

# Flypaper



## Innovation

*New glider competition announced – see page 8*

## Avro Lancaster

*Part Two of Mike Croll's build – see page 12*

**Flying the Hunter**  
Final winter talk – see page 6



# Contents

Contents and Contact .....	2
From your Chairman, <i>David King</i> .....	3
Diary dates .....	4
Talk: <i>Flying the Hunter and Other Things</i> .....	6
WhatsApp groups .....	7
Innovative thinking..., <i>John Ivory</i> .....	8
Back again!, <i>Les Crane</i> .....	10
Building a Lancaster – Part Two, <i>Mike Croll</i> .....	12
Easter Quiz .....	15
Easter Quiz, answers .....	16
SRFC spring collection .....	17
SRFC videos online .....	18
SRFC on Facebook .....	19
Putting digit to keyboard! .....	19
SRFC Committee .....	20

Cover: Alan Caldecourt with his Fokker D VII. Model is by MTH Hobby Products (Taiwan). Wingspan is 1200mm. Motor is an Overlander Tornado Thumper T4240/10, 13x8 prop, 4S LiPo. Photo: Grahame Pearson

# Contact

Grahame Pearson, *Editor*

Email: [grahame.pearson.srfc@gmail.com](mailto:grahame.pearson.srfc@gmail.com)

*FlyPaper* is published at the beginning of January, April, July and October.

**Submissions for the July issue must be submitted by 15th June.**

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](http://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 2026. No part of this publication may be copied or distributed outside the club without permission of the Editor.

# From your Chairman

## Introducing your new Chairman: David King

As many of you know, our constitution dictates that the Chairman can only serve on the committee for three years. Derek Woodley therefore stepped down at the AGM in March, handing over the reins to David King. David has been looking after the website in his capacity of Webmaster and will also continue with that role. Ed



Like many of you, I have returned to modelling after a long gap. I've had a warm welcome and lots of help from club members. I hope I can repay some of your kindness.

I thank Derek Woodley for his three years of service. He has led the club in a statesmanlike way and it will be difficult to fill his shoes. I'm filled with admiration for those people both on and off the committee who gave of their time last year. May I give a special mention to Ken Harmer for the mowing, Grahame Pearson for *FlyPaper*, the instructors and the examiners. Thank you.

I welcome Paul Shrubb onto the committee as our new Power Representative. I'm pleased to see a full roster of Safety Officer volunteers with the addition of Pim Smith. Our club has an enviable safety record and our Safety Officers have my full support.

I hope to see you at the club meetings. Our final winter talk is on 10th April (see page 6. Ed) and in May we begin our monthly Saturday afternoon fly-in and barbecues.

Going forward, we have open invitations to fly with the White Sheet Slope Soaring club. I will suggest possible dates and these will of course be posted on the website.

Next winter you may like to take up the invitation from the Horsham club to their popular indoor flying sessions. More on this nearer the time.

I will be going to the Popham Model Show which takes place on 9th/10th May (click the link: <https://www.popham-airfield.co.uk/model-show-2026>) and to the Eastbourne Airshow (<https://www.visiteastbourne.com/airshow>). Maybe see you there!

Please let the committee know if you have any suggestions for outings or tell us what you are planning so we can inform the members via e-mail, the website, *FlyPaper* and Facebook.

Finally I wish you all fine flying weather and good health to enjoy it.



# Diary dates

## Indoor Meetings

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

Friday 10th April 'Flying the Hunter and Other Things'  
7.30-9.30pm  
Speaker: Rod Dean

Friday 2nd October Autumn Auction  
7.30-9.30pm  
Sell unwanted models or bits and bobs  
and grab a bargain

## Themed barbie & fly at Coombes

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

2nd May	Warbirds & Spitfires (90th anniversary)
6th June	Chris Foss models
4th July	Vintage & Biplanes
1st August	Gliders & Jets (includes static jets concours)
5th September	Anything that flies

Bring something to fly and enjoy the company of other club members.

**Families welcome.**

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.



Photo: Robin Strange

## Glider Competitions

*Glider, mid-week competition*

*Coombes, on the following Thursdays starting at 1pm*

16th April, 30th April, 14th May, 28th May, 11th June, 25th June, 9th July, 23rd July, 13th August, 27th August, 10th September and 24th September

For up to 2.5m span electrically launched gliders, at Coombes, twice a month on Thursdays at 1pm for around an hour, until September. A simple height limiter is required. The club has spares available and they are easily fitted on the day.

Contest Director: John Ivory.

*Glider RES competition*

*Ashurst, on the following Sundays starting at 1pm*

26th April, 31st May, 28th June, 26th July, 30th August and 27th September

For up to 2m span electrically launched RES gliders monthly on Sundays at 1pm for around an hour, until September. Rudder, Elevator & Spoiler controls only. A simple height limiter is required. The club has spares available and they are easily fitted on the day.

Contest Director: John Ivory.

## Power competitions

*Coombes, on the following Thursdays starting at 1pm*

23rd April, 21st May, 18th June, 16th July, 20th August and 17th September

Following previous years' styles, these will be 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. The manouevres should be achievable by anyone who has passed the club Solo test, these are a great opportunity to hone your skills while having great fun too! We hope to see as many as possible.

Contest Director: Paul Shrubbs.

SRFC invites you to a talk by Rod Dean:

# Flying the Hunter and Other Things

Friday 10th April, 7.30-9.30pm

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



Aviation Consultant Rod Dean has been actively involved in aviation for over 60 years as both an RAF fast jet pilot and, for 40 years, as a display pilot, flying vintage piston and jet engine aircraft. He has flown a wide variety of World War 2 fighter aircraft such as the Spitfire and Mustang and numerous jets including the Meteor, Vampire, Venom and Hunter.

**“A look at my 39 years (and nearly 3,000 flying hours) involvement with the magnificent Hawker Hunter, including my time flying the aircraft in Aden, Bahrain and Oman as well as at RAF Chivenor and Brawdy and, more recently, flying the civil registered aircraft.”**



Hawker Hunter T7 XL617/95,  
RAF Chivenor, 22nd August 1970



Hawker Hunter F6A, XF515, 43 Squadron.  
Civil registration: G-KAXF



## 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](mailto: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](mailto: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](mailto: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, Firlie 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](mailto:srfcsec.srfc@gmail.com).

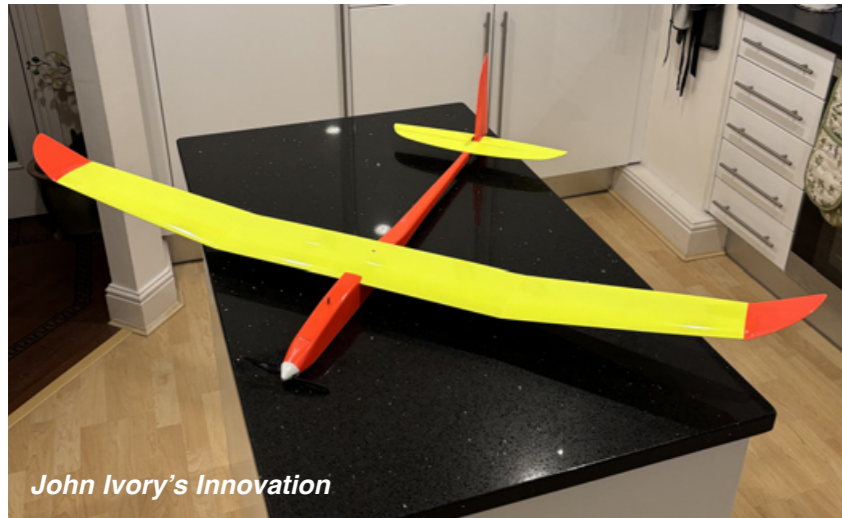
At the moment the club is not aware of any helicopter/drone WhatsApp groups.

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.

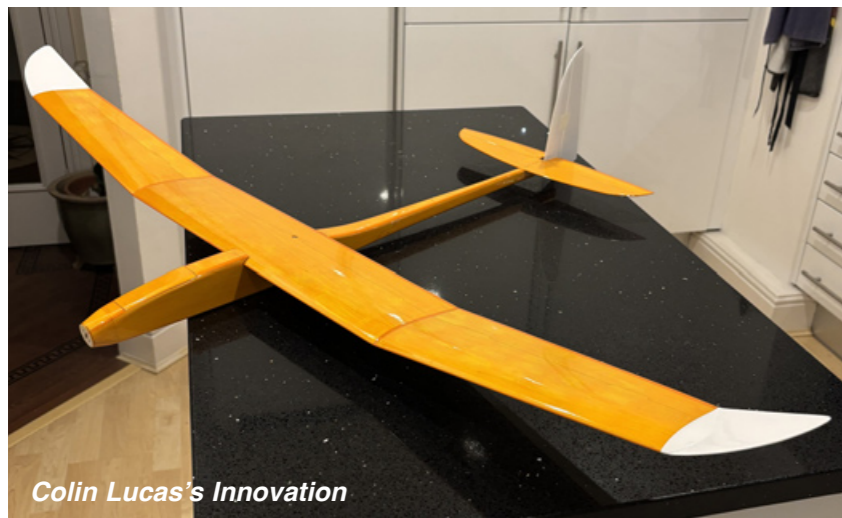
It is the club's firm intention that new members are made to feel welcome and inclusive from Day One and, apart from attending our indoor and outdoor meetings, there is no better way of becoming involved than joining and contributing to one of the WhatsApp groups. Apart from knowing who is flying, where 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!

# Innovative thinking...

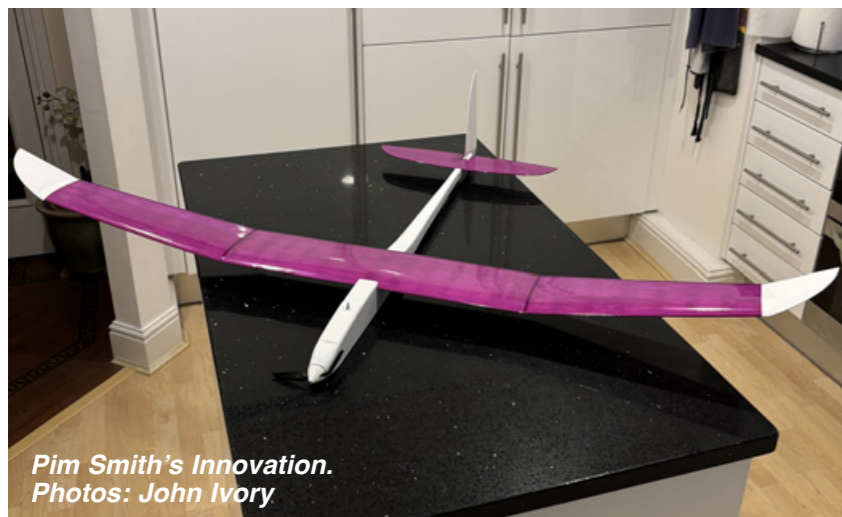
*John Ivory announces a potential new competition featuring a lightweight glider, the Innovation*



*John Ivory's Innovation*



*Colin Lucas's Innovation*



*Pim Smith's Innovation.  
Photos: John Ivory*

A number of keen glider members have built the German Innovation glider from Grüner CNC Service, a 1245mm wing span electric powered glider with an all up weight of 250g. The build rules are very simple, build the model as per the kit with no modifications, use the same motor and prop using a 3S 350mAh LiPo with a overall minimum weight of 250g.

The competition format is to be decided and will held at either Ashurst or Coombes. Last year's model was the Keil Kraft Caprice which proved very popular. I am confident the Innovation will be even better. The model flies superbly and is of course a much more modern design than the Caprice.

If you would like an Innovation I would advise contacting Geoff Woolgar via the SRFC Gliders WhatsApp group. Geoff built the first model and has since ordered eleven models for members. If you are not on the group just e-mail Robin Strange: [srfcsec.srfc@gmail.com](mailto:srfcsec.srfc@gmail.com) giving your mobile number and he will add you.

More information on the Innovation and its construction can be found by clicking this link:

<https://www.hyperflight.co.uk/products.asp?code=INNOVATION&name=innovation-1-25m-glider-electric>



*John Ivory and Clive Upperton with their Innovations at Coombes.  
Photo: Grahame Pearson*

# Back again!

## *Les Crane resumes workshop activity*

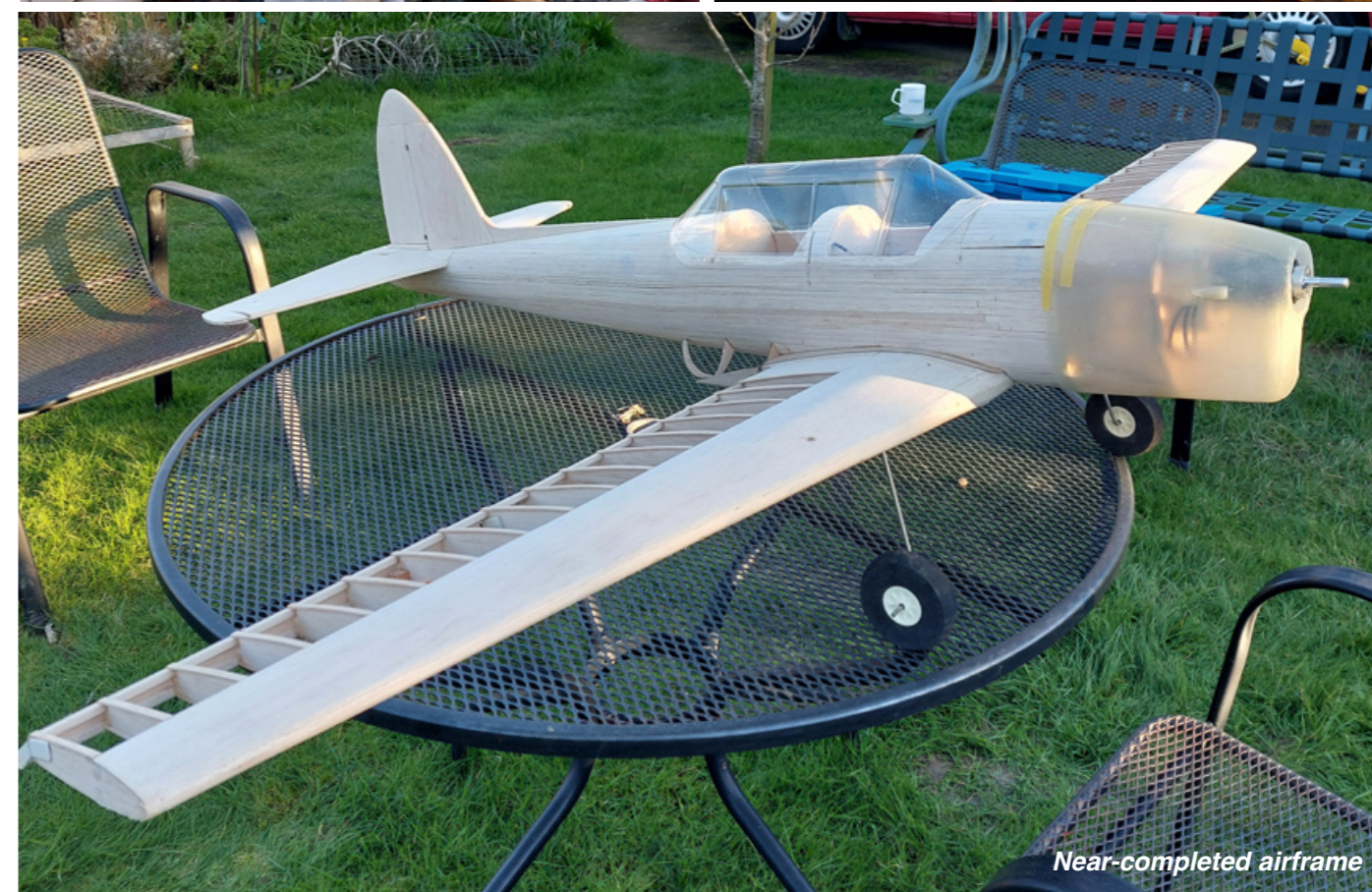
My last article was for the October *FlyPaper* and it is fair to say it has been an eventful last ten months health-wise. I started having heart problems last May which resulted in my having a pacemaker fitted on 30th September which, although it stopped my heart rate from falling to a dangerous level, did not correct the fibrillation which left me quite breathless. This led to a second operation on 8th December to restore the heart to sinus rhythm after which all seemed well. However, in early December I awoke to a very swollen and painful right eye and after a visit to the optician and several to the eye hospital it transpired I had a viral ulcer in the eye. At one point I couldn't see the houses across the road. I could neither drive nor read. It eventually healed but left me with slight double-vision in the eye – the consultant called it a shadow which may, or may not, eventually go.

I could do no building whilst the eye was bad although I did manage some during October to December and was able to finish the Fokker D VII which now awaits its maiden flight as does the repaired Miles Gemini.



I had already started building the 68" Dennis Bryant DHC-1 Chipmunk, having built one half of the two fuselage shells and part of the second before the October *FlyPaper*. Since then, and especially after my eye healed and with new glasses (I can drive) work has moved on apace. The fuselage is finished and the tail feathers fitted with hidden control linkages and the lightweight filler is drying ready for sanding. The wings are built with only three small jobs to do before filling and sanding. The power train (electric) has been fitted. I have ordered Portuguese markings from Callie Graphics in the USA and hope to have it maiden in May/June.

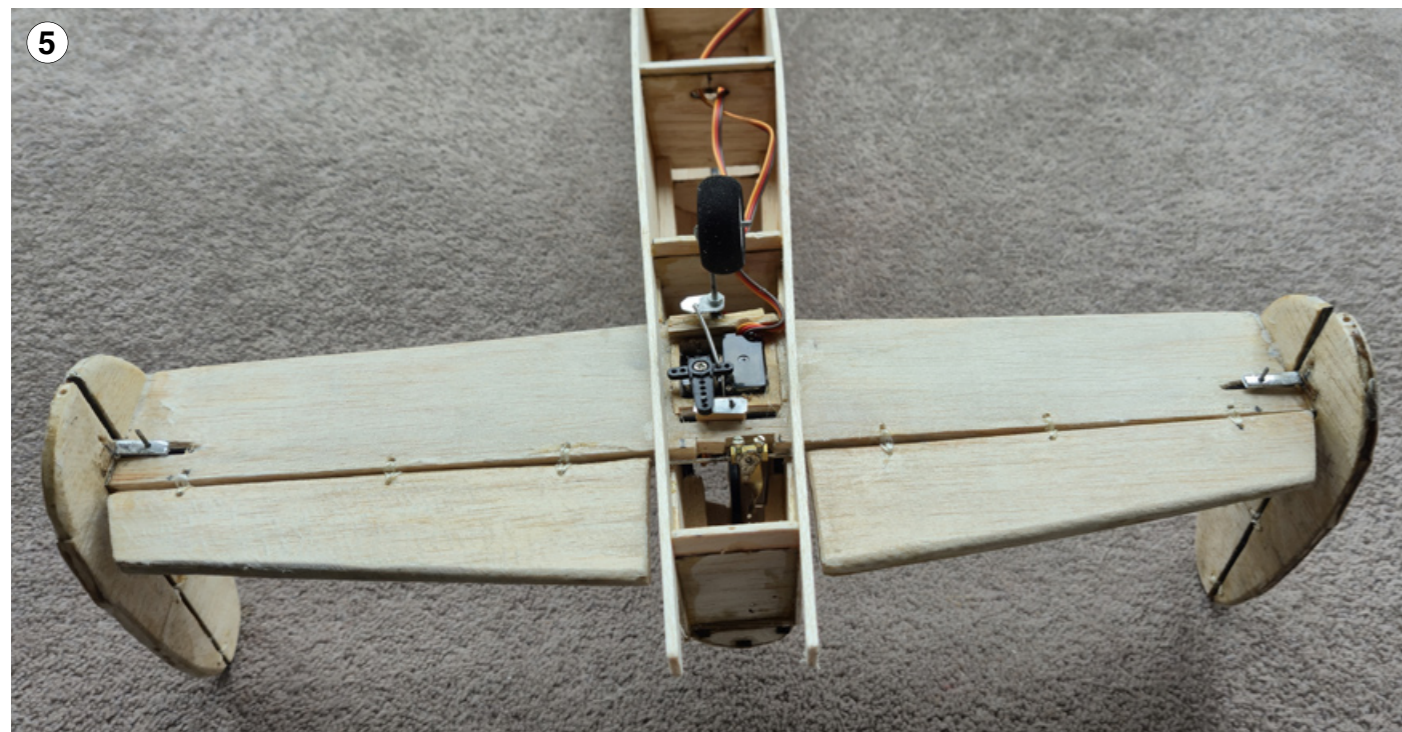
My next build will be the Tony Nijhuis EDF Gloster Javelin; I already have the kit.



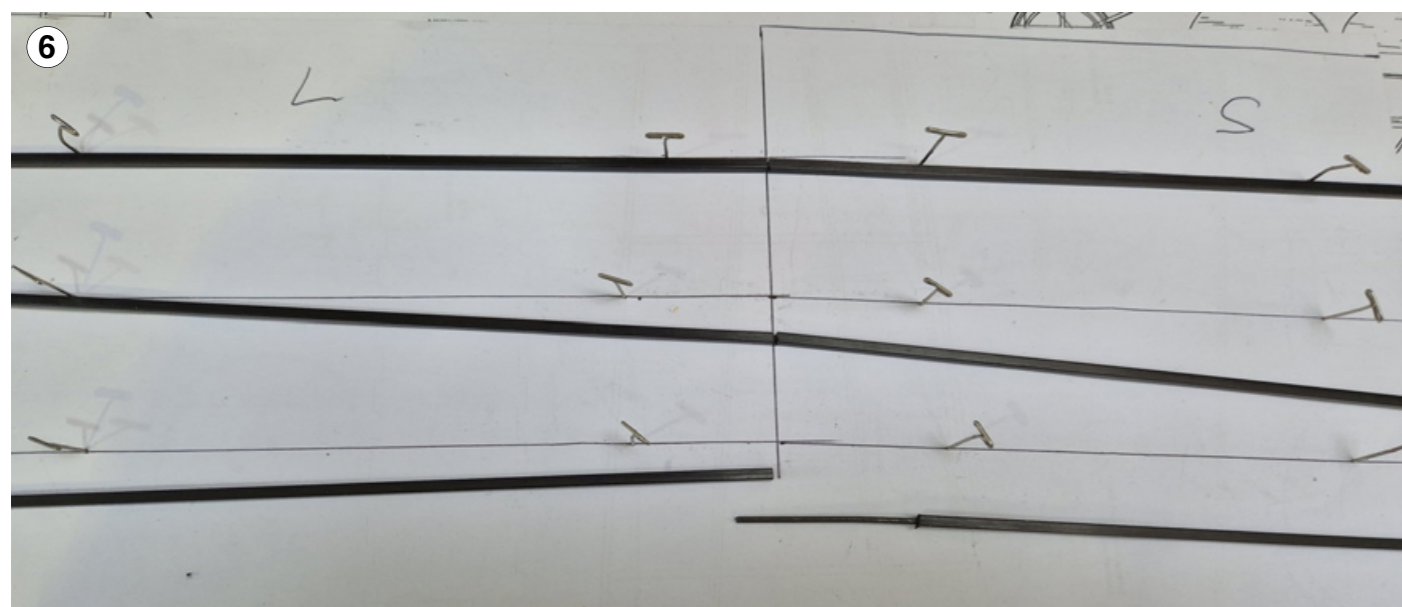
# Building a Lancaster – Part Two

*Mike Croll continues his build of an Avro Lancaster*

I had got as far as discovering that I needed some inspiration for fitting a steerable tailwheel. In the end it needed some mechanical design with a shaft fitted to the tailplane with a bearing and linkages to the servo. It was difficult to get it into the narrow fuselage while ensuring it moved the same direction as the rudders. Photo 5 shows the final arrangement.



The fuselage design needed to have strength in the top deck because I had decided on a large bomb-bay to install the battery, receiver and wiring. The deck needed to be reinforced; I used 3mm square-section carbon tubes. To make the



transition to taper two-thirds of the way along, an internal piano wire brace was installed as can be seen in photo 6. This and a carbon tape bandage were glued with epoxy.

Photo 7 shows the parts of the fuselage. Curved sections used 1/32" balsa run under the hot tap to enable it to curve without breaking and strapped round a cardboard tube to dry.



The motors are mounted in carbon-fibre tubes and secured to the wings using dental floss and epoxy! The wing is very crowded with the electronics as can be seen in Photo 8. The cables connect the aileron servos, retracts and four motors with their controllers. The 'rats-nest' of wires in the middle will eventually be secured and stowed in the bomb-bay.

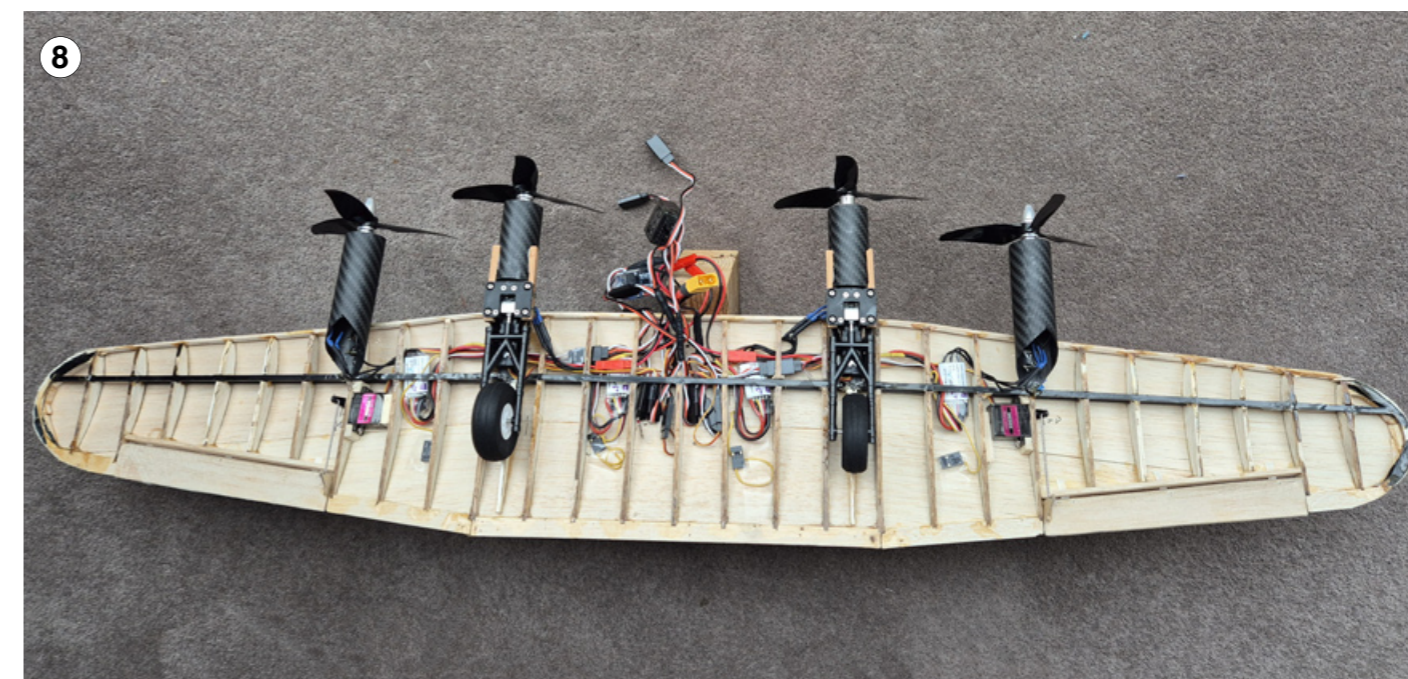


Photo 9 shows the model roughly assembled with the unmistakable shape of the Lancaster finally emerging. The hole in the fuselage top is where I had to replace a servo because a mechanical jam caused the it to burn out. Problems like this are inevitable with a complicated build like this.

I'm not sure how long it will take to complete, but I feel that the very hard bits have now been sorted.

Does anybody know a source of 1" spinners?

*To be continued...*



# Easter Quiz

*By an anonymous SRFC member*

*You can Google the answers but I urge you not to*

**Answers on page 16**

1. Who first flew the English Channel?  
When and in what aeroplane?
2. Who first flew the Atlantic?  
When and in what aeroplane?
3. Who first flew solo across the Atlantic?  
When and in what aeroplane?
4. When was the first flight of the Spitfire?  
Who was the pilot?  
What was the reason for his nickname?
5. Who first spotted a V1 on a launch pad?  
Where was it and when?
6. What was the name of the US aircraft carrier which delivered Spitfires to the besieged island of Malta?
7. What was the name of the British aircraft carrier sunk whilst guarding a convoy to besieged Malta?
8. What was the name given by Churchill to the *Tirpitz*?
9. What was the name given to female Russian night fighter/bomber pilots?
10. WW2 – Who declared war on whom? Germany on Britain or Britain on Germany?



# Easter Quiz – answers

Quiz is on page 15

1. Louis Bleriot on 25th July 1909 in a Bleriot XI
2. John Alcock and Arthur Brown on 15th June 1919 in a modified Vickers Vimy
3. Charles Lindbergh on 20th/21st May 1927 in a custom-built Ryan mono-plane, *The Spirit of St Louis*
4. 5th March 1936, Captain Joseph 'Mutt' Summers. His nickname is alleged to be from him always being accompanied by his small dog!
5. Constance Babington Smith, aerial photo interpreter at RAF Medmenham. The V1 was at Peenemunde on the Baltic coast in November 1943
6. USS *Wasp*
7. HMS *Ark Royal*
8. The Beast
9. The Night Witches
10. Britain declared war on Germany on 3rd September 1939 after Germany refused to withdraw troops from Poland after its invasion of that country on 1st September



# SRFC spring 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](mailto:grahame.pearson.srfc@gmail.com)

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



Below are a few of the spring items available. Check out the website to see all items.

All have the SRFC logo in blue or white.

Prices shown are correct at April 2026



			
Baseball Cap £15	Gilet/Body Warmer £38	Rugby Shirt £25.99	Soft Shell £34
			
Fleece Zipped £25	Polo Shirt £21	Mug £10	Enamel Mug £12

# 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](http://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.



# 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*

# SRFC Committee 2026/27

<b>Chairman</b>	<b>David King</b> chairman.srfc@gmail.com
<b>Secretary</b>	<b>Robin Strange</b> srfcsec.srfc@gmail.com
<b>Treasurer</b>	<b>Mike Henderson</b> treasurermh.srfc@gmail.com
<b>Membership Secretary</b>	<b>Mark Vale</b> memsec.srfc@gmail.com
<b>Coombes Power Representative</b>	<b>Paul Shrubbs</b> paul.shrubbs.srfc@gmail.com
<b>Glider Competition Secretary</b>	<b>John Ivory</b> john.ivory.srfc@gmail.com
<b>FlyPaper Editor</b>	<b>Grahame Pearson</b> grahame.pearson.srfc@gmail.com
<b>Helicopter/Poling Representative</b>	<b>Dan Fallowfield-Cooper</b> dan.poling.srfc@gmail.com



David



Robin



Mike



Mark



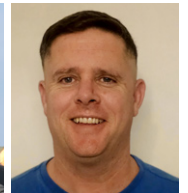
Paul



John



Grahame



Dan

## Non-Committee Positions

<b>Website &amp; Data</b>	<b>David King</b> webmaster.srfc@gmail.com
<b>Training Coordinator</b>	<b>Mark Vale</b> memsec.srfc@gmail.com
<b>Field Maintenance (Coombes)</b>	<b>Ken Hamer</b>
<b>Social Events</b>	<b>VACANT*</b>
<b>Safety Adviser</b>	<b>Dave Knott</b>
<b>Safety Marshall 1</b>	<b>Paul Gladstone</b>
<b>Safety Marshall 2</b>	<b>John Wase</b>
<b>Safety Marshall 3</b>	<b>Pim Smith</b>

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