 'senior moment' when building or flying!

Naval quiz

By an anonymous SRFC member

You can Google the answers but I urge you not to

Answers on page 22

1. Which warship accompanied the *Bismark* on her breakout into the Atlantic in 1941?
2. Who is the pilot credited with disabling *Bismark's* rudder?
3. What does the U stand for in U boat?
4. What was the most common mark of U boat built?
5. Who/what were the following in WW2? Otto Kretschmer, Eric Topp and Gunther Prien
6. What were known as 'Salmon and Gluckstein'?
7. What was the *Admiral Graf Spee*?
8. Who commanded the U boat fleet in WW2?
9. What post did he assume after Hitler's death?
10. What were the two biggest battleships in WW2?
11. What were the six big Japanese aircraft carriers in the attack on Pearl Harbour?



Naval quiz – answers

Quiz is on page 21

1. The cruiser *Prinz Eugen*.
2. John William Charles Moffat in a Fairey Swordfish.
3. Unterseeboot.
4. Type VIIC.
5. Top U boat commanders.
6. The battleships *Scharnhorst* and *Gneisenau*.
7. A German cruiser, known as a pocket battleship, scuttled in the River Plate.
8. Admiral Karl Dönitz.
9. The German Head of State.
10. The *Musachi* and the *Yamato*, both over 60,000 tons.
11. *Akagi*, *Kaga*, *Soryu*, *Hiryu*, *Shokaku* and *Zuikaku*.



SRFC videos online

We now have over 120 YouTube videos for you to watch!

If you have not yet discovered the club's YouTube channel you are in for treat. Just search YouTube for 'Sussex Radio Flying Club (SRFC)' or go to the club's website – srfc.bmfa.org – for a direct link to the channel or click **here**.

The videos will play on any device but the bigger the screen the better.

Tip: Consider 'subscribing' to the channel – once on the SRFC page hit the 'Subscribe' button. Subscribed channels are those you visit frequently and saves you from having to search each visit (a bit like Favourites or Bookmarks on your web browser). Additionally, if you click the 'bell' icon you will be notified via your smartphone whenever a new SRFC video is uploaded. A message will pop up on your phone's screen together with a 'ping' but you can easily turn off the 'ping' if you find it irritating or obtrusive and just retain the visual notification.



Akaflieg München Mü13D – Part Three

Robin Strange completes his build and maidens it.
(See FlyPaper, July 2024 and January 2025 for Parts One and Two)

Introduction

This is the third and final part of my Mü13D build and includes the all important first flight and my impressions of the model in its intended element. I began the build in September or October 2023 having bought the plan from Laser Cut Sailplanes with an associated short kit. Parts one and two describe the issues I had during the build so I will just get on and bring the project to its close.

Wing build

Part two found me in the throes of finishing the basic structure of the port wing leaving the sheeting of the wing to do and a few other things. The starboard wing was completed to the same standard before moving on to the sheeting of the wings with 0.4mm plywood and making and fitting lots – and I mean lots – of fillets at the front (by the spar) and rear of the ribs. With a four-metre wing, to sheet the ‘D’ box and wing root it’s amazing how much 0.4mm plywood I needed and of course there was the tailplane and fin to do as well. In the end I needed five 1200x300x0.4mm ply sheets.



Having flown with the Ghost Squadron at Buckminster I know their leader John Greenfield whom I know builds half-scale models of very high quality and on their website (www.ghostsquadron.co.uk/ply_sheeting_complete.html) there are a number of very interesting videos showing how to sheet a ‘D’ box with plywood including attaching the ply and wrapping around the leading edge with a single piece of ply – also see my article on sheeting in the April 2025 edition of *FlyPaper*.

Before starting to sheet the wings I installed the servo mountings and cabling using twisted servo wires to reduce the danger of interference as the wires were going to lay side-by-side for a considerable distance.

I proceeded to sheet my model using the dry-glue method shown in the aforementioned videos and I found it relatively easy to do and far easier than trying to hold in place plywood while glue dries. Although not shown on the plan I also fitted a one-centimetre section of 0.4mm ply along the trailing edge in front of the ailerons working on the principle that the nylon I planned to use would glue more easily, and then I capped the ribs between the fillets with 0.4mm ply. Capping strips meant making 54 unique strips per wing, not counting the strips for the ailerons, which gives you some idea of how many fillets I had to make.

The ailerons were built as part of the basic wing structure and then cut free from the wings before sheeting the front edge of the ailerons with plywood. They are designed to be a close fit to the wing trailing edge with embedded pin hinges. Each aileron is actuated by a single servo placed adjacent to the aileron unlike the plan which uses a servo installed in the wing root using pull-pull cables to connect to the aileron.

Airbrakes

The full-size glider had airbrakes above and below the wing, the upper opening forwards and the lower opening rearwards. An alternative is offered on the plan being a simpler but equally effective postbox type on top of the wing. I went for the latter as it’s more damage-proof when landing. The spoiler surfaces were sheeted with 0.4mm ply with a sandwich below of two sheets of 1/16" balsa, one being lengthwise grain and the other crossgrain to add strength and to reduce any warping. A single servo is used in each wing mounted close to the spoiler unlike the original design which had the servos mounted and actuated like the aileron servos.

Tailplane, rudder and fin

Both the tailplane and fin are sheeted with 0.4mm ply and a shroud had to be created so that the hinge line is within the shroud.

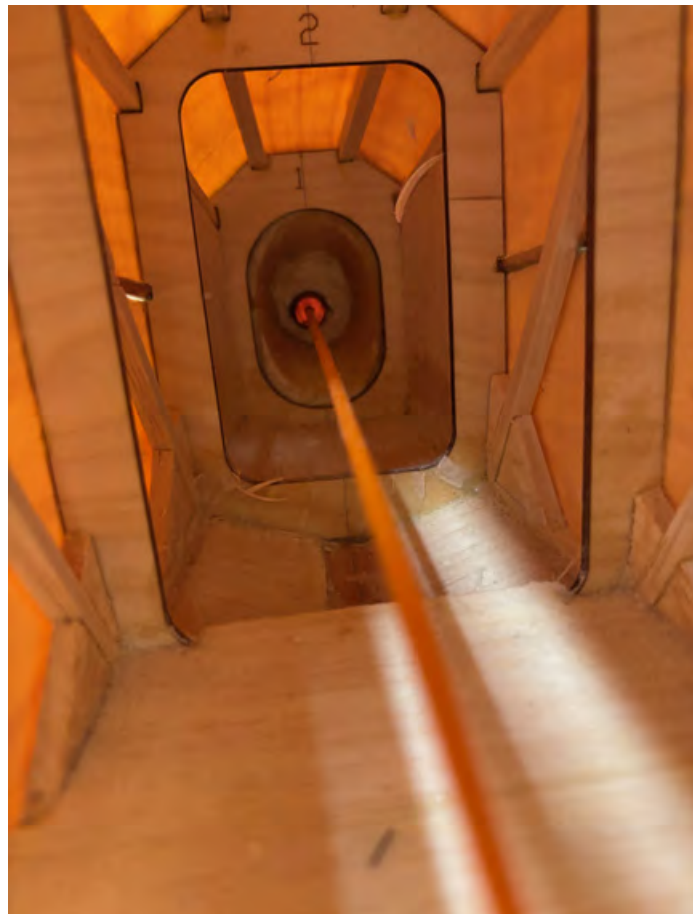
Before sheeting the tailplane I covered the elevator in nylon otherwise it would have been very difficult to gain access to the leading edge to cover it. I sheeted the underside of the tailplane with ply using the dry-glue method and then fitted the elevator with its hinges to the trailing edge of the tailplane using epoxy. When the hinges were secure I sheeted the top side with the plywood before fitting the balsa leading edge and shaping it as required.

The fin was much easier as the rudder mounting hinges do not go into the rear of the fin trailing edge so sheeting was straightforward giving the correct amount of shroud. There are two rudder mounting hinges, top and bottom, so all I had to do was make the appropriate hinges out of brass and mount the rudder.

Fuselage

I installed the three fuselage-mounted servos (rudder, elevator and tow release) at the rear of the cockpit so as to give me easy access. The reliability of the tow release mechanism is very important as its failure could prove very embarrassing if the tug was unable to release the tow at its end so I took great care to ensure the route between the servo and the tow release in the nose was as direct as possible.

Next came the installation of the elevator control push-pull Bowden cable and the fitting of the pull-pull cables for the rudder controls. The elevator is removable for transport so I used an eye-end ball on the end of the Bowden cable to allow the elevator rod lever to be inserted when fitting the tailplane. The rudder pull-pull cables are connected to the rudder servo using a couple of turnbuckles to allow for adjustment in service.



Making the canopy structure and glazing was fairly straightforward though there is little information on the plan. The biggest challenge was the glazing as the canopy goes sideways into the wings as well. First I made some paper templates and doing this I realised I could do the glazing over the top and front and include the top and bottom of the section going into the wing in one piece. This meant the glazing would consist of three pieces counting the sidescreens as well.



Covering

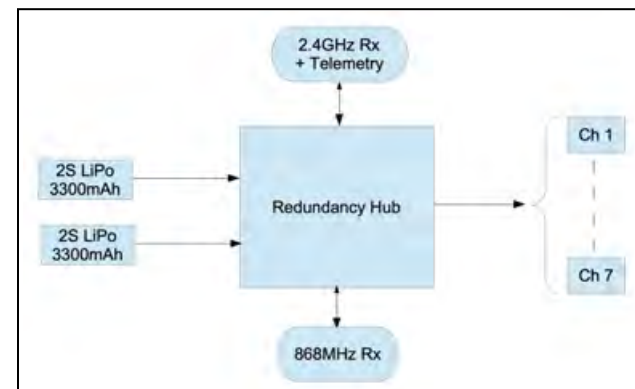
With so much lovely wood on display I didn't want to hide it so I decided to use white nylon on the open areas of the wings, elevator and rudder leaving the wood clear to be varnished with Ronseal Ancient Pine interior varnish, which matched the gold nylon I used to cover the fuselage structure with. The interior



varnish is water-based thus staining but importantly keeping the weight down as the water evaporates. I bought the white nylon off eBay which weighed 35g per square metre but when wet tended to wrap around itself just like tissue paper so I covered the wings with the nylon dry and once attached sprayed it with water before doping. The open areas of the wing nylon overlapped the wood by one centimetre which proved more than adequate.

System set-up

All my other models are set up fairly traditionally but this time, having built a bigger glider than in the past, I decided to take a slightly different tack. First I wanted to use high-voltage servos for the extra torque and to incorporate some redundancy and to this end FrSky market a few power redundancy hubs. I chose a unit that is now obsolete but fulfils my requirement. The unit has a facility for two receiver inputs and two separate power supplies and automatically isolates failed servos thus protecting the rest of the system.



I used an Archer Plus GR8 Access 2.4GHz receiver which provides telemetry with an inbuilt variometer providing altitude and rate of climb and a separate R9 SX Access 868MHz receiver, both of which feed into the redundancy hub via their SBUS outputs, which uses the best signal and will happily operate with only one receiver being operational.

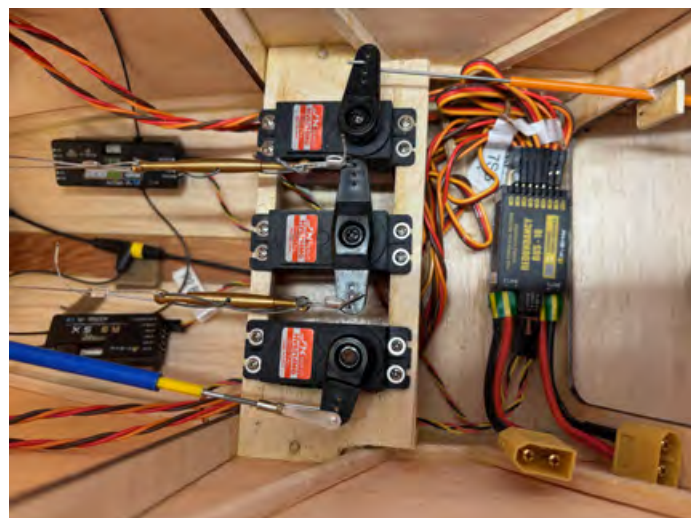
For the power supply I have chosen two 2S LiPos of 3300mAh capacity each (preferring to have a big battery than more lead in the nose). On a typical weekend at Buckminster I use three 2000mAh receiver batteries so these two LiPos should be more than adequate for a day's flying.

The three servos in the fuselage are standard JX HV6214MG digital servos and the four in the wings are JX PDI-HV2107MG servos.

When the model is under tow the rudder isn't used, only the elevator and ailerons (to keep the wings level) but once it is off tow I mix 50% aileron to rudder as a starting point as gliders – and in particular vintage gliders – need lots of rudder input to turn.

The spoilers are controlled by the normal throttle stick on the transmitter like many gliders but I set it up so that full spoiler is achieved with the throttle stick at its mid position, the second half of throttle movement giving up ailerons, i.e. crow. Most people deploy ailerons and spoilers at the same time in a traditional crow but I prefer to raise the spoilers separately to the ailerons.

I use logic gates to automatically start two timers on take-off (tow duration and flight time) when the model is three feet off the ground. The tow timer stops when the tow is released and the flight timer stops when the model is back below three feet off the ground.



Flying

7th April dawned with lots of sun and a wind from the east, a good day to give the new glider its first flight at Coombes. I had previously spent lots of time getting the centre of gravity right though I did err on the side of caution and set it slightly ahead of the intended location. With range test carried out and control checks completed I finished it all off with a tow release check under tension. The model weighs just over 5.5kg so with my wife's help I did a pull-off check with just over 12.5kg tension at which level the actuator moved easily to release the tow line.

With all checks done and the model rigged with the help of Colin Lucas I took the model to the start of the launch point. Colin was driving the tug and with John Ivory on the wing tip slack was taken up and off we went. The launch was fine with no dramas and after a few turns on the climb I released the tow and with just a few clicks of up trim she was flying beautifully. I found that the control throws were excellent (there is no guidance on the plan as to what the deflections should be), giving lots of authority, particularly the rudder which is very effective making turns very easy, which is not always the case with a vintage glider.

I have the model set up such that I have 50% aileron to rudder coupling in normal flight and none on tow. On tow all I need to worry about is ailerons to keep the wings level and the elevator to control my position with respect to the tug – not too high and not too low. Rudder isn't needed as the tug will drag the glider in the direction it's going. Some opposite aileron is required in turns but only a touch so flying her was a



John Ivory, Colin Lucas
and Robin Stange.
Flying photos: Dave Knott



joy. In fact I think I could reduce the control ranges of movement in all axes but I will wait till I have flown it again before I make any control changes.

To the east of Coombes there was a fair degree of sink early on so the first three flights were not very long but over our field the sink disappeared and Mark Vale – he flying his Slingsby Kirby Gull and me my MÜ13D – found we were not losing as much height on finals and needed a longer downwind leg to scrub off height. By my fourth flight I had got it right, which incidentally lasted 26 minutes as some lovely thermals came through so a great end to the day's flying.

A happy bunny went home after nearly 18 months of work.



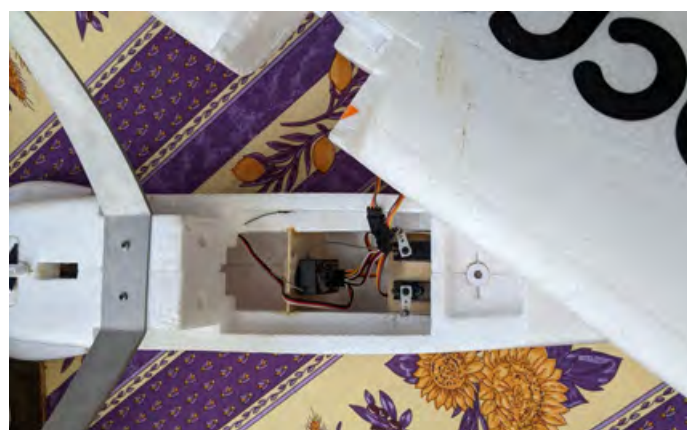
Ads

For Sale

Acro Wot Foam-e. Good condition. Bind and fly with a Spektrum DSMX receiver. Almost new fuselage and a good condition wing. Docile on low rates, aerobatic on high rates. Flies well. Just add a 3S 2200mAh battery, bind, and fly. Or simply swap receiver if you don't use Spektrum. Best offer over £80. See photos.

Flight box. If you are a Nitro fan, I also have a flightbox and a starter that we can haggle over. Photos on request.

Jerry Hansen, tel: 07973 460168 or email: jerryhansen@live.co.uk



SRFC now on Facebook

Dan Fallowfield-Cooper with all you need to know...



As a Facebook user, I have launched an SRFC page.

There's not a lot of content on there at the moment but I'm sure this will change as more people discover it. The majority of the content will come from SRFC members who post asking for advice, posting events, buy and sell items, general discussions, show off a new model and even show an unscheduled landing!

To be clear, our Facebook group is not going to replace the good work that Grahame does with the *FlyPaper* or indeed the website. It is an additional resource and has immediacy as its main appeal.

The page will be private meaning it's just for SRFC members.

Like any resource, the more people who use it, the better it is. It's free so what are you waiting for!

If you have Facebook, click on the link below and join today. And if you have never used Facebook, why not give it a try?! Just click on the link below:

<https://www.facebook.com/groups/www.srfc.bmfa.club>

Putting digit to keyboard!

Your chance to be in the next issue!



As your *FlyPaper* Editor I am extremely grateful to those members who send in articles and photos for each issue; without you there would be no *FlyPaper*. However, it would be great to receive an article from someone who has not written in before.

If you have never sent in something for *FlyPaper*, or are a new SRFC member, your contribution would be especially welcome.

Don't worry if your grammar, punctuation or spelling is not the best. My day job is in publishing and magazine design so I will do my best to make your article look pretty!

Finally, articles do not even have to be about R/C model aircraft. This may surprise you, but as long as it is likely to interest other members and is vaguely connected with aviation that's good enough for me.

Grahame Pearson, Editor

SRFC Committee 2025/26

| | |
|------------------------------|---|
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Robin



Mike



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John



Grahame



Dan

Non-Committee Positions

| | |
|-----------------------------|-------------------------------------|
| Website & Data | David King webmaster.srfc@gmail.com |
| Field Maintenance (Coombes) | Ken Hamer |
| Social Events | VACANT* |
| Safety Adviser | Dave Knott |
| Safety Marshall 1 | Paul Gladstone |
| Safety Marshall 2 | John Wase |
| Safety Marshall 3 | VACANT* |

** If you feel you can fill a vacant position please contact the Secretary for details*