JANUARY 2026

Flypaper

RADIO FLYING CLUB SUSSEX srfc.bmfa.org

Wot an achievement!

50 years of Chris Foss models – see page 30

Party, party, party!

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Indoor Flying

Get your winter flying fix – see page 14

BMFA

srfc.bmfa.org

Sussex Radio Flying Club (SRFC)

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Cover: Grahame Pearson with his Balsa USA 88" Fokker D VII, built by Ivan Thomas and powered by a Laser 200 V-twin. Click here to watch it fly: https://www.youtube.com/watch?v=SU8juHVIIWE Photo: Jaime Brazier

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***FlyPaper* is published at the beginning of January, April, July and October.**
Submissions for the April issue must be submitted by 15th March.

Text for articles should either be in a Word document attachment or simply as plain text within the email message. Photos should be high-resolution JPGs.

***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.

SRFC winter 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 winter items available.
Check out the website to see all items.
All have the SRFC logo in blue or white.
Prices shown are correct at January 2026

Beanie Hat
£15

Gilet/Body Warmer
£38

Rally Jacket
£37

Quilted Regatta Jacket
£48

Fleece Zipped
£25

Winter Scarf
£15

Mug
£10

Enamel Mug
£12

From your Chairman

"Happy New Year!" says Derek Woodley

You will be reading this at the beginning of a new year, 2026! So, on behalf of your SRFC committee, we wish you all a Happy & Healthy New Year.

2025 has been a successful year for our club. We have welcomed many new members, both novices and experienced model fliers. If you have just joined the club I hope you all have enjoyed both the company we offer and our excellent flying facilities.

A considerable number of well supported competitions have been run during the main flying season between April and September and throughout the winter months the Hanky Plank series of fun competitions is continuing. You can follow the results on our website srfc.bmfa.club.

Many congratulations to all the competition winners and the recipients of other club awards. You will have received your trophies and awards during the Christmas Party club night in early December.

Looking forward into 2026, I have no reason to expect any significant changes in legislation that will affect the use of our various club flying sites. There remains, however, a general need to tighten the proof of competence levels amongst the model flying community. With this in mind I would encourage all SRFC members to obtain at least a BMFA 'A' certificate. This is very similar to our club Solo check and should present no difficulty any of our fliers.

The Memorandum of Understanding with Brighton City (Shoreham) Airport that allows us to fly from our Coombes site is due to be renewed in March 2026. However, thanks to the diligence of members in sticking to and respecting the rules that apply when flying at Coombes, I expect the agreement to be renewed, unchanged, without difficulty.

Also remember that our agreement with Shoreham Air Traffic Control (ATC) only permits model flying from Coombes (at any height) between sunrise and sunset, so please do not be tempted to fly the LED illuminated models currently being heavily advertised from Coombes in the dark.

I don't need to remind you, I am sure, that respect for the wishes of the landowners, consideration to livestock and to members of the public, is paramount in us maintaining all the good relationships we currently enjoy allowing the continued use of our flying sites.

The next winter club night will be held in early February with a fascinating talk on the early development of radar followed by the SRFC Annual General Meeting in early March.

Nomination papers for club committee positions will be issued in the near future. It is always good to have some new blood bringing fresh ideas to the committee, so please give some thought to volunteering to help with the running of your club.

Safe flying and smooth landings.

SRFC invites you to a talk by Richard Taylor:

Radar, the Dowding System and the Battle of Barking Creek

Friday 6th February 7.30-9.30pm

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

An introduction to the origins of Radar before moving onto its first use in a naval engagement: The Battle of the River Plate, followed by the invasion of Norway. A summary of British Radar development and Chain Home Radar and the division by the RAF of Britain into defensive Sectors. Equipment installations, both on the ground and in the air follows before commencing the Battle of Barking Creek. As a result of this little-known incident the Dowding System was revised and now incorporated the Observer Corps to supplement existing radar systems. Finally a discussion of the magnificent support organisations that were put into place in time for the Battle of Britain.

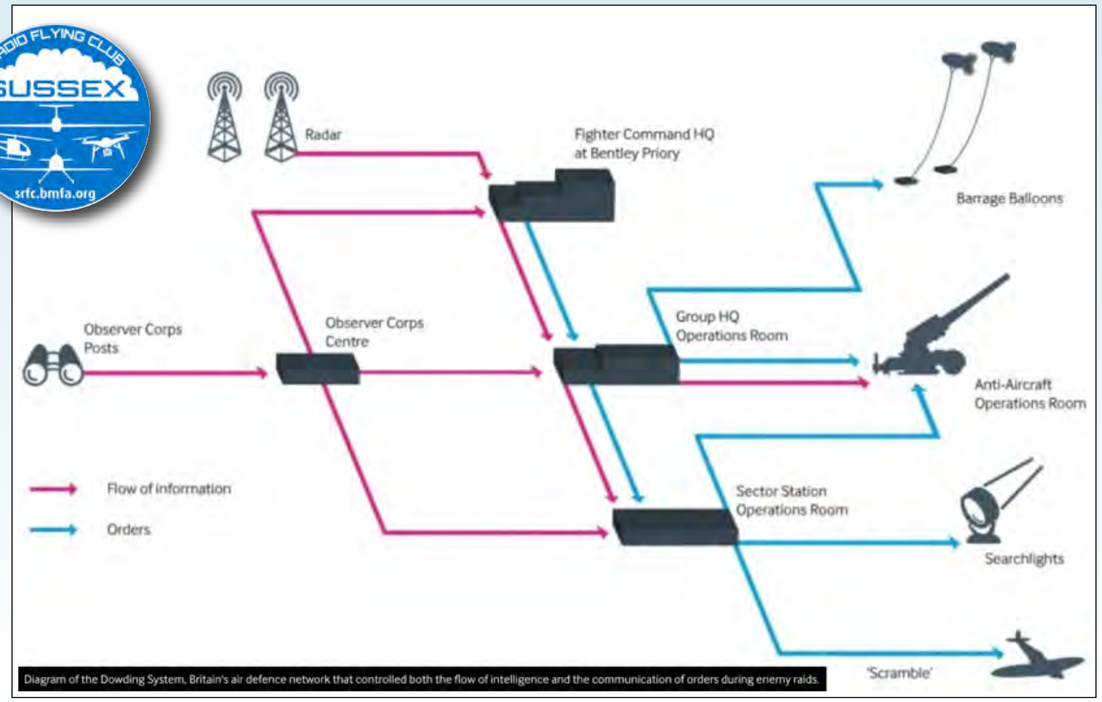


Diagram of the Dowding System, Britain's air defence network that controlled both the flow of intelligence and the communication of orders during enemy raids.

Diary dates

Indoor Meetings

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

6th February	**'Radar, The Battle of Barking Creek and The Dowding System'** **7.30-9.30pm** Speaker: Richard Taylor
6th March	**AGM** **7.30-9.30pm** Your chance to become actively involved in the running of the club. More details nearer the time
3rd April **7.30-9.30pm**	**Spring Auction** Clear out your surplus to make room for your winter projects, while bagging some bargain models and bits and bobs.

Indoor Flying

At the Sports Hall, Bohunt School, Horsham

The Chairman of the Horsham & District Radio Controlled Model Club has extended an invitation to SRFC members to join them at their Indoor Flying Events. They are held on selected Sunday mornings with separate timed sessions for helicopters, quadcopters, small fixed-wing and large fixed-wing.

Please check Horsham club's website before travelling in case of cancellations: https://hdrcmc.bmfa.club/whats-on/

25th January	**10am to 12 noon (£5 per Adult, Juniors free)**
15th February	**10am to 12 noon (£5 per Adult, Juniors free)**
15th March	**10am to 12 noon (£5 per Adult, Juniors free)**

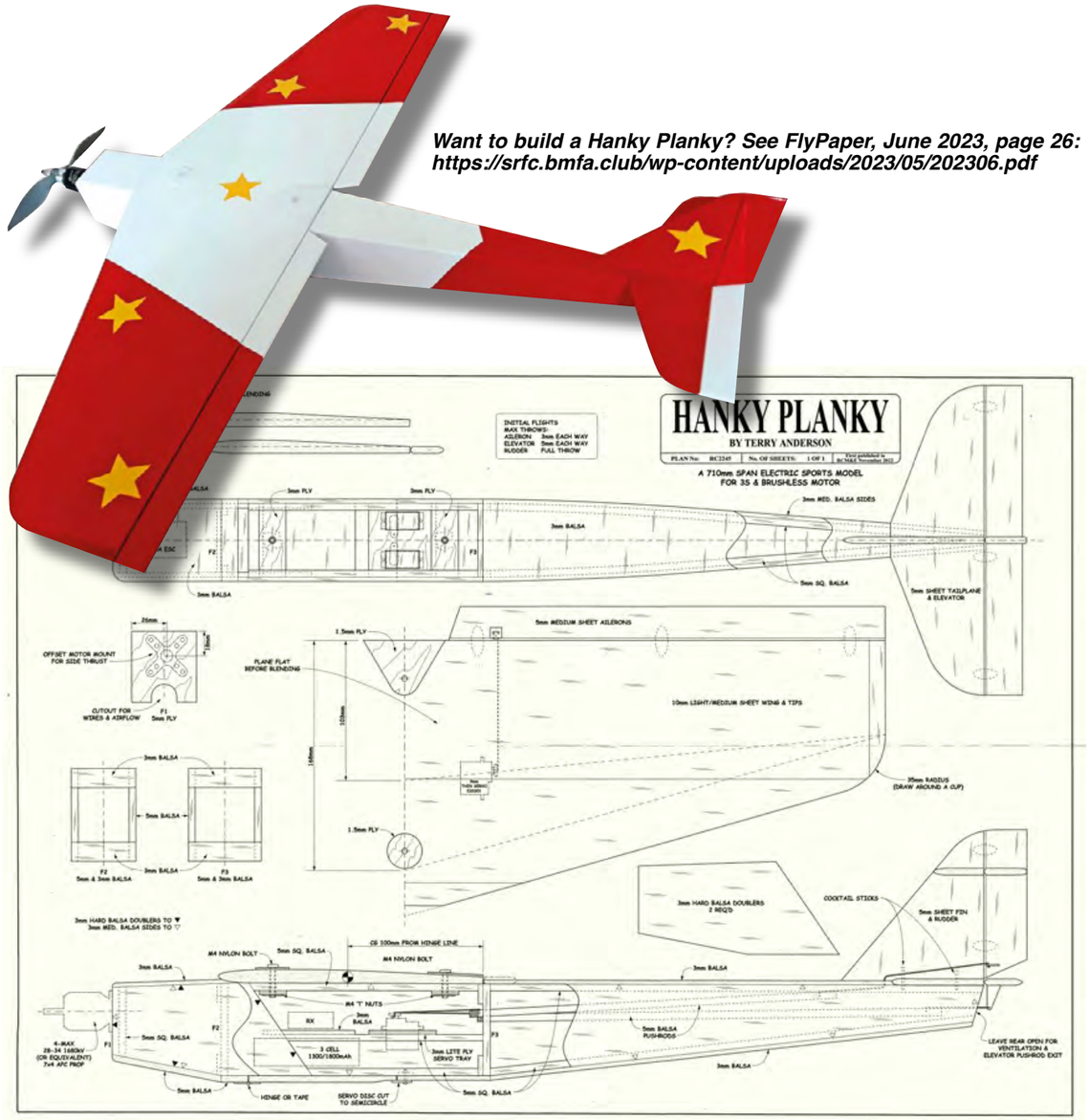
Hanky Planky Competitions

Why not have a go at our one-make Hanky Planky competiton!

All are on Thursday and are at 12.45-2.00pm at Coombes. Each have alternative dates in case of poor weather conditions on the scheduled dates.

The first 3 rounds have taken place but don't let that stop you from having a go!

Fourth	**8th January**	**Alternative:**	**15th January**
Fifth	**5th February**	**Alternative:**	**12th February**
Sixth	**5th March**	**Alternative:**	**12th March**



Want to build a Hanky Planky? See FlyPaper, June 2023, page 26: https://srfc.bmfa.club/wp-content/uploads/2023/05/202306.pdf

The SRFC Christmas Party

Grahame Pearson reports on a very well attended Christmas party, awards presentations and raffle on 5th December

Friday 5th December saw many SRFC members and their spouses gather at our new venue, The John Seldon pub, for our Christmas get-together, presentation of trophies and the ever-popular raffle.

Our Chairman, Derek Woodley, was unable to attend this year but John Ivory stepped in to present the awards and also ran the raffle, with prizes generously provided by SRFC members and also Sussex Model Centre, to whom we are hugely grateful. The raffle raised an impressive £135 which, as is usual, was donated to our adopted charity, the Kent, Surrey & Sussex Air Ambulance.

Weather on the night was appalling with high winds and torrential rain; I for one experienced diversions due to flooding and many fallen branches en route. As a consequence, numbers were down, including several award winners. Whether this venue will be large enough to host a 'capacity crowd', should weather be better for the 2026 party, will be discussed by the committee. All feedback gratefully received.

All who braved the weather enjoyed catching up with friends and spouses. An excellent cold buffet was provided while the bar provided drinks.

Photos: Grahame Pearson

Raffle prizes

The trophies

The Awards

Glider E-soaring Shield
Mid-week competition for full-house electric gliders up to 2.5m wingspan.

1st place	Mark Vale
2nd place	Robin Strange
3rd place	Tom Gaskin

Challenge Cup
Thermal RES (rudder, elevator and spoilers only) electric gliders.

1st place	Clive Upperton
2nd place	John Ivory
3rd place	Colin Lucas

Glider E-soaring Shield. 3rd place: Tom Gaskin

Challenge Cup. 1st place: Clive Upperton

Gliding Competition Trophy
Caprice electric glider single-type model duration event.

1st place	John Ivory
2nd place	Clive Upperton
3rd place	Robin Strange

Power Competition Shield
Fixed-wing power models competition at Coombes.

1st place	Colin Lucas
2nd place	Mark Vale
3rd place	Chris Foss

Novice Power Competition Shield
Fixed-wing power models competition at Coombes. Winner is Paul Shrubb.

Gliding Competition Trophy: John Ivory

Power Competition Shield: Colin Lucas

Builder's Trophy
Aeromodelling skills. Winner is Robin Strange.

Graham Aldhurst Cup
Service to the club. Winner is James Leach.

Junior Novice Achievement Award
Exceptional progress. Winner is Leo Hunter.

Chairman's Choice Award
Exceptional activity of benefit to the club. Winner is Ken Hamer.

Spirit of Peter Plank Award
In memory of our much missed past club member Peter Plank this is awarded by Clive Upperton, Paul Gladstone and Pim Smith to the person who during the last twelve months has most replicated the persona of 'Planky'. Winner is Mark Vale.

Novice Power Shield: Paul Shrubb

Chairman's Choice: Ken Hamer

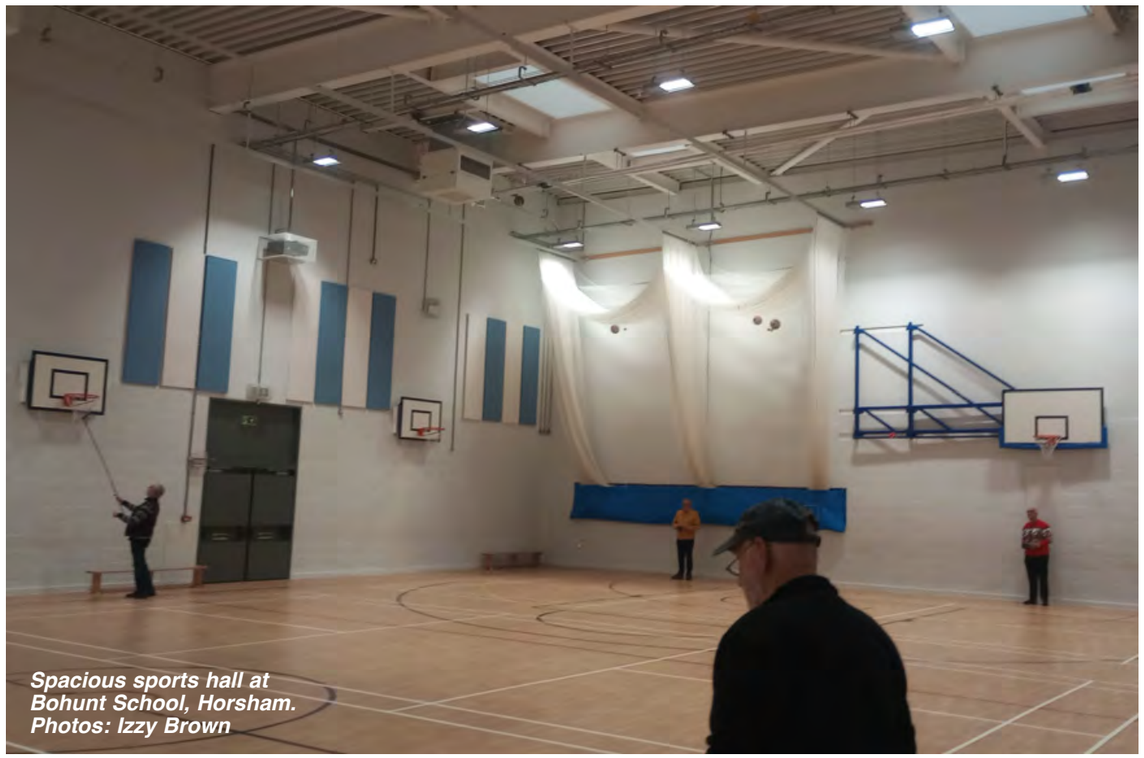
Winter Indoor Flying

David King recently attended an indoor meeting of the Horsham & District Radio Controlled Model Club who have kindly invited SRFC members to their winter indoor events

Those of you who attended any of the indoor events in Worthing High School may be interested to hear that Horsham club have booked the sports hall at the Bohunt School, Horsham for a similar series of indoor sessions. There is a calendar of their events on their website, click this link: https://hdrcmc.bmfa.club/whats-on/ . Events are held on selected Sunday mornings from 10am to 12 noon. There are separate timed sessions for helicopters, quadcopters, small fixed-wing and large fixed-wing.

I went there with my granddaughter, Izzy, to get some in-flight photos of a Micro Stik model that we recently refurbished with a new receiver attached by a 3D printed bracket. *(See article on page 36. Ed)* We took a picture of the hall, for future reference, along with the pictures of our model.

We were met with a warm welcome. On this occasion they had waived the £5 entry fee, so there was quite a crowd. Peter Glover the club chairman extended an invitation to SRFC members and said that it was not always so busy. To cap it all, we were served mince pies and biscuits! We spent a happy morning chatting and flying.



Spacious sports hall at Bohunt School, Horsham. Photos: Izzy Brown

David King's Micro Stik

Avoid a Flyaway

Derek Woodley gives some sound but counter-intuitive advice

To avoid a Flyaway, when you lose sight of your model the Golden Rule is to switch your transmitter OFF! Confused? Read on…

In late October the BMFA published a model aircraft Incident Report Summary covering the period March to October 2025. A copy of this report was e-mailed to all club members and I hope you took the trouble to read it. If you didn't, it is reproduced at the end of this article.

There are lessons to be learnt!

Model aircraft Incident Reports go to the CAA who then pass them to the AAIB (Air Accident Investigation Branch).The AAIB are quite an influential organisation and can have a significant influence on CAA policy with special regard to safeguarding safety in all aviation activities.

In the report an attempt has been made to categorise the cause of each incident to either 'Pilot error' or 'Technical'. However, of more interest to me was the number of times the model was not recovered, 20 out of 26 reports (80%), and incidents of pilot error 17 out of 26, both of which may have resulted in flyaways.

Interestingly, gliders and electric-launched gliders accounted for just over 30% of all incidents.

We can reduce the number of incidents of flyaway by sensible use of the Failsafe facility in our radio equipment.

I, for one, have lost complete sight of a glider on a number of occasions, resulting in more than one flyaway.

Our proximity to Shoreham Airport puts us in a particularly vulnerable position should we suffer a Reportable Incident, particularly a flyaway.

This report has led to me giving some thought to how I program the Failsafe in my models to avoid a flyaway:

Gliders

1) Throttle cut-off (if electric-launched)
2) Maximum crow flap (if your model has crow)
3) Absolute maximum up elevator (more than the normal movement)
4) Maximum rudder (again more than normal movement)

Power models

1) Throttle cut-off
2) Up elevator
3) Full rudder

In both cases these settings should result in the model either spinning or spiral diving but will avoid the dreaded flyaway.

Of course failsafe only works if the transmitter is switched off. So, against all your instincts, if you worry about a potential flyaway or lose sight of your model…

Switch the transmitter OFF!

Glider – maximum crow

Glider – maximum rudder and elevator

Power – maximum rudder and elevator

BMFA Safety Review Committee (SRC)
Summary of Incident Reports for 2025

SRC meeting, 9th October 2025

This summary covers 26 'Mandatory Occurrence Reports' submitted over a period covering from March to October 2025.

These 26 reports are those logged using the BMFA 'mandatory occurrence reporting' system that required onward submission to the AAIB. They represent approximately 10% of all initial submissions.

This report is intended for circulation to all members, as well as Area and Club committees.

The SRC includes representation from BMFA Staff (including the CEO), the AAIB, the CAA, the BMFA insurance brokers & underwriters, the ASRC and Areas Council.

The aim of this summary report is to provide a better understanding of the nature of the reported incidents and identify any trends or common factors to help members avoid similar incidents in the future and hence reduce the risk to uninvolved individuals and property.

Summary: -

Control System	No. of Incidents	Percentage
Free Flight	1	4%
35MHz RC	None reported	0%
2.4GHz RC	25	96%
Total	26	100%

Principal Causes

- **Pilot error** – something that the pilot did/didn't do which put the model in a poor situation, and/or followed by inappropriate corrective actions.
- **Technical** – failure of the model structure or systems, or failure with the control system.
- **Inconclusive** – insufficient report data, and/or pilot's opinion.

Principal Cause	No. of Incidents	Percentage
Pilot error		
Loss of sight – orientation/distance	7	27%
Loss of sight – sun, haze, mist etc.	3	11%
Inappropriate model for wind strength	4	15%
Mishandling	2	8%
Pre-flight check oversight	1	4%
Sub Total	***17***	65%
Technical		
Electrical failure / control system	8	31%
Structural failure	1	4%
Dead-stick	0	0%
Sub Total	***9***	35%
Inconclusive*		
Lack of report detail, opinion	0	0%
Total	**26**	100%

Model Recovery

Model Recovery	No. of Incidents	Percentage
Recovered	6	23%
Not Recovered	20	77%
Total	26	100%

Third Party Involvement

3rd Party	No. of Incidents	Percentage
3rd Party Involved	2	8%
3rd Party Not involved	3	11%
3rd Party Damage	1	4%
3rd Party Injury	0	0%
Unknown	20	77%
Total	26	100%

Principal Causes

- Approximately two thirds of all incidents involved the pilot's actions often contributing to a "flyaway" and or not taking appropriate/best actions once a problem has arisen, hence these incidents are essentially preventable.

- Approximately half of the incidents mentioned above were simply due to losing sight of the model by flying too far away, across the sun, into cloud, haze, mist, etc., or the pilot being distracted.

- Together with trying to fly an inappropriate model in a strong wind, half of all incidents directly involved the pilot's choice of actions.

- It is disappointing to see that at least one of the incidents involved an inappropriate location (close to housing) for the flight.

- *For a few of the reports, it was difficult to identify the exact category for reporting purposes i.e. was it a control system fault or poor handling leading to loss of control. This is generally because the report wasn't completed with enough detail, and or the pilot just reported 'loss of control'.

- Over this period, in contrast to the previous report, there was a significant correlation of incidents with generic model type. Silent flight and or electric launched gliders accounted for just over 30% of all incidents.

Model Recovery

- Nearly 80% of the incidents involved models that have **not been recovered.** This is a significant increase compared to previous reports, and causes concern with the **AAIB**, primarily as there is no information regarding any potential injury to uninvolved individuals and or damage to property.

- The BMFA has taken an action to increase membership awareness of the above and recommend the use of model tracking devices.

- In most cases, not recovering the model also means that the cause of the incident may never be known.

Suggestions

- Continue to encourage members to fully report incidents. That way more data and trends can be analysed.

- Encourage pilots to be mindful about flying at the limits of visibility, either due to distance or sun/cloud. Uncontrolled flight out of sight presents a serious risk of injury or damage to "non-involved" third parties. Far better to take action to bring the model down nearby, than risk a fly away.

- When flying with similar models, keep a significant distance apart, and never take your eyes off your model.

- Encourage club members to support one another as informal observers and be prepared to alert pilots of problems and promptly step in with support.

- If flying alone, pay extra attention to maintaining visual contact.

- Encourage knowledge about fail-safes and how to set them and regularly check their operation before flying sessions.

- Encourage members to fit location finders to help recover lost models or perhaps make use of onboard GPS telemetry.

- Encourage members to consider the environmental conditions and what actions to take if something should go wrong, **before** they commit to flight.

- To this end Clubs should encourage the use of SWEETS, SMART and the other BMFA pre-flight and pre-take-off checks as a routine.

D R McClure
SRC Chairman
16th October 2025

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!

RES glider design evolution

David King's thoughts on RES glider design, in particular aerofoil section

Recently, I was delighted to test fly a glider that has been evolved by John Ivory and Colin Lucas to tackle the conditions encountered in typical English summer weather.

The fuselage and wing planform is loosely based on the Balsa Cabin Sonata. John researched the smallest and lightest motor/battery combination that was likely to achieve 150m height gain in under 30 seconds. There was no requirement to withstand the high stresses of the bungee or tow launches the Sonata was designed for, so the airframe and wing structures were lightened considerably. My Great Planes Spirit electric conversion weighs 1176g. John's Sonata conversion weighs 718g. It looks as though this will prove a significant advantage in both light and medium wind speeds.

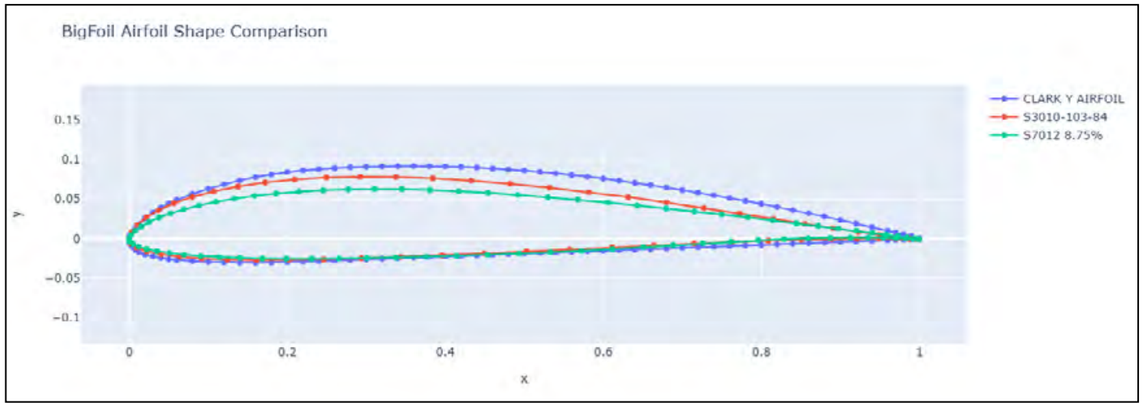
Colin has a laser cutter and wing profile software so he cut rib sets for John to speed up the process of updating this popular and reliable glider with a more modern but proven wing section. The chosen section was Selig S7012, designed and tested around 1995 at the University of Illinois Urbana-Champaign by the Applied Aerodynamics Group. John is a prolific and adaptable builder, rapidly assembling prototype wings and variants. This has allowed some testing before the arrival of unsettled (and cold) winter weather.

Colin was fulsome in his praise for the S7012 wing and a variant with an even slimmer profile. I was impressed when I tried his model (with the slimmer profile) and John kindly built one for me. It was an impressive performer right from the start, but I soon learnt that my 1980's flying style would have to be modified to suit the new wing section. I was used to slowing down the model to extend flight times and that just did not work. The model was designed to efficiently move from one area of lift to another with little loss of height, but flown slowly it was much less efficient than older 'floater' style models. I think it will be something of a learning curve for me. Colin and John were sure that the model with either of the updated wings would penetrate far better upwind than the original.

As the winter closed in, my thoughts turned indoors. I remembered that the Selig data was still available, and a quick browse on the internet turned up XFOIL free simulation software – click this link:
https://digitalmedia.sheffield.ac.uk/media/1.+How+to+download+and+install+XFOIL/1_g9w1nkiy
and a wealth of wing profile and performance data on the BigFoil.com website:
https://bigfoil.com/94ba981a-789a-4320-a5f1-708b4d6d8c52_info.php#google_vignette

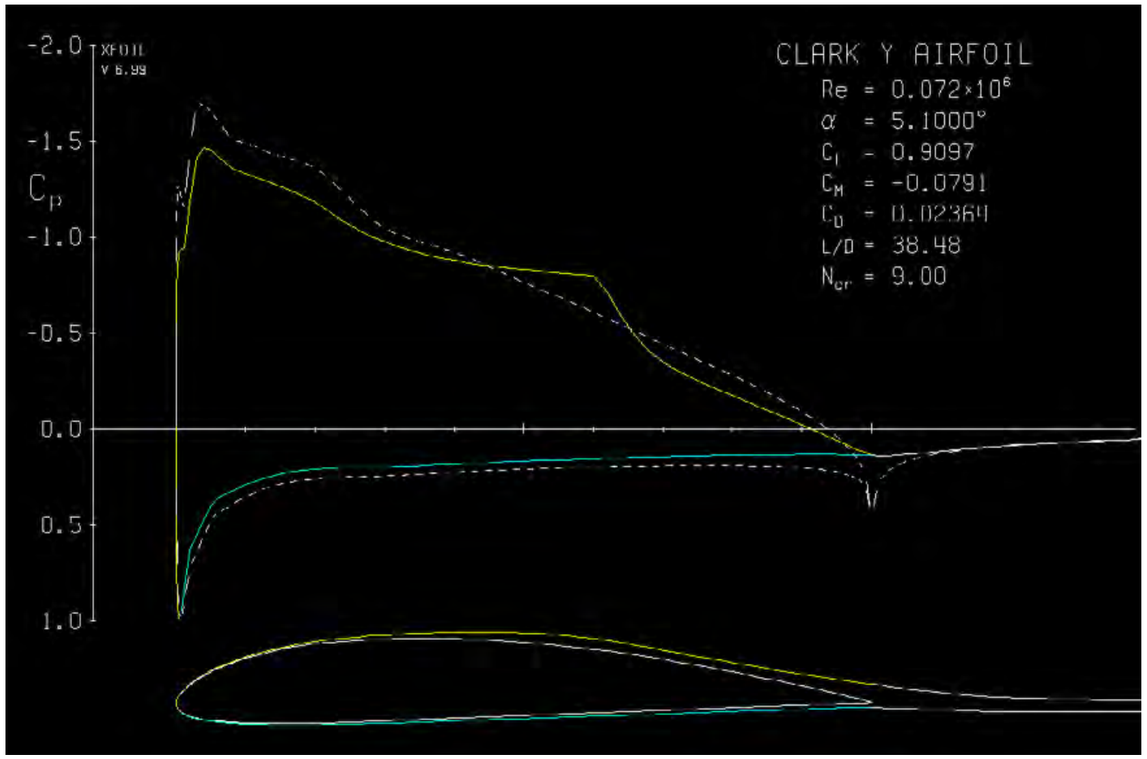
I set about a simulated comparison of the likely performance of the original Sonata, with the two modified versions and my Great Planes Spirit. I also simulated the 'what if?' scenario of making a version of the Spirit that weighed the same as John's updated Sonatas.

The picture below is a comparison of the aerofoil profiles used on these models, created on the BigFoil.com website:



I downloaded a copy of the XFOIL program. This took a little experimentation, as it is command line based, but the results appear consistent with the work done at the University. In any case, it provided a comparative study that proved interesting.

The screenshot below shows the output window of XFOIL. The yellow line around the wing section represents the thickness of the boundary layer of air flowing around the wing.



Over a range of possible flying speeds I calculated the Reynolds number and the lift coefficient CL required to support the weight of the model. The Reynolds number was input to XFOIL and the angle of attack adjusted to achieve the desired lift. For each

speed, the drag coefficient Cd was read from this window.

The Reynolds number and the subsequent calculations used formulae from the book *Model Aircraft Aerodynamics* by Martin Simons. These included an allowance for the wing aspect ratio and fuselage drag.

I decided to present the results as the estimated time taken from the contest launch height of 150m to the ground in still air.

Time to ground in still air from 150m				
Airspeed in mph	Spirit S3010	Lightweight Spirit S3010	Sonata Clark Y	Sonata S7012
11.2		06:45	06:22	
12.3				04:57
12.8	04:43			
13.4	05:20	06:23	06:21	06:34
15.7	05:33	05:27	05:21	05:52
17.9	05:08	04:27	04:19	05:02
20.1	04:32	03:35	03:30	04:09
22.4	03:53	02:47	02:50	03:22
24.6	03:17	02:19	02:17	02:44
26.8	02:46	01:52	01:52	02:13
29.1	02:20	01:31	01:28	01:49
31.3	01:57	01:14	01:11	01:30

These are just simulations and in air conditions will never be the same from flight to flight, so we can never know how valid they are. But perhaps they back up the intuition of Colin and John that a lighter model with a thinner wing section will average significantly longer flight times at low to medium wind speeds.

They show that my heavy Spirit S3010 will not be disadvantaged on a windy day. Fitting ballast to the Sonata S7012 should equal this performance, although care will be needed when landing the lightweight airframe.

If I could build a lightweight Spirit, it might outperform the Sonata S7012 on a completely calm day. A Sonata with the original wing might also perform well on a calm day.

Colin warns that John's Sonata S7012 should have excellent performance over the low to medium speed ranges but should NOT be slowed down and flown near stalling speed or performance will be significantly reduced.

Research into glider design has always interested me, but now I have one of the actual prototype models, I can't wait for the weather to clear, so I can get out and learn to fly it!

SRFC videos online

We now have over 130 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.

Winter fun with the Hanky Planky

Derek Woodley reports on the third round of SRFC's popular Hanky Planky competition

On 11th December (postponed from 4th December due to poor weather) I braved the cold southerly wind to go to Coombes to watch the monthly Hanky Planky fun fly competition organised by Clive Upperton.

I have to say I thoroughly enjoyed watching the friendly rivalry and hearing the banter of the competitors.

One thing that caught my eye was the 'ski-ramp' take-offs employed during the 'Aircraft Carrier' section of the competition. This task included the ski-ramp take off, a number of aerobatic manoeuvres, followed by an aircraft carrier flight deck landing, all to be completed in the shortest possible time.

The results were interesting! If you missed the deck on landing or slid off it (i.e.landed outside the designated 'deck') you were deemed to have ditched in the sea and scored 'Nil Points'!

The other task was a straightforward spot landing not on the deck.

Below are the results from this round, plus the cumulative scores so far this season.

If you fancy having a go at the Hanky Planky competition there are still three rounds to go – see *Diary Dates* on page 6 or visit the website for the dates or contact Clive and he will tell you all you need to know including how to build one.

Left to right: hardy souls Clive Upperton, George Evans, John Ivory, Keith Miles, Colin Lucas and Tom Gaskin. Photos: Derek Woodley

Colin gets away from the 'carrier deck' with the aid of the 'ski ramp'

Pilots' briefing for the 'Aircraft Carrier' part of the competition

No.	name	Competition monthly points							Total points	position
		Oct	Nov	Dec	Jan	Feb	Mar			
1	John Ivory	5	7	6					18	4
2	Clive Upperton	7	10	6					23	2
3	Tom Gaskin	8	10	10					28	1
4	George Evans	DNE	8	2					10	5
5	Paul Gladstone	DNE	DNE	DNE						
6	Keith Miles	DNE	0	2					2	7
7	Mark Vale	2	5	DNE					7	6
8	Robin Strange	DNE	DNE	DNE						
9	Ken Hamer	DNE	DNE	DNE						
10	Ashley Cooper	DNE	DNE	DNE						
11	Colin Lucas	DNE	12	10					22	3

key	DNE = Did not enter

Chris Foss Designs turns 50

SRFC member Chris Foss is well known for his 'Phase' gliders and 'Wot' power models. 2026 marks half a century of his company

50 years making kits! It only happened because Chris was made redundant in 1975. The architectural practice he was with needed to slim down their workforce due to a slump in the building industry. Living with his parents in their bungalow in Shoreham at the time gave him breathing space to reassess the future.

Having become an established name in the hobby as a designer and successful competition flyer he had a nice sideline in selling plans of his range of 'Phase' slope and thermal soarers. The obvious way forward was to turn his designs into kits, combining quality, style and performance.

So, within six months the Middle Phase had been designed and comprehensively flight tested. A simple attractive rudder and elevator slope soarer with optional ailerons, aimed at the novice and intermediate flyer.

The facilities at Chris' disposal were minimal, a drawing board in his bedroom and a spare room for his modelling! A good friend nearby kindly made half of his garage available for storage and did Chris need it! Initially all the parts were supplied cut by Solarbo, the main balsa specialists who were conveniently just along the coast in Lancing. Chris designed and produced all the artwork for the instructions and box label. To say the first kit was a steep learning curve would be an understatement!

The Middle Phase was launched at the first Sandown Park Symposium. 100 kits were taken and all sold!

A year later Chris moved into a small terraced house and had a large workshop built in the back garden. The famous Wot 4 kit arrived soon after and the range continued to expand. In 1986 Chris bought a 600 sq.ft. unit,

Opposite top: Tailless pusher free-flight rubber powered model designed by a teenage Chris! Left: Chris's first powered single-channel model , subsequently the plan was published by Aeromodeller or RCM&E. This page: Chris at a 1970s thermal soaring competition on the old Portsmouth airport before it became a housing estate. Photos supplied by Chris Foss

still in Shoreham, and when that reached capacity another 400 sq.ft. was added. And that is where Chris is to this very day, still producing kits 50 years later!

Above: Chris outside his factory in 1990

Left: 50th anniversary stickers will be included in all kits manufactured in 2026

Right: Chris with his Wot 4 Pro, summer 2025. Photo: Jaime Brazier

SRFC Chris Foss Models Fly-in, 13th July 2024.
Left to right: Tony Hibling, Grahame Pearson, Geoff Hopkins, Les Crane, Pim Smith, John Ivory, Dave Knott, Clive Upperton, Tom Gaskin, Chris Foss, Colin Lucas, Mark Vale, Robin Strange and 'Electric' Bob Moore.
Photo: Jim Leach

Building a Lancaster – Part One

Mike Croll commences his build of an Avro Lancaster

So, I was getting organised to build a Mosquito and selected a retract that was cheaply available! It was for a Hobbyking Lancaster but had plastic dummy hydraulics that looked OK but it turned out to be too small.

That got me thinking about building a Lancaster. It would have to be about 39" wingspan. Searching around it seemed that SMC had a cockpit set about the correct size. I was committed!

I designed the model around copious amounts of carbon-fibre to give strength with a target weight of 750g. I selected four motors that were under 25mm diameter from the 4Max range and would run from a 2S battery.

As if this wasn't all hard enough, I decided it should handle properly on the ground with working rudders and steerable tailwheel.

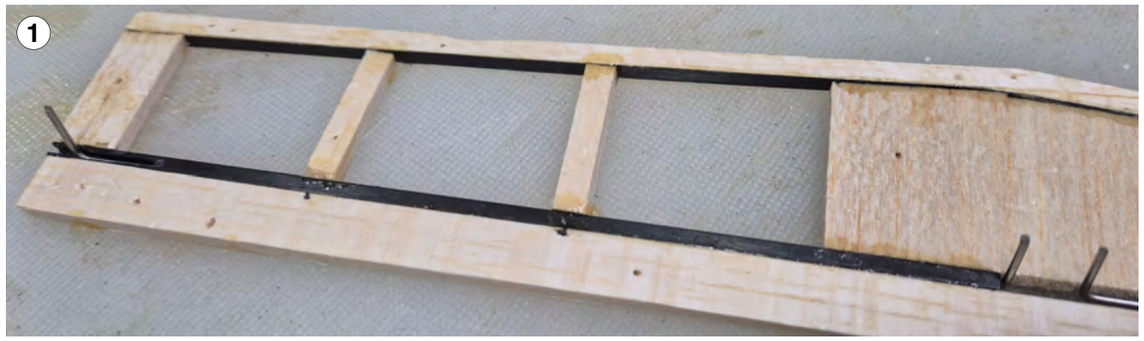
I have devised a method of control of the rudders via pushrods running through the tailplane which is built on a structure of 3mm balsa.

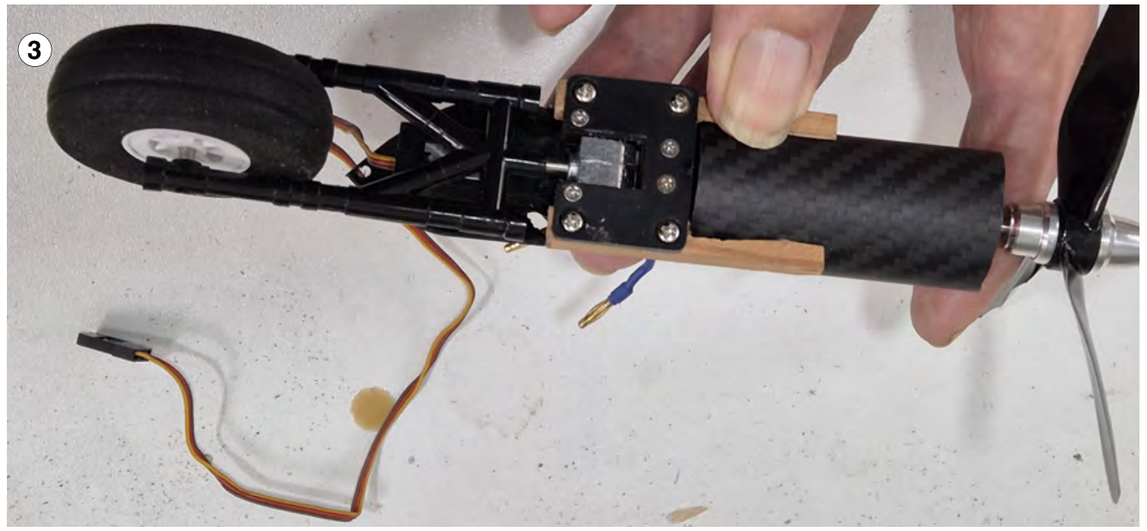
Photo 1 shows the rods running in square section 3mm carbon tubes with circular channels. Photo 2 shows the servo with linkages to the pushrods on the underside of the tailplane. The other servo is the other way up and will operate the elevator.

Photo 3 shows one retract and a motor in place in a pod of carbon-fibre. The retract will be secured to the pod with epoxy and dental floss (a feature of many of my models) with the motor mounted on a lite-ply disc and glued inside the pod. The outside of the pod will be 'dressed' with balsa.

Photo 4 shows the underside of the wing with aileron servo and an outer pod roughly positioned. The spars are 4mm square tube carbon rods.

Any ideas how to add a steerable tailwheel to the already complex tailplane? (Please e-mail the editor who will forward all suggestions.)

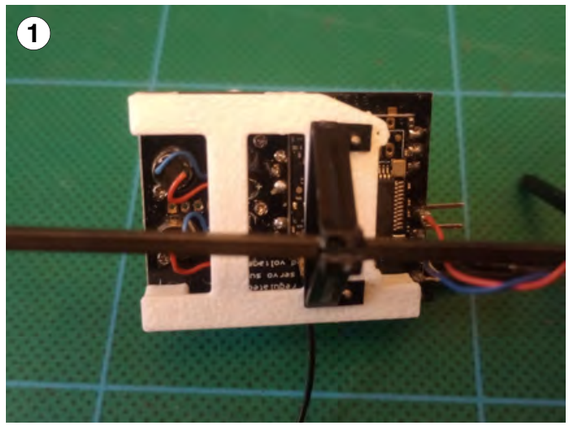


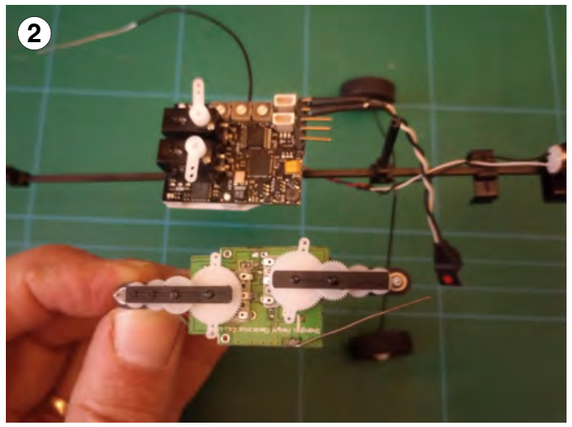


3D printing

David King and his granddaughter Izzy Brown's first foray into the world of 3D printing, making a receiver bracket

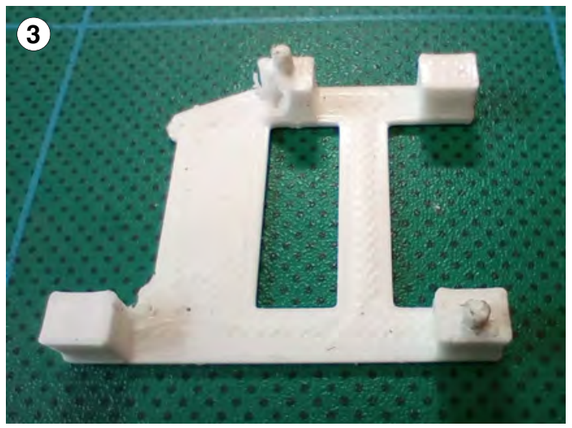
I thought I would share my first introduction to 3D printing for aeromodelling. My granddaughter and I recently bought a Micro Stik in 'for spares or repair' condition. The transmitter had been totally destroyed by leaky batteries and the receiver did not appear to be Spektrum compatible, so we set about transferring the Lemon Microbrick receiver from an earlier project. Both receivers have two servos and a DC motor ESC. The Lemon servos are cased, making it a few grams heavier but we figured that would be unlikely to spoil the flying characteristics of the model. The biggest challenge was the different fixing hole positions (Photos 1 & 2).





You can already see in these photos the white 3D printed adaptor that we designed and printed. The original two fixings are on the black plastic bracket mounted across the fuselage beam.

The Lemon Rx has two fixings diagonally opposite each other. Avoiding screw fixings, we decided simple pegs would hold the Rx. We would add a dab of glue or melt the ends over using an old soldering iron to make plastic 'rivets'. We added two blocks under bare PCB areas to hold the Rx level. Photo 3 shows the completed bracket.



Although we tried to be careful with our measurements you can see that we had to cut away one of the corners of the block where it fouled a component. This was easily done using a craft knife as the 3D printed parts are hollow. You can also see the surface texture using the default printer nozzle and settings. At this scale it is comparatively rough but it proved to be good enough for our purposes. We did have to drill out the tiny fixing holes for the original bracket to clean up the holes.

How did we get into 3D printing? We were given a used printer. It is a Creality Ender-3 Pro, a basic model, but not the lowest specification. We were recommended to register and use the free Autodesk Tinkercad to create the 3D models. This software allows you to stack together built-in shapes, changing their size. It also allows you to subtract shapes to create holes and spaces. Figure 1 shows a few of the basic shapes available. On first sight this seems quite a limitation, but it is remarkable what can be created. Under the hood are more sophisticated features. Figure 2 shows our design of a lightweight bracket. We were pleased with this for a first effort.

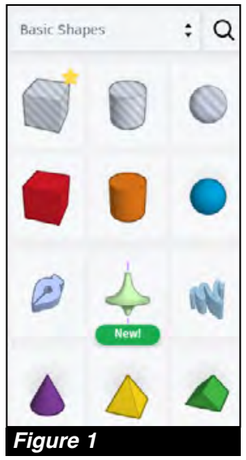


Figure 1

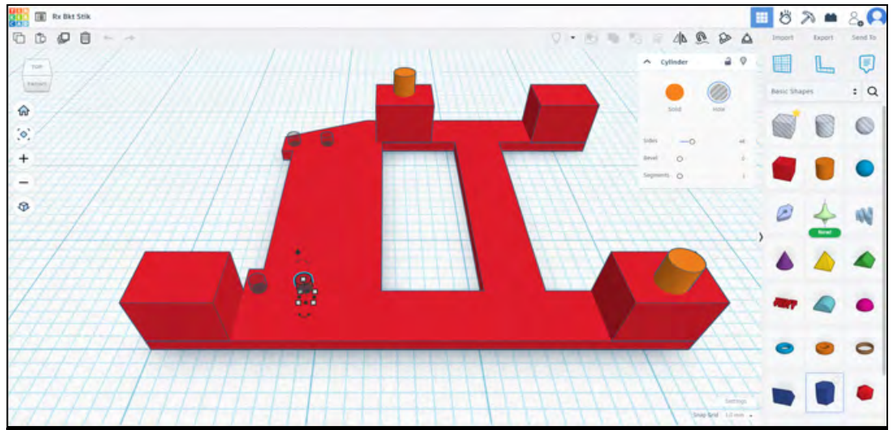


Figure 2

We were lucky that the printer was already assembled and tested, but the manual is good and there are many videos and guides on the internet. There were a few more steps before we could start printing. We exported from Tinkercad in stl format, but this file needs to be converted into instructions for the printer so we downloaded and installed Ultimaker Cura software. This is free software is supported by Ultimaker and a community of enthusiasts and professionals. It has profiles for many of the hobby printers such as ours.

Figure 3 shows the screen layout. We selected the standard print settings for our printer and then 'SLICE'. The program estimates the print time, weight and length of filament needed. In this case, 13 minutes, 1 gram and 320mm respectively. Incidentally the cost of this weight of filament is only 15p.

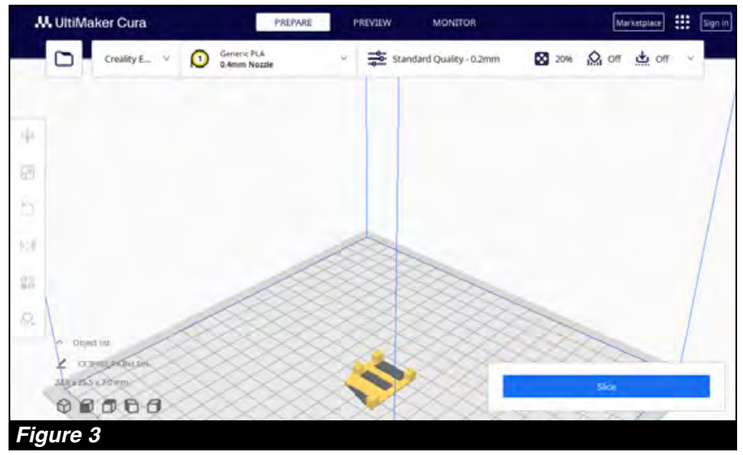


Figure 3

The program then creates a 'g-code' file. This is a list of the commands for the printer to print our design. It includes comprehensive comments and is surprisingly easy to understand when read with a text editor. Our printer has an automatic bed

levelling option fitted. We copied the code for this into the file, copied the file onto the printer SD card and set it running. Otherwise you may need to adjust the bed of the printer manually before printing.

Photo 4 shows the model with the replacement receiver ready for the maiden flight at the Horsham Club's indoor event on 7th December. As shown in Photo 5, the model took off and flew with no adjustments needed, as the 3D printed bracket aligned the new receiver perfectly.

My conclusions about 3D printing? Great for brackets and fixings, but there is a learning curve and it needs to be used regularly to retain the skills.

Photos this page: Izzy Brown

SRFC is on Facebook

Dan Fallowfield-Cooper with all you need to know…

Don't forget, we have an SRFC Facebook page.

The majority of the content comes from SRFC members who post asking for advice, promoting events, selling items, general discussions, showing off a new model and even showing an unscheduled landing!

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

The page is 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!

Click on the link below and join today.

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

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Safety Marshall 2	**John Wase**
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**If you feel you can fill a vacant position please contact the Secretary for details*