

OCTOBER 2026

Flypaper



Zero!

Part One of Jaime Brazier's latest build – see page 36

Gliders & Jets

Full report of this well attended event – see page 18

Autumn Auction
2nd October, John Seldon pub



srfc.bmfa.org



Sussex Radio Flying Club
(SRFC)

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Cover: Keith Mitchell with his lovely Fokker Eindecker at the Vintage & Biplanes event on 5th September. Model didn't fly due to the windy conditions.
Photo: Grahame Pearson

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

Submissions for the January issue must be submitted by 15th December.

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.

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SRFC autumn 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 autumn items available.

Check out the website to see all items.

All have the SRFC logo in blue or white.

Prices shown are correct at October 2026



Baseball Cap
£15



Gilet/Body Warmer
£38



Rally Jacket
£37



Quilted Regatta Jacket
£48



Fleece Zipped
£25



Hoody Overhead Zipped
£25



Mug
£10



Enamel Mug
£12

Chairman's Chatter

David King with a post-summer round-up



I hope that you have all enjoyed your summer flying. It was great to see so many people at the club fly-in and barbecue days. The themed events seem to bring out some really interesting models. Thank you to Ken and Jakob for running the barbecues and to all those who helped.

The weather proved very variable towards the end of the summer and various contests had to be rescheduled or cancelled. Thank you to those who organised them and to those who helped on the days. I particularly enjoyed the glider competitions – they were both competitive and fun.

It was good to see so many come along to the BMFA Power A Test day. If you are interested in any BMFA tests – A or B – our examiners are ready to conduct tests on an individual basis and may be contacted through Mark Vale, Training Coordinator, email: memsec.srfc@gmail.com.

On a worrying note, club members have reported continuing safety concerns and rule breaches. Most breaches can be put right with a simple and polite reminder to the individual concerned. However, the committee will take action if any members refuse to follow safe practise.

I am looking forward to the winter indoor programme. We have an October auction while November brings local interest with a talk on Typhoon operations at Tangmere followed in December with our annual buffet and prize-giving.

Don't forget the club web shop carries plenty of warm clothing for your winter flying. Take a look at <https://logothatpolo.co.uk/store/SRFC> and see the ad on page 3.

Enjoy your flying safely.



SRFC invites you to a talk by
Paul Waite
from Tangmere Aviation Museum

Typhoons at Tangmere

Friday 6th November, 7.30-9.30pm

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



Safety Matters

'Safe Flying is No Accident', says David King

For your safety and that of others please take note of the following...

When setting up your model:

KILL SWITCH

Always set a separate switch on your transmitter to disable the throttle stick. This will save you from injury if the throttle stick is accidentally knocked.

FAILSAFE

Set the failsafe. The failsafe is not the extra 'Kill switch' on the transmitter. It is commonly set when the receiver is bound to the transmitter with the throttle stick off or, in the case of IC, at idle, rudder stick set to a gentle turn and, for gliders, spoilers out.

When flying:

If you lose sight of a model, throttle back immediately, initiate a gentle turn and put the spoilers out in the case of a glider. If there is no prospect of recovery, consider turning off the transmitter to activate the failsafe. We must prevent the model from continuing to fly into restricted airspace.

FLYING SITE RESTRICTED ZONES

Batteries must be connected or IC engines started only in the pits area and then the model must be restrained.

All planes **MUST** be launched and retrieved from the far side of the line marked 7 metres away from the pilots' box.

All pilots should stand within the pilots' box whilst flying.

No models may overfly the zone extending from the pits area outwards towards the parking and extending at 45 degrees either side of the cars and behind the cars.

Please read through your handbook for the full procedures.



Diary dates Indoor Meetings

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

Friday 2nd October

Autumn Auction

7.30-9.30pm

Sell unwanted models or bits and bobs and grab a bargain.

Friday 6th November

Typhoons at Tangmere

7.30-9.30pm

Paul Waite from Tangmere Military Aviation Museum brings us this eagerly awaited talk, postponed from last year.

Friday 4th December

Christmas Get-together and Party

7.30-9.30pm

All members and spouses are warmly invited to our pre-Christmas get-together and party with buffet, raffle and prize-giving.



*Last year's Christmas party.
Photo: Grahame Pearson*

Power Competitions

Paul Shrubb reports on the final rounds of this year's Power Competition

Round 3, 23rd June

The re-scheduled third round of the Power Competition had to be cancelled yet again, due to high winds. When Dave Knott and Chris Foss decide not to fly, you know it's too windy! However, this did not stop John Ivory braving the elements with his Sukhoi SU-27 although, after successfully landing following a short flight, he did admit that the jet with its tiny pusher prop was right on the limit!



Windsock says it all!
Photo: Paul Shrubb



John Ivory braved the wind... briefly!
Photo: Paul Shrubb

Round 4, 16th July

The competitors for Round 4 comprised Chris Foss, Tom Gaskin, Clive Upperton, George Evans and Paul Shrubb. The first task today was to perform a fast circuit followed by a slow reverse circuit. The person with the largest time differential won. The second task was to climb under power for 15 seconds then perform as many deadstick rolls and loops as possible before landing.

A good time was had by all and all models went home in one piece despite the blustery conditions. The overall winner across both tasks was Chris Foss.



Clive Upperton having fun after the competition with his Hanky Planky.
Photo: Paul Shrubb

SRFC Power Competition 2026 Score Sheet, Round 4

No.	Name	Task 1	Task 2	Total	League Points
		Time/Distance	Time/Distance	(or differential)	
1	Paul Shrubb	F13.69/S18.31 Diff 4.62	4xRoll = 12 pts	16.62	26
2	Tom Gaskin	F11.00/S34.00 Diff 23.00	5xRoll = 15 pts	38	29
3	Chris Foss	F8.53/S41.06 Diff 32.53	9xLoop + 2xRoll = 96 pts	128.53	30
4	George Evans	F13.97/S29.69 Diff 15.72	5xRoll = 15 pts	30.72	28
5	Clive Upperton	F8.50/S25.22 Diff 16.72	2.5xRoll = 7.5 pts	24.22	27
Task 1 - Fast & Slow Speed Differential					
Task 2 - Dead Stick Aerobatics (Roll = 3pts, Loop = 10pts)					

Round 5, 20th August

The normal Thursday meet had to be postponed due to high winds, rain and thunderstorms so Round 5 of the Power Competition was held on Friday 21st August.

This was the first evening competition this year and Friday evening's weather was much better with an 8 mph Northerly breeze.

Seven club members took part, including two new competitors, Geoffrey Woolgar and Dave Saunders. Unfortunately, Dave had brought a model which did not meet the 1kg minimum weight requirement so, although he took part (and would have scored well), his points could not be added to the scoresheet.

The first challenge was 'Shortest Take-off and Landing' (harder than it sounds!). Colin Lucas came first with a distance of 12.8 metres, just beating Clive Upperton's 13.1 metres.

The second challenge was 'ROOPS' – the person who performs the most rolls and loops in one minute wins. This was won by Chris Foss with an impressive 15 rolls and loops, closely followed by Colin Lucas and Dave Saunders, both scoring 13. Mention must be made of Geoffrey Woolgar who bravely took part despite little experience in aerobatic flying.

All had a good time and enjoyed the calm evening conditions. Everyone's models went home in one piece too.

The evening finished with the amusing sight of Chris Foss chasing an errant sheep around the patch!

The round left the competition with just one point separating the top three contenders, Clive Upperton in the lead, closely followed by Tom Gaskin and Chris Foss. September's competition would be a nail-biter!

SRFC Power Competition 2026 Score Sheet, Round 5

No.	Name	Task 1	Task 2	Total	League Points
		Time/Distance	Time/Distance	(or differential)	
1	Paul Shrubb	16m = 9.0 pts	4	13	26
2	Geoffrey Woolgar (N)	21m = 4.0 pts	3	7	25
3	Clive Upperton	13.1m = 11.9 pts	12	23.9	29
4	Tom Gaskin	19.1m = 5.9 pts	12	17.9	28
5	Dave Saunders (N)	19.2m = 5.8 pts	13	18.8	-
6	Chris Foss	24m = 1.0 pts	15	16	27
7	Colin Lucas	12.8m = 12.2 pts	13	25.2	30
Task 1 - Shortest Take Off and Landing					
Task 2 - ROOPS					

Round 6, 16th September

The final round of the 2026 Power Competition was held on the 16th September in the evening. The challenges for the competitors were a 'Triple Thrash' and 'Dead Stick Aerobatics'.

The Triple Thrash involves performing three touch-and-gos, three loops and three rolls against the clock. All the competitors managed to complete the manoeuvres but Clive Upperton was unlucky when his model dropped a wheel into a divet on the first touch-and-go, losing valuable seconds to right the model. Tom Gaskin managed a very respectable 57 seconds on his run but this wasn't enough to beat Chris Foss's 50 seconds.

The Deadstick Aerobatics were reprised from the June meet by popular demand. After a 15-second climb out, the motor is cut and the pilot has to perform as many horizontal rolls (scoring three points each) and/or loops (scoring ten points each) before landing. A spot landing was added this time as well. Most of the competitors opted for rolls and Clive Upperton and Alan Caldecourt both managed ten rolls before landing. Colin Lucas managed three loops to equal Clive and Alan's scores, but again, this could not match Chris Foss's five loops.

All enjoyed the evening which concluded with the fence going up as the sun set. This year's competition has been very close, with Clive, Tom and Chris being within a few points of each other all through the season. As is to be expected, the weather at times caused meetings to be rescheduled but only one (July) was cancelled. All the challenges were enjoyed, with the possible exception of the Timed Flight which



Alan Caldecourt brings his Acro Wot in for a touch-and-go.
Photo: Grahame Pearson



Tom Gaskin prepares to take-off.
Photo: Grahame Pearson

SRFC Power Competition 2026 Score Sheet, Round 6

No.	Name	Task 1	Task 2	Total (or differential)	League Points
		Time/Distance	Time/Distance		
1	Grahame Pearson	1:30 = 6pts	(6R) 18 + 50 = 68	74	27
2	Paul Shrubbs	3:10 = 4pts	(1L) 10 + 0 = 10	14	24
3	Chris Foss	0:50 = 10pts	(5L) 50 + 45 = 95	105	30
4	Alan Caldecourt	1:28 = 7pts	(10R) 30 + 45 = 75	82	28
5	Clive Upperton	1:46 = 5pts	(10R) 30 + 35 = 65	70	26
6	Colin Lucas	1:08 = 8pts	(3L) 30 + 45 = 75	83	29
7	Tom Gaskin	0:57 = 9pts	(6R) 18 + 25 = 43	52	25
Task 1 - Triple Thrash					
Task 2 - Dead Stick Aerobatics (Horizontal Roll = 3pts, Vertical Loop = 10pts & Spot Landing					



Clive Upperton lines up
for the spot landing.
Photo: Grahame Pearson



Winner: Chris Foss.
Photo: Les Crane

is more a test of guessing time than piloting skills. It probably won't be in the 2027 competition. The last two meetings were switched to the evenings and this encouraged some new people to join in, especially those who have not yet retired.

As it was my first year as Competition Director I would like to thank all the competitors who took part. I would also like to thank all those not competing who assisted with time-keeping and scoring, etc. I couldn't have done it without your help.

Finally, congratulations to Chris Foss who is this year's champion. I look forward to seeing you all on the 15th April 2027 for the start of next year's competition.

SRFC Power Competition 2026 Results Table

Pos'n	Name	Expert/ Novice	Round 1 Points	Round 2 Points	Round 3 Points	Round 4 Points	Round 5 Point	Round 6 Points	Total
1	Chris Foss	E	23	29	0	30	27	30	139
2	Clive Upperton	E	27	28	0	27	29	26	137
3	Tom Gaskin	E	28	25	0	29	28	25	135
4	Paul Shrubbs	E	26	21	0	26	26	24	123
5	Colin Lucas	E	30	30	0	0	30	29	119
6	George Evans	E	25	22	0	28	0	0	75
7	Dave Knot	E	29	23	0	0	0	0	52
7	Alan Caldecourt	E	24	0	0	0	0	28	52
9	John Ivory	E	22	26	0	0	0	0	48
10	Robin Strange	E	0	27	0	0	0	0	27
10	Grahame Pearson	E	0	0	0	0	0	27	27
12	Geoffrey Woolgar	N	0	0	0	0	25	0	25
13	Mark Vale	E	0	24	0	0	0	0	24



Left to right: Grahame Pearson, Tom Gaskin, Clive Upperton,
Chris Foss, Alan Caldecourt, Colin Lucas and Paul Shrubbs.
Photo: Les Crane

SRFC Coombes Weather Station

Do you use this superb resource? Too complicated? Couldn't get it to work? Haven't got round to it? Derek Woodley shows how to access the actual weather conditions at Coombes before you leave home. (Repeated from FlyPaper, March 2022)

Our Weather Station mounted on the roof of the storage box at Coombes continues to give good service. It provides a snapshot of prevailing conditions at our flying site updated at eight-minute intervals. There are many ways of accessing this data depending on the equipment you have available...

Desktop or laptop computer (PC or Mac)

- If you are using a PC or Mac computer visit our website at **srfc.bmfa.org**. You will see the SRFC logo on the right-hand side of the home page.
- Click on this logo and you will be taken to our **Wunderground** page with detailed Coombes weather station information. Scroll down this page to see graphs showing the readings since midnight that day (useful to see the changes in wind speed).

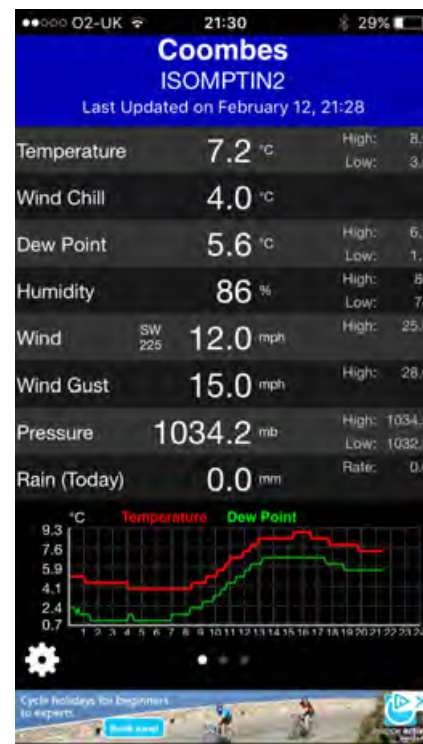
Smart phone

If you have a smart phone I recommend the following methods that will give detailed up to date information from Coombes.

iPhone (and iPad, which to all intents and purposes is a large iPhone but without the phone)

- For an iPhone download **PWS Monitor** from the App Store.
- Click the settings 'cog' at the bottom-left of the page.
- Hit the 'Enter A Known Station ID' box and type **ISOMPTIN2** (our station ID, note it must be entered in capitals).
- Select OK, then Done.

You should now see the latest report from Coombes. Scroll down for graphs showing earlier data for that day.



Another way to access the weather station with an iPhone is to navigate to **www.srfccoombes.wordpress.com** from the iPhone's default web browser, Safari.

- 'Add to Home Screen' from the forwarding option (📌) at the bottom of either page (scroll down lots). This will produce a link in the form of an SRFC icon on your home screen for easy future access.
- Then Click on the SRFC logo to go to the Wunderground Coombes webpage.

Android

I do not have an Android smart phone so although I make the following suggestions I cannot confirm the results*.

I can think of three ways to display our Coombes weather station on Android systems:

- 1) Use Google search to find our club website (**srfc.bmfa.org**).
 - Tap the **3 vertical dots** symbol at the top right of the screen and scroll down to and select **Add to Home Screen**.
 - You will be asked to **Name this link**. Choose a name.
 - Recall this page and click on the **SRFC logo** which will then take you to the **Wunderground** page showing our Coombes weather station data.

- 2) Use Google search to find the Weather Underground website. (**www.wunderground.com**).

- Under **Search Locations** at the top of this page enter **ISOMPTIN2** (our station ID, note it must be entered in capitals).

You will now see the latest weather report from Coombes.

- Tap the **3 vertical dots** symbol at the top right of the screen and scroll down to and select **Add to Home Screen**.
- You will be asked to **Name this link**. Choose a name.

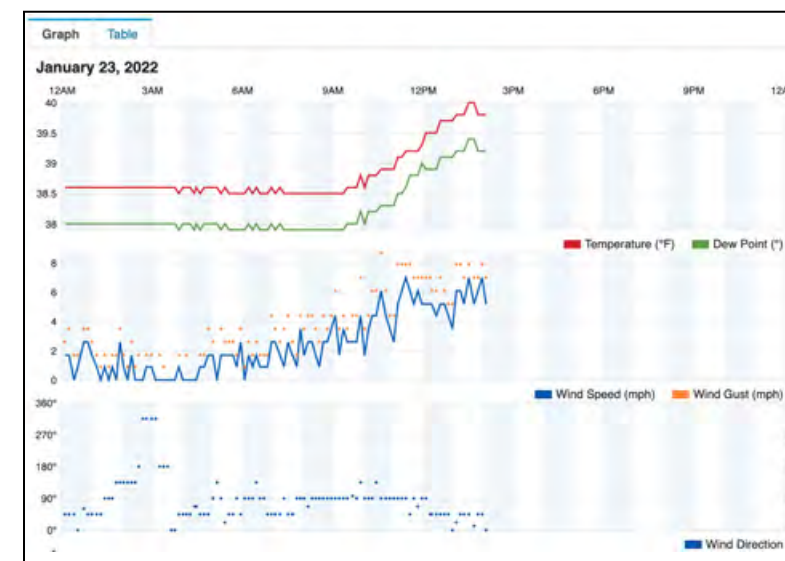
An icon should now be displayed on your home screen that will take you directly to the Coombes weather station Wunderground page in future.

- 3) Go to **srfccoombes.wordpress.com**. This should bring up a SRFC logo.

- Use the **3 vertical dots** symbol at the top right of page to **Add to Home Screen** as above.

When you click on the SRFC logo on this page you will be taken to the Coombes weather station Wunderground page.

*I hope this article is useful, any Android users that can add to this advice please do get in touch.



Level of information is superb, as these graphs show. (This screengrab is from a desktop iMac but other devices are similar.) The wind speed graph (graphs are updated every 8 minutes) not only shows the current wind speed and gusts but also the trend, i.e. if it's getting windier or calmer.

Anything Goes report

Paul Shrubb reports on SRFC's Anything Goes fly-in and barbecue event at Coombes on 11th July

The 11th July SRFC Fly-in and Barbecue event was originally billed as 'Vintage and Biplanes'. However, the weather intervened with strong winds (not really suitable for vintage and biplane models), and it was changed to 'Anything Goes' – basically anything that flies – at short notice, Vintage and Biplanes being rescheduled for 5th September, as reported elsewhere in this issue.

Many members still brought along vintage and biplane models, some of which remained on static display. Derek Woodley had two lovely single-channel vintage models but had forgotten (accidentally on purpose?) to bring any diesel fuel. He did fly his Acro Wot with retractable undercarriage in the blustery conditions.

Ed Dilley put his beautiful Pitts Special on ground display due to the gusty conditions. Also, the model is awaiting its IC noise test before it can fly and noise tests cannot be conducted in strong winds. The model is over 30 years old, but looked as if it was finished yesterday. It has a few flights under its belt from previous times and we look forward to seeing it fly once nose tested.

*Ed Dilley's Pitts Special.
Photo: Robin Strange.
All other photos: Paul Shrubb*



Derek Woodley lands his Acro Wot

Unsurprisingly, the most popular models to fly were Acro Wots. There was also a rather nice Panic biplane and a couple of the popular SU-35 pusher-prop jets.

George Evans also flew his Lightning and what I believe is a profile cartoon-scale Spitfire called a Spitty (built by Paul Gladstone).



*George Evans retrieving his Lightning
as Derek Woodley prepares his Acro Wot*



George Evans and his Spitty



Tom Gaskin and Benji

For many, the highlight of the afternoon was the barbecue provided by Ken and Jakob. The high ambient temperature was raised further by Ken's rather hot apron! The burgers and hot dogs were delicious and gained the approval of Tom Gaskin's dog, Benji.



Wots Wot, owner unknown



Panic Biplane, owner unknown



Ken and Jakob working the barbecue

A thoroughly enjoyable afternoon. Thanks to all who came along to fly, watch or eat!

The A Team

David King reports on July's BMFA 'A' Test session at Coombes

At the end of June, all SRFC members were e-mailed to see if they were interested in taking their BMFA Power 'A' tests. Two of our club BMFA examiners, Tom Gaskin and Neil Harber, kindly agreed to hold a Sunday morning session on 19th July to allow candidates to check their progress towards the 'A' test and to conduct the test for those who were ready.

Eight members responded and a further member was invited by the examiners on the day. The BMFA test documents were sent out in advance, so members could review the fairly straightforward theoretical part of the test and they were advised to bring along their BMFA membership and RCC certificate.

This was not a teaching session, but pointers were given during initial assessment flights. The 'A' test is very similar to the club's Solo test, so we expected that members would already be competent to do it.

However, we were hindered by the wind, which steadily increased during the morning, and also turbulence at the south-west edge of the field. One model was damaged when landing due to the turbulence and the member was unable to continue. Other candidates had lightweight foam or 3D-style models and again found it impossible to continue as the models were not suitable for the conditions. The examiners advised these candidates that choosing a larger model with a higher wing loading would make a future test possible.

Five of the original candidates pressed on and passed the test. Congratulations to Jaime Brazier, David King, Mark Reeve, Bob Hobbs and Paul Shrubb.

The club's examiners are available to conduct tests on an individual basis when mutually convenient and may be contacted through Mark Vale, Training Coordinator, e-mail: memsec.srfc@gmail.com. Why not give it a go!

Left to right: Bob Hobbs, David King, David Underhill, Mark Reeve, Tom Gaskin (Examiner), Paul Shrubb, Fraser Johnston, Jaime Brazier and Neil Harber (Examiner).
Photo supplied by Paul Shrubb



Gliders & Jets report

David King reports on SRFC's Gliders & Jets fly-in and barbecue event at Coombes on 1st August

First of all, I would like to thank Ken Hamer for running the barbecue and Jakob Walker for helping him. I know that Ken spends hours planning and shopping before each barbecue can even begin.



The barbecue, tables and windbreak must then be taken from the storage box on the field and set up. We have all appreciated the results of their hard work! Thank you Ken and Jakob.

Earlier in the year it was suggested to the committee that we recognise the growing number of jet fliers in the club. The ever-improving performance of electric ducted fans has made these models less tricky to fly and many members have

a jet foamy in their fleet. So this barbecue had jets as the main theme and we were delighted that members agreed with us. At one point there were 32 cars at the patch and the flight line was packed with jets.

The flight line photo below gives a flavour of the wealth of models displayed or flown.



The event was also shared with gliders – obviously a huge speed differential with the jets but as the gliders generally fly at greater height the two model types would not interfere with each other.

To add spice to the day, Paul Gladstone was busy making his own personal assessment of the jet models on display. He has personally designed and made a new trophy for SRFC. This year it will be awarded for the best statically judged model at this event. It will be presented during the December Club Night Christmas Party.

Clive Upperton brought along several models, both built up and ARTF. The Folland Gnat that he built was nicely detailed and finished. The Miles Student is interesting especially because the local connection with Shoreham Airport. The ARTF Grumman Cougar is an impressive model.



*Clive Upperton's Folland Gnat.
Photo: Grahame Pearson*



*Clive Upperton's
Grumman Cougar taking off.
Photo: Izzy Brown*



*Clive Upperton with his
Grumman Cougar on the strip.
Photo: Izzy Brown*



*Alex Blok with his F-14 Tomcat.
Photo: Paul Shrubbs*

Dave Knott brought his foam Venom and a glider and also treated us to a display with his Extra 300

Paul Gladstone showed his realistic Harrier. The diminutive size and nimble performance made it a tricky subject for flying photos.

Colin Lucas dusted off his Arrows Viper, over five years old but still fun to fly.

John Carter flew a Flycat twin-boom jet and an unusual glider with a ducted fan in a pod over the wing.

Tom Gaskin had a spirited flight with his attractive ARTF Phase 5e from Ripmax.

These barbecue events are always a gathering of talented fliers. This event gave



Dave Knott's Extra 300.
Photo: Izzy Brown



Paul Gladstone's Harrier.
Photo: Izzy Brown



Colin Lucas's Arrows Viper.
Photo: Grahame Pearson



Colin Lucas's Sukhoi SU-35.
Photo: Grahame Pearson



John Carter's Flycat.
Photo: Izzy Brown



Tom Gaskin's Phase 5e climbs away.
Photo: Izzy Brown



Darren MacGregor's Alpha Jet.
Photo: Grahame Pearson



Darren MacGregor's Alpha Jet flypast.
Photo: Grahame Pearson



Pim Smith with his F-18 Hornet.
Photo: Grahame Pearson



Above: Paul Shrubb launches Les Crane's E-Flite Fury (Navy version of F-86 Sabre). Photo: Grahame Pearson

Les Crane with his Century UK MiG-15. Photo: Grahame Pearson



Left: Les Crane with assistance from Clive Upperton sets up his throws on his Javelin, pre-maiden. Photo: Grahame Pearson



the opportunity to bring out the larger gliders which require several people, a powerful tug aircraft and experienced tug pilot to launch them. Robin Strange had three flights of his huge Flamingo. Chris Foss was the tow pilot. Robin reports, "I was flying my 1/5th scale Flamingo, which was a Brazilian glider designed and built in 1947. One flew, perhaps two. I have monochrome photos of the glider with someone in the cockpit on the ground and a rather sad photo of a fuselage in storage. I built it in COVID, my first vintage glider, built from a Chris Williams design plan in *RCM&E*."



Robin Strange's Flamingo. Photo, top-left: Izzy Brown. Photo top-right and below: Grahame Pearson



There is always expert help on hand to trim a prized new model. Chris Foss inspected Jim Leach's Seagull Ultimate biplane and later flew it.

If you have not come along to one of our popular spring/summer theme days, you would be most welcome to one or more of next year's. If you don't have a 'theme' model other types are never excluded. Or you can just watch while enjoying a burger. See you next year!



Jim Leach's Seagull Ultimate. Photo: Grahame Pearson



Always nice to see Ivan Thomas and daughter Amanda at our events. Photo: Grahame Pearson

Vintage & Biplanes report

Clive Upperton reports on SRFC's Vintage & Biplanes fly-in and barbecue event at Coombes on 5th September

The last of this year's barbecue events took place in what looked to be ideal flying weather. Those who arrived early enjoyed light winds but as time passed the wind direction had changed and the wind increased, meaning a move to the west side of the field. On my arrival the wind was mainly southerly and approaching moderate strength – not ideal for the themed models – but regardless, some flew during the

afternoon and early evening. With the wind strengthening small lightweight models remained on terra firma.

I flew my three-channel Long Cabin vintage high-wing cabin plane from the free-flight era. The type originated in the 1930s and was originally powered by a spark-ignition engine. Mine was built from a Ben Buckle kit and powered by .40 size brushless motor on a 4S battery with Orange Rx. This model at 78" wingspan and weighing in at 6 lb coped well with the moderate wind leading to several successful flights.



Clive Upperton's Long Cabin.
Photo: Grahame Pearson

Paul Gladstone flew his Muiplex Tommy biplane which is a take on an American home-built Little Toot of 1957, Registration N61G.

Alan Lamb arrived with his JP 50th Anniversary Challenger and a Park Zone Spitfire.

Geoff Woolgar having recently purchased an unbuilt Kamdax MiG-15 which was modified and assembled by your scribe. While neither vintage nor biplane, the day provided an excuse for the maiden flight to take place. An interesting kit which offered three options: firstly build as a glider, or add a Speed 400 in the jet duct at the rear with a pusher propeller and finally a real IC glow engine turning an 80 mm fan. Common sense prevailed and the model was modified with a 50mm FMS electric fan powered by a 3S 2200 mAh battery. The maiden flight took off without any issues. However, the wind for this fast 700-gram model was not ideal for final trimming. A landing with its fixed undercarriage proved successful and further trimming will be performed in calmer conditions. Click here to view the maiden flight: <https://www.youtube.com/watch?v=rXq5obruQRU>



As ever, non-theme models are welcome at our fly-in and barbecue events – here is Geoff Woolgar with his MiG-15. Photo: Grahame Pearson. Model was successfully maidenened by Clive Upperton. Flying photo: Jaime Brazier

Another maiden flight was performed by Mark Vale's Top Flite P-47 Thunderbolt 'Razorback'. The kit was obtained from Ivan Thomas who was in attendance and was able to see it first-hand. View the maiden at: https://www.youtube.com/watch?v=Nf_5ZoAyKv8



Left: Mark Vale with his P-47.
Photo: Grahame Pearson.
Flying photo: Jaime Brazier

Mark, having modified his wooden Acro Wot by splitting each aileron into 2 x 50% surfaces to create flaps, enjoyed yet another successful maiden flight. You can view the maiden flight at: <https://www.youtube.com/watch?v=DKk1WWIPAw4>

Not to be left out, Pim Smith at Chris Foss's suggestion having added a small winglet to each side of the fin of his foamy Acro Wot checked out the benefit which enables improvements in the model's knife-edge performance.



Mark Vale's Acro Wot –
note the flaps.
Photo: Grahame Pearson



Pim Smith's Acro Wot.
Photo: Jaime Brazier.
Inset photo, right: Grahame Pearson

Chris Foss flew his electric Phase 5 which coped readily with the conditions.



Chris Foss about to launch.
Photo: Jaime Brazier



Mike Croll launches his Mustang.
Photo: Jaime Brazier



Alex Blok's L-39 EDF.
Photo: Jaime Brazier

Mike Croll flew his micro Corsair and Mustang which surprisingly shrugged off the wind whilst his Mini Junior 60 seemed to struggle in the conditions.

Robin Strange flew his Black Magic in the windy conditions as well as his wooden Acro Wot.

Alex Blok flew his delightful little Hornet Moth, nicknamed 'Ruth' in honour of his late mother. In complete contrast he also flew his L-39 EDF.



Alex Blok's Hornet Moth, 'Ruth'.
Photo: Jaime Brazier



Jaime Brazier starts the OS52-FS in his Gangster.
Photo: Grahame Pearson



George Evans launches his Sukhoi SU-35.
Photo: Jaime Brazier

Jaime Brazier, not having a vintage or biplane, brought along his Mick Reeves Gangster. Model flies well with its OS 52 four-stroke.

Grahame Pearson flew his Flair Puppeteer. Powered by an OS 48 four-stroke the model coped remarkably well with the windy conditions.

George Evans flew his tiny Sukhoi SU-35 which shrugged off the wind.

Apologies to any of those who flew but have been omitted.

As an approximate count we had 25-30 cars with members and friends present and the barbecue was greatly appreciated and our two helpers, Jakob and Vincent, did a grand job cooking. Thanks to Mark for organising the food supplies and to the other committee members who helped make the event a success.



Grahame Pearson's Flair Puppeteer.
Photo: Jaime Brazier

ARTF – where's the challenge?

Alan Lamb finds a novel building solution

And how would you know? You are not even a builder! (I hear you say.)

Like many of us I have too many models, and always looking out for something new I had the wild idea that my wooden Acrowot needed retracts. Without any building skills, or even the space to do a simple 'assembly' job, I also lack tools and the know-how to use them. However, I have been fortunate to engage the services of a professional builder to sort my build and crash repair headaches for me. As Clint Eastwood reminds us in *Dirty Harry*, "A man has got to know his limitations". I am well aware that some of you may think that this makes me not a true modeller but then I came into this hobby to learn to fly them, not build them, and frankly I have found this challenging enough. Having enjoyed watching Mark Vale maiden his utterly beautiful kit-built and modified P-47 at the September barbecue event I realise that I am missing out on huge levels of satisfaction by not having the full set of modelling skills but... I still get my kicks. It is what it is.

As it turned out I happened upon arguably one of the best builders in the UK, Dave Charles, whose father's erstwhile model shop in Ewell, 'Mick Charles Models', is where I first became aware of model flying. At weekends many years ago I would take my young sons there and we would all be mesmerised by the array of colourful models hanging from the ceiling. Since closing the shop and retiring some years ago



Photos: Alan Lamb

Dave has been as busy as ever with building projects, his own and other peoples', at his home workshop in Esher just a couple of miles from me. His clients are friends and fellow members of the Elmbridge Model Club where I took my first steps in model flying. In building terms, and flying too, his true peers are people such as our own Dave Knott with whom he competes at Nationals and World Championship level. I thought to myself, "He'll do". My first Acrowot crash repair came back completely invisible and finished to a truly professional standard.

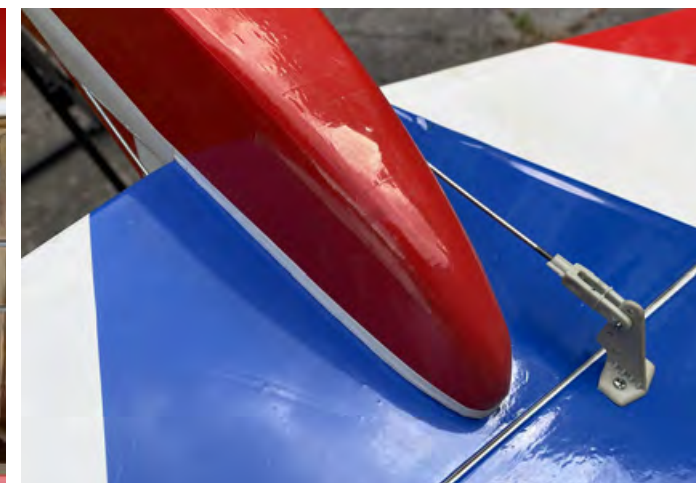
Long story short... retracts were not possible on the ARTF (Almost Ready To Fly) version of the Acrowot so I looked further afield. I chose the Phoenix Models PC9 59" with mechanical retracts. The way it works with Dave is a true collaboration between us, with me choosing the spec and finding parts. He also relies on me to do the research and identify any issues with the build before he starts. The first issue was a printed warning in the build manual: 'Even if you have assembled a few ARTFs already do not attempt this build without traditional modelling skills which are required to complete this model'.

In total it took Dave Charles 18.5 hours of workshop time to get the PC9 airworthy. Hence my contention that this was always way beyond my in-house capability.

Here is how the time was spent. Build video research revealed three main issues: Firstly, the tail is not true. Secondly, there is not enough room up front where the cowl is too narrow. Thirdly, there are balance issues. Woodwork was required on the fuselage, the fin and the tailplane before it would all line up nice and square. I had to



Servo installation



An ounce of lead? No, I can't see it either!



Deans safety arming plug



Neatly installed retracts

find an 'OPTO only' ESC small enough to fit inside the cowl, which was physically too small for anything in SMC's range. And after nine servos were fitted, plus the mechanical retracts, plus the weight of the 6V Eneloop Rx battery positioned halfway down the fuselage near the fin, the balance point was all but perfect – without the battery! In the end we had to put an ounce of lead in the tail to make it balance with a 5S 4250 MaH on board. The resulting spec is full of very high quality components and PC9 flew superbly on her maiden sortie.

Final Specification

Phoenix Models 59" PC9 with tricycle mechanical retracts
 Quantum 2 motor (55 size) 700 kVA
 13" x 7" Master Airscrew prop
 Irwin 62mm metal backplate spinner
 Hacker H70 ESC (OPTO only, requiring separate power to Rx and servos)
 4 x Futaba FP-S148 servos, 1 x Futaba S3170G servo
 1 x Savox SC-0254MG servo on elevator
 2 x Futaba mechanical retract servos (Ouch! That hurt my wallet)
 Futaba R3008SB 8-channel Rx
 Multiplex G3 gyro stabiliser
 6V Eneloop battery with Futaba switch, plus Deans 'short' plug safety feature
 Balanced for 5S 4250 MaH Overlander LiPo Battery

Dave's advice, as I picked up the finished model: "Pick a windy day, it will be fast".

I decided to leave the decals off because I did not like the Aussie Airforce 'kangaroo' scheme and prefer it plain, as it stands. That said, I have kept the original graphics in case the next owner would like to fit them. Talking of which, as I have never flown the model and probably never will, I have decided to find it a better home. The model is now, possibly, for sale so make me an offer, tel: 07836 243934.



WhatsApp groups

Joining one of SRFC's WhatsApp groups can help you get the best from your 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. mass builds as frequently run by the glider group which includes 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 e-mail your mobile number to the Admin person for each group so he can add you.

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 or aviation 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, 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.

At the moment the club has no helicopter or drone WhatsApp groups.

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!

A Zero story – Part One

Jaime Brazier took on a part-built Zero and lived to tell the tale...

A casual trip to SMC a few months after getting back into flying after a ten-year break led to an unexpected discovery.

Les Crane had put my name forward for an unfinished project, and Adam introduced me to an unbuilt Zero, a warbird waiting for a builder to bring it to life.

The usual drive down to SMC with Grahame Pearson was always a highlight of the weekend, but this visit quickly became the start of something much bigger.

After Adam showed me the unfinished kit and plans, which I think was started way back in the 1980s, I felt like a rabbit caught in the headlights. Having never built a proper balsa model in my life, I genuinely had no idea where or how to even begin. Luckily I knew just the men to advise me: Les, a new friend and a guy that seemed to make new models on an almost weekly basis that I had recently met at the flying field and Grahame, a long-standing friend that I'd known for many years.

The story begins as I walked out of the shop with Grahame, saying goodbye to Adam. "See you again soon," he smiled. It was a brilliant business plan on Adam's part – the plane was completely free, but the countless trips to SMC over the



As donated by Adam at SMC

All photos: Jaime Brazier

following weeks certainly weren't!

The day soon came to actually start building. Armed with Grahame's good advice, I had carefully constructed a brand new build table featuring a perfectly level cork top. Sitting down at it, I picked up my pen to tackle Les's first piece of advice: drafting the never ending list of the things to do.

The model is Top Flite's version of the Zero, 61" wingspan. The fuselage was half-built, leaving the tailplane, elevators, fin and rudder to complete. Originally, it was a straightforward kit meant for assembly using pre cut parts. Left with just the plans and no parts, building the tailpiece and rudder from scratch demanded clever resourcefulness. Guided by Grahame whose philosophy was that it takes longer to think about it than it does to just get on with it and using an unbuilt kit of another similarly sized Zero that Les had kindly lent me for reference, the tail was successfully completed, phew!

Now it was time to move onto the wing. The plans showed a built-up wing, but I had inherited a veneered foam wing instead. It was nicely made with a few rat eaten teeth marks but not exactly as the original plans intended. I decided to go with the foam wing, as it wasn't practical to even consider making a built-up one.

The wing I had in front of me had no ailerons or flaps, just wood that had been cut into the foam ready for a fixed undercarriage. I had decided early on I wanted a retractable undercarriage and flaps. I had initially thought the task of making the tailplane was difficult, but the thought of the wing now in front of me was



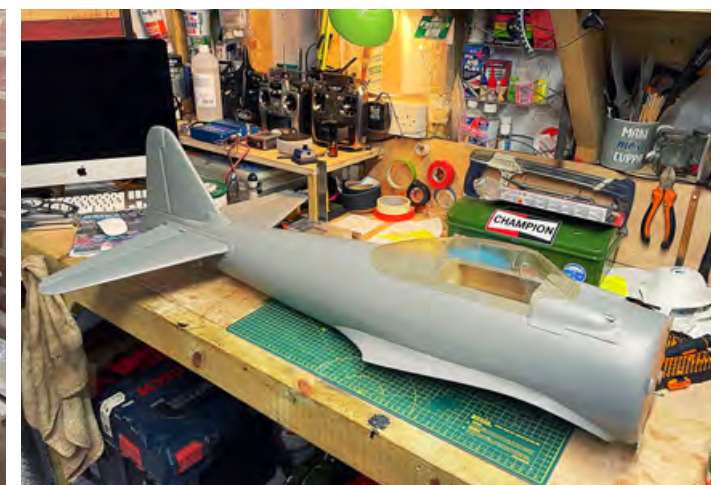
Tailplane, elevators, fin and rudder had to be made



Checking alignment with laser



Wing root fairings made from balsa



Primer applied to fuselage and tail feathers

extremely daunting. Armed with Grahame's previous advice I got to work by not overthinking it.

I started cutting into the foam wing for the retracts and flaps. Working with foam was an unusual experience for me, and I soon discovered it's a very unstable material to work with. By the time I had finished, the workshop floor looked like an explosion had happened in a beanbag factory! Nevertheless, I was ready and carefully re-laminated over the foam cutouts, creating new wheel wells and a place for the split flaps to locate. Another big phew!

The next challenge arose when I had to remove the original wing spar strengthener,



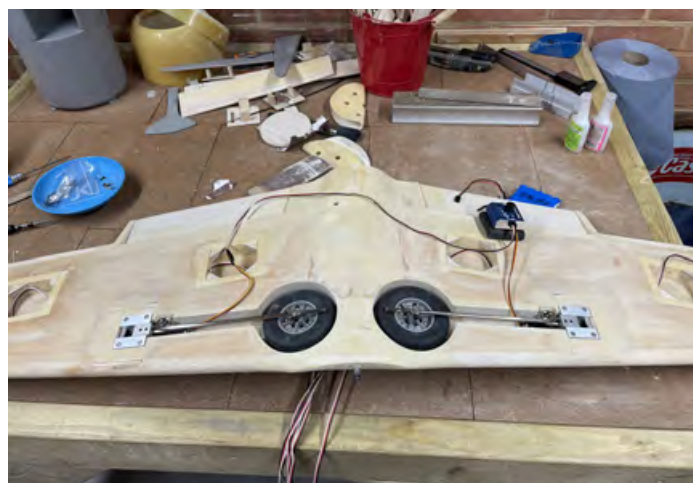
Making holes in foam a messy process!



Flaps and wing openings



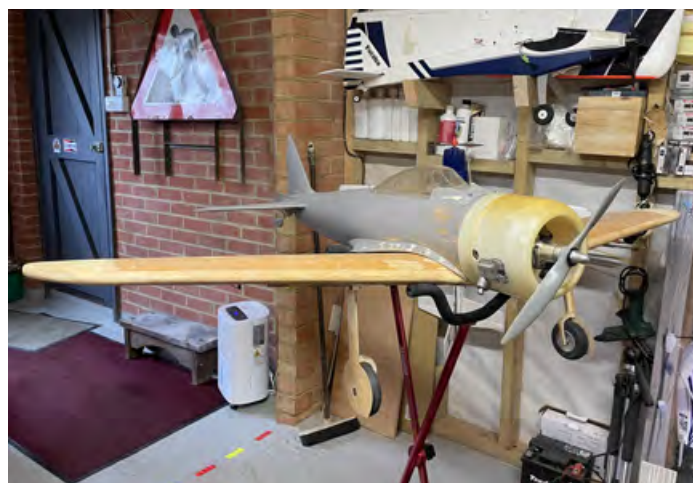
Servo boxes constructed and let into the foam wing



Retracts fitted and tested



Laser 100 acquired from a BMFA ad



Looking good but a long way to go yet!

which had been installed by the original builder, because it completely obstructed the new retract cut-outs. Without it, the wing suffered from zero (!) structural integrity. Both wing halves were left hanging by a literal thread of glue along the centreline.

I wanted to shed some serious weight from the heavy wooden wing spar that I had to remove as part of the retract job, but I wasn't entirely sure how to replace it. I asked Les, and he suggested shifting it further back. Grahame gave me a similar answer, so we pondered the idea for a while. It needed to go but how?

The answer came on another Saturday morning trip to SMC. By this stage, I was finally ready for glassing the wing, and this trip was intended to buy the necessary



Syringe and aliphatic resin for thousands of rivets!



A riveting or therapeutic experience – you decide!



Wing painted and weathering commenced



Japanese training scheme – good for visibility

resin and glasscloth.

Adam, as helpful as ever, had the perfect solution. He'd learned this method many years ago from an old plane builder. It was brilliantly simple and highly effective, apply three layers of glass cloth, criss-crossing as you go, and gradually taper it down to a single layer as you reach the wing tip. No heavy intrusive spar was deemed necessary. This was done both sides and now the wing was very strong and ready to paint!

Adam's advice, alongside that of Grahame and Les, was priceless throughout the build so far.

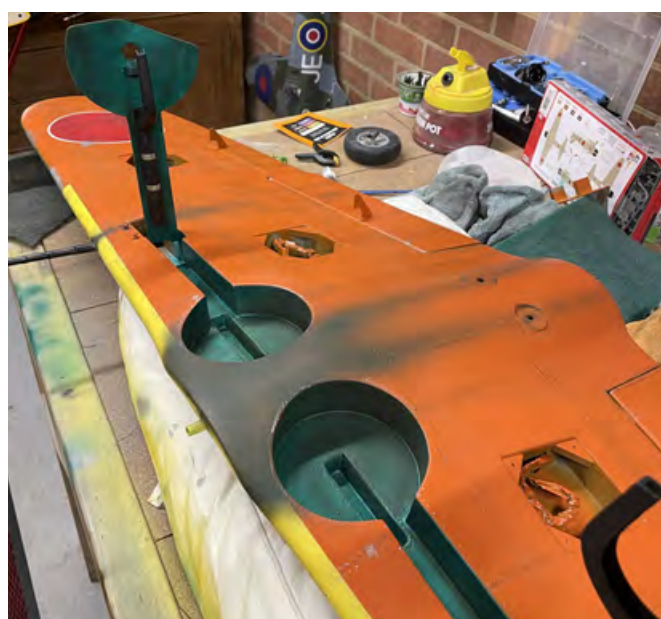
Over the last few months, I've shared lots of pictures with Les and Grahame. Both were building models and sharing pictures back to me, Grahame a Gangster, and Les a Chipmunk. Both are now complete and have now been maiden, both models are outstanding and I can only hope mine turns out just as nice.

I'm finally onto the part I've been looking forward to the most: paintwork and detailing. It takes me back about 15 years, when I was inspired by a model Hellcat crafted by Dave at Mick Charles Models. It was hanging from the ceiling in his shop, and I absolutely loved the way it was covered in rivets.

Dave explained how he did them. I never forgot this, and I'm now applying his



Wheel wells painted in Japanese 'aotake' green



Exhaust weathering added



U/C legs detailed to match the full-size



Exhausts carved from balsa

method to the Zero using aliphatic resin applied by a syringe. It's effective but time consuming! More photos were exchanged between me, Les, and Grahame. Les asked when I was going to build the glass display cabinet to put this Zero in, Grahame saying that I was making this model too precious! Little did he know, I had him in mind to maiden it.

I've sourced an engine for the model – a Laser 100 4-stroke which has been test-run – and have now moved on to the painting stage. I'm making the most of the good summer weather for flying, so progress on the paintwork has slowed down a little.

To be continued...



Exhausts painted and welds simulated



Cowl neatly cut for Laser 100. Note rivets!



Current state of play. All markings are hand-painted. The end is in sight!

Addiction to Micro R/C Planes

Mike Croll on living with this addiction...

I write because I have become addicted to micro R/C planes in the hope that other SRFC members can help/join me.

Let me ex-plane myself. At one level the sheer brilliance of the technology, crammed into a sub-100g plane, could not have been foreseen when I started flying model planes some 70 years ago! The micro R/C plane, with its gyro, four-channel control and multi-mode flying is under £100. These planes give all the help needed to get a novice flying safely, yet can be switched to fully aerobatic mode on the fly.



For me, it all started with a Top RC Mustang (photo 1) which I bought while recovering from a hip replacement. Little did I know how much I would be entrapped! Recovering from the operation I found it difficult to stand still so I depended on the gyro and discovered the joy of flying from a chair.

Next came a 600mm Volantex glider (photo 2). The one in the picture is actually a replacement – the original was last seen stuck in a tree in Suffolk. I was flying it while on holiday (could not bear to be without it!)

Then on a visit to SMC, their centre display stack of Top RC Marchetti SF260 yellow planes was irresistible and became a favourite (photo 3). This, and a Top RC Spitfire (photo 4) also went on holiday with me. I met up with the East Devon Club where I enjoyed a couple of days' flying with planes so easy to stow amongst the holiday luggage. Sadly, post-holiday, the Marchetti was caught by a gust when I just had to fly in wind that was too strong. It is now lost in a field south of Reigate.



I then graduated to a 560mm Mustang complete with flashing LED lights! (photos 5, 5a), Volantex Corsair (photos 6, 6a) and a Beechcraft Staggerwing (photo 7). The Corsair flies really well even in a stiff breeze. I find the detail on all these little models truly hypnotic.

So, do you think the Government should intervene with a health warning?



Photos: Mike Croll except 3, 5a and 6a: Grahame Pearson

Olympia 2B Build – Part Two

*Robin Strange continues the build of this vintage glider.
(See FlyPaper, July 2026 for Part One)*

Fuselage

Over the summer I have continued my Olympia 2B build though rather slowly as the weather has been so nice and getting outside has taken a higher priority. In my first article you will recall I had just completed the skinning of the port side of the fuselage with 0.4mm plywood. At this point I was able to unpin the fuselage half shell from the building board as its shape was locked by the skinning.

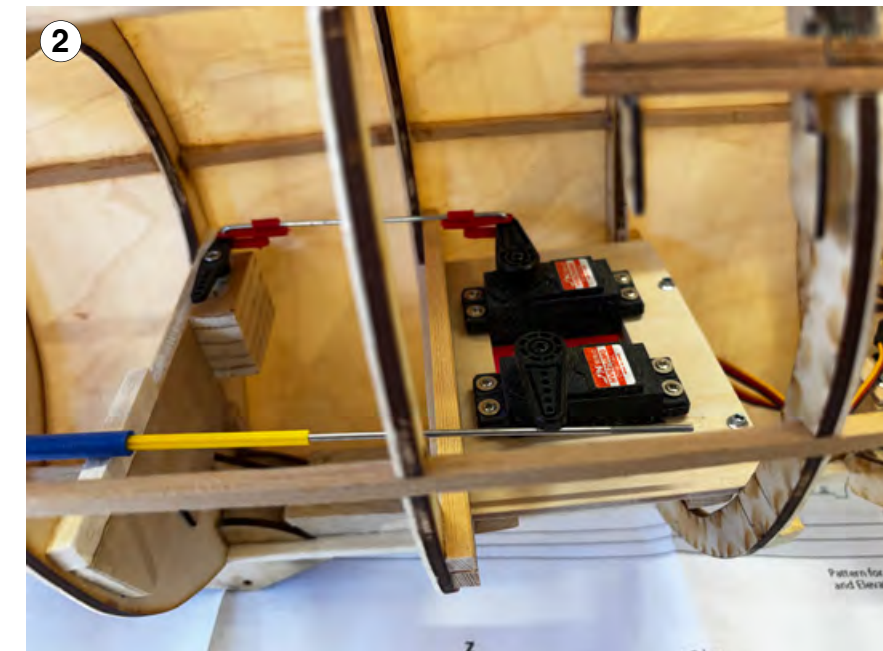
The next activity was to fit the starboard half of the frames ensuring they fit correctly and that they sit at the correct angle to the port side: the Mk1 eyeball was used as it was impossible to use a setsquare. Once the frames had been fitted I made the single longeron from two lengths of 5mm square spruce spliced together using epoxy. Once the longeron was ready I had to steam it into shape in order for it to bend around the nose frames in particular. At this point I added the spruce sections around the base of the mainplane mounting again steaming them into shape, I then shaped and fitted 3mm ply in and around the wing support to add strength to the structure. I also added 1/16" ply sheet across the port and starboard frames around the wing support in order to add strength to the butt joints (photo 1).



Having reached this point in the build and having added the 1.5mm balsa to all the frames and keel to give the ply skin more area on which to be bonded I decided I would leave the skinning of the starboard side till I had completed the interior fit of servos, controls and the battery mounting as it would be so much easier while I had access.

Interior fit

The rudder and elevator servos have been mounted on to a removable plywood plate for ease of maintenance (photo 2) and the tow-release servo has been mounted below the pilot's seat but again fitted in a way that will allow the servo to be removed should the need arise. All servos in the model are high-voltage servos as I plan to use a 2S LiPo.



The rudder controls will utilise pull-pull cables connected to the rudder servo via a separate crank, which will take the tension of the cables off the servo. The elevator linkage is a simple Bowden arrangement connecting to a lever below the elevator (photo 3) at which point the lever allows the tailplane and elevator to be slotted into position this should simplify the mounting of the tailplane to the fuselage at the field.



Empennage

In order to ensure the elevator control engages correctly and in the right location I decided I would build the tailplane and elevator and locate them before finalising the position of the elevator activation lever. I thus built the tailplane followed by the elevator, both of which are simple structures. The tailplane trailing edge is made of 3mm spruce and the elevator leading edge of 6mm x 12mm medium-grade balsa shaped to a semi-circle. All ribs are 1.5mm balsa.

The tailplane (photo 4) has a false leading edge of 1.5mm balsa on to which a 6mm square balsa strip is glued after the 1mm sheeting has been applied. Top and bottom shrouds are made from 3mm balsa shaped to reduce the size of the gap between the elevator leading edge and tailplane trailing edge. The elevator trailing edge is made from a sandwich of 1.5mm ply with 2mm balsa top and bottom then shaped to the shape of the ribs.



The fin (photo 5) is designed to be removable for transport and has a ply tab that protrudes into the rear fuselage which can then be pinned and a wire upright in the rear of the fin that aligns with a tube mounted to the rear frame of the fuselage (photo 6).



The fin is made in a similar way to the tailplane with a 3mm balsa trailing edge post with 1.5mm ribs, false leading edge and again a 6mm square leading edge. The skin of the fin extends behind the fin post to create a shroud between it and the rudder leading edge. The rudder is a simple arrangement of a 10mm balsa leading edge on to which the 1.5mm rudder ribs are glued before fitting the 1.5mm ply trailing edge sandwiched between 2mm balsa.

The tailplane is secured to the fuselage with a single 4mm bolt which engages with an anchor nut within the fuselage tail (photo 7). On the top of the elevator is mounted a soft balsa fairing, which fairs the fin and fuselage and tailplane top into a single assembly and provides a physical tab which locks into the fuselage at the front of the tailplane to ensure it remains aligned correctly. Below the front of the tailplane is a short section of balsa on both sides and a simple balsa tape at the tailplane trailing edge to ensure the elevator sits at the correct incidence.

The design of the elevator includes the trim tape which Cliff Charlesworth had included with a mechanism for it to move but I regret to say his design is flawed. As the elevator moves up his design makes the trim tab move even further up, which is incorrect. A trim tab on a full-size aeroplane with manual controls is moved by the pilot to compensate for different pilot weights by operating a wheel or lever in the cockpit, which moves the trim tab down to bias the elevator up, or up to bias the elevator down. The trim tab then remains in the set position relative to the elevator and moves with the elevator.



More snippets

Workshop and flying activity from Les Crane

Once again, for a number of reasons, there is little to report on the building front.



Since my last *FlyPaper* report, the Gloster Javelin is completed (bar paint) and has flown, maiden by Clive who flew it beautifully. It looked very realistic in the air. Following a few minor adjustments I have now flown it successfully.

What was obvious was that the decision to install a 6S battery in lieu of the recommended 4S set-up was fully justified, the 'Flat Iron' had plenty of power.



Les's Javelin looks very realistic in flight even though it still awaits final paint.
Watch the maiden video at <https://www.youtube.com/watch?v=xZoyPubH9xI&t=44s>
and Les flying it subsequently at <https://www.youtube.com/watch?v=1hcqzx2fUe0>
Photo: Grahame Pearson

On the downside, I had a significant 'bump' with the Chipmunk. I had a flight in breezy conditions and all was going well so I decided to try the flaps for the first time on the next flight. Don't ask me why but I deployed the flaps very late and it stalled to the left aided by the breeze. There was some damage to the fuselage which was easily repaired but several of the aileron and flap hinges broke and had to be replaced. Unfortunately, because of the hinge design – which I always felt was weak/suspect – I had to use a different type of hinge which necessitated additional woodwork in the wings, flaps and ailerons to support them. The work is now complete, much stronger, and the Chippie has now flown again, see next page.



A scurry of Chipmunks! Les's Portuguese liveried Chippie
with Jaime Brazier's Canadian and Grahame Pearson's RAF examples.
Photo: Grahame Pearson

Following repairs, Les's Chipmunk now flies well.
Click here for video: <https://www.youtube.com/watch?v=72rKYpYIC1c&t=6s>
Photos: Grahame Pearson



After finishing the Javelin I decided to build the Mitsubishi Zero from the Marutaka kit I bought from Ivan Thomas a few years ago. The kit was designed for I/C and fixed U/C but I decided to go electric and fit retracts which required a small amount of re-deign to the relevant areas. I have almost finished the fuselage build but need to apply sanding sealer, glasscloth and paint. With the wings I need to make/fit servo control rods and U/C doors, apply sealer and glasscloth and paint.

My mind has already turned to the next build and if I follow my (over?) ambitious plans it will be significantly different from my usual builds. Watch this space!



Zero: work-in-progress.
Photos: Les Crane



Hurricane

Painted by Paul Shrubbs



SRFC videos online

We now have over 150 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.

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 when a new SRFC video is uploaded.



Foto Finish

Jaime Brazier is currently building a Zero (see page 36). Here he is caught on camera practising a Kamikaze attack on Jim Leach with his Gangster!

Photo taken by Grahame Pearson at Coombes, 5th September 2026.

Email your photo to the Editor with 'Foto Finish' in the Subject box



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