

# Skyline



## Sedgemoor RC Flying Club - Newsletter Feb 2008

Edited by Jeff Cosford. [Jeff.cosford@tiscali.co.uk](mailto:Jeff.cosford@tiscali.co.uk)

### Editorial

*Welcome to the new year. If you have paid your subs you should by now have received your club membership card and BMFA membership card and insurance certificate.*

*If you have not, and have forgotten to re-join, please do so now!! Fill out the form and send it to:*

Andrew Moss, Membership Secretary,  
Copse Hill,  
West Hatch,  
Taunton,  
Somerset, TA3 5RL  
tel: 01823-480725

### New Gate Number

This will be changed soon, and all paid up members and associate members will be notified in writing in advance of the new number.

*Ian Russell's F16 which has had its maiden flight in January*



### Calendar

Wed 16 <sup>th</sup> April at 7.30	Craftsman's Cup - Skittle Alley, George Inn, Middlezoy
Sat Apr 26 <sup>th</sup>	Fun Day 10.00 start – all day event
Sat May 3 <sup>rd</sup>	Fun Day – reserve for bad weather.
May 10 <sup>th</sup> and 11 <sup>th</sup>	No flying: NSA: (motor cycles)
May 30 <sup>th</sup> June 1 <sup>st</sup>	No flying: NSA: (motor cycles)
Sun June 22 <sup>nd</sup> 10am to 3pm	BMFA Achievement Scheme day
Sun June 29 <sup>th</sup> , 10am to 3pm	BMFA Achievement Scheme day (Reserve day in case of cancellation)
July 5 <sup>th</sup> and 6 <sup>th</sup>	No flying: NSA: (motor cycles)
Sun Sep 14 <sup>th</sup> 10am to 3pm	BMFA Achievement Scheme day
Sun Sep 20 <sup>th</sup> 10am to 3pm	BMFA Achievement Scheme day (Reserve day in case of cancellation)
Oct 4 <sup>th</sup> and 5 <sup>th</sup>	No flying: NSA: (motor cycles)

### BMFA Achievement Scheme: by Jeff

The Chairman reminded us as the AGM of the need pass the "A" test by the end of the year to continue to fly solo. This has been a club rule for several years, but not previously enforced.

Some more days have been set up for practice and testing. Remember these days run from 10am until at least 3 pm, and the

afternoons are less busy. But call me if the weather is poor or wind southerly.

Don't rely on these two days – read the BMFA members handbook, obtain the detailed BMFA guidance notes on the test, and if you are finding it hard to get help, let me know.

#### Notes from the Minutes of the 2007 AGM:

**Subs:** the club fee element remains unchanged, but BMFA has increased its fees by £1.00 for senior members:

Full Senior Subscriptions	£70.00
Full Junior	£41.00
Full Family Junior	£33.00
Associate Senior	£42.00
Associate Junior	£26.00
Associate Family Junior	£22.00

**The Committee:** Andrew Moss was elected to the post of Membership Secretary, otherwise unchanged.

**Ian Russell (Chairman)**

**Dave Wood (Secretary)**

**Neil Hinks (Vice Chairman)**

**Andrew Moss (Membership Secretary.)**

**Mike Jefferies (Safety Officer)**

**John Wright (Treasurer)**

**Jeff Cosford (Communications Officer)**

**BMFA 'A' Certificates:** Marc Sommer, Simon King, Terry Williams, Keith Simpson, Brian Geering, Dave Bowling have all been awarded 'A' certificates during the year.

#### Presentations:

Most Improved Flyer award: Phil Wilson.  
Jason Ireland Memorial Cup: Bob Deakin

#### Fun Day Event:

Dave Wood 1st  
Pete Ross 2nd  
Kevin Trott 3rd

#### No Fly days

There are 8 dates (4 weekends) in the year when motorcycle sprints take place, so we cannot fly. Take note!

#### Review of £100 "Dual Ace" from Seagull Models. by Neil Hinks

##### Overview:

The Dual Ace is a semi scale 70 inch aircraft along the lines of a Beechcraft commuter type.



##### Outline Specification:

Wing Span :	70 inches (1780mm)
Length:	60 inches (1530mm)
Recommended Engines:	40 to 46 2 stroke (2 off)
Number of servos:	7
Design all up weight:	11 lbs (less fuel)
Undercarriage:	Tricycle (Fixed)

This kit is designed as a ARTF (Almost Ready To Fly) variety with all the main components assembled and covered: Wings, (traditionally built ie not foam and ply), Fuselage, Rudder and Tail Plane. Therefore not much balsa work required, just install the control surfaces, engine boxes, engines, fuel tanks and radio gear.

Overall I was very impressed with the detail manufacturing and covering of the model. All the internal bulkheads and struts were laser cut, very neat. The instructions however, although comprehensive were a little vague in places.

The manufacturer recommends a C of G position of 70 to 80mm back from the leading edge as measured adjacent to the fuselage. However having read a few Dual Ace reviews on American Web sites it became apparent that the C of G position should be closer to 100mm back from the leading edge.

Having assembled the aircraft with the radio gear slaved into position, with a 2000mAh Ni Cad receiver battery mounted as far forward as possible it became apparent that additional ballast would be required within the nose cone to obtain the correct C of G position. What a pain, I hate

adding 'dead weight'. In order to mount the additional ballast as far forward as possible I installed an engine mount onto the aircraft's central bulkhead and attached lead ballast to the forward edge of the engine mount.

Having obtained the correct C of G position the aircraft ended up weighing 10 lbs 15 oz (less fuel).

The engines chosen were two (low hours) OS 40 LAs which were removed from my Mosquito.

With the model now completed and ground run, first flight awaits when the weather is reasonable and my confidence returns! Ah, must not forget, a range check first or else Woody will be on my back!

Finally, inspiration for building / assembling this model came from a visit to Weymouth during the Christmas break in 2006 and seeing a similar type of aircraft hung in the window of Kessock Model shop which is located near the opening bridge in Weymouth harbour. One year on, the same model is still hung in the window, worth a look if in Weymouth.

*Thanks, Neil, this looks a great sports twin.. I look forward to seeing it fly. I have heard that with .46 engines you get a serious lack of ground clearance*

**THE SHORT SEAMEW  
A 10 FT SPAN, TURBOPROP-  
POWERED MODEL,  
by David James**



The story starts about 5 years ago when I acquired one of the first commercial turboprops from Wren Microturbines. After familiarising myself with it on the test-stand I decided to design a scale model to put it in. It had to be fairly large and fly slowly to match my modest piloting skills. I was surprised to find how few full-size, single turboprop, aircraft there were to choose from,

especially once I had eliminated those that I knew were already in the model pipeline (Tucano, Turbo-Porter, Turbo-Raven, etc).

My "Observers Book of Aircraft 1956" dates back to my teenage years and has been sold by my wife at church jumble sales on several occasions, only to be bought back by me and hidden, together with other priceless aviation reference books, until she has another tidy-up. On thumbing through its grubby, dog-eared, pages I chanced upon the Short Seamew. Although a little ugly it appeared to fit my bill; its layout was quite conventional (wings at the front, tail at the back) and it had a fixed undercarriage, or so I thought at the time. There was very little on the internet at that time so I relied on museum contacts to furnish additional information. The Fleet Air Arm, RAF, and Ulster Aviation Museums were all very helpful but it was soon clear that no full-size aircraft survived and only two colour photographs were available. I found five 3-views; all different, of course. Nevertheless, I had fallen in love with the Seamew's quirky eccentricities and decided it was the aircraft for me.



There have been a number of occasions since that fateful decision that have given me cause to doubt my judgement, especially during some of my early flights. I later discovered (much too late to change my mind) the following quote, posted in Wikipedia:

"The handling characteristics of the Seamew were poor..... only Short Brothers test pilot Wally Runciman seemed able to outwit its vicious tendencies"

I subsequently discovered that the prototype had crash-landed on its maiden flight, causing severe structural damage. Many structural and aerodynamic changes were made at this point. Despite these, and later improvements, S/L Runciman was killed whilst displaying the

Seamew at the Sydenham Air Display on 9 June 1956. The Seamew also occupied a place of honour in Jim Winchester's book "The World's Worst Aircraft: from Pioneering Failures to Multi-Million Dollar Disasters".

Of the 60 aircraft that were ordered in 1955 only 19 were built, for the RAF and RNVR. Half of these went straight to the scrap yard at Lossiemouth and the remainder followed when the RNVR squadrons were disbanded and the RAF lost interest. Oh dear, Oh dear, what had I taken on?

That was all a long time ago. The Seamew has now had 20 flights, mostly at Westonzoyland. It's fine in the air but a beggar to get back on the ground in a dignified and seemly manner, but that was also a characteristic of the full-size Seamew.



The model weighs 50 pounds (dry), spans 120 inches, carries a torpedo internally, has lights and an operating tail-hook. Photos are by Mark Pilsworth.

*A spectacular scale model, and we have many others in the club. Do you scale flyers want a summer scale fly-in?*



*The Western Open stand off scale competition, 1982. In the photo are Duncan Hutson (far right), John Cable (3<sup>rd</sup> right), Jim Exon (4<sup>th</sup> right), Martin Wensley (5<sup>th</sup> right).*

*More of Duncan's historic club pictures next time...*

## **"HISTORY OF WESTONZOYLAND AIRFIELD** by John Wright

With acknowledgement to David Berryman

'Somerset Airfields in the Second World War'

### **Part Four**

Westonzoyland had become an important station by late 1942, but because of its low-lying position it suffered from water logging. It was therefore decided to upgrade the airfield to bomber standard

by providing long, wide runways and taxiways, along with other facilities. Additional land had to be requisitioned to enable runways of sufficient length to be laid out, and this included the closure of the main A372 road and its rerouting to the south. Construction work began in the spring on 1943. Three runways were laid, the main one, of 5,775 feet, running roughly east-west, a secondary one of 4,101 feet running roughly north-west-south/east, and a third, of 3,564 feet, in the north-east/southwest direction.

Four large hangers were constructed, two (both T2s) on the southern side of the airfield and two, (one T2 and one Belman) on the northern side. A Bessoneau cawas hanger and nine blister hangers were also erected around the airfield. Two large pan-handle were laid on the western side of the site, and 33 loop dispersals were provided, leading of the perimeter track around the airfield's boundary. A large two-storey control tower was built along with all the necessary ancillary operational and technical buildings that were not already provided. The living site situated on the northwest was upgraded and enlarged, so that it could accommodate 1,530 personnel. During the reconstruction period, the station remained open and flying operations continued as far as possible. The resident squadrons flew their target facilities missions, and visiting units arrive for armament practice camps and other training. On the 1<sup>st</sup> June 1943 Army Co-operation Command was disbanded and reorganised as the Second Tactical Air force, in preparation for the Allied Invasion of Europe. The new formation was to bring together all the tactical squadrons of the RAF, including bombers, fighter-bombers, fighter escorts, and tactical reconnaissance and support squadrons, so that they could train



*Steve Fish happy after first loop with Raptor 30!!!  
My Knight 3D will be seen soon – just a bit more practice on the flight sim...*

together in preparation for the invasion. This brought a new sense of purpose to the training at Westonzoyland. More Mustang Squadrons arrived for their training in July, including 231 Squadron from Dunsfold and 414 Squadron from Gatwick, which stayed until mid-August. Following completion of the new runways, it was decided to create a transport squadron, 525 Squadron, which was formed at Westonzoyland on the 2<sup>nd</sup> September. Its initial equipment was the Vickers Warwick 1 twin-engined transport, a development of the Wellington Bomber. The squadron immediately started training and

working up to operational standard. By November it was cleared for operations and began flying a scheduled passenger service from Westonzoyland to Gibraltar. Spitfire Squadrons had started to use Westonzoyland in the autumn of 1943.



*Rob's mod to enable safer inverted "landings"*

They included 19 Squadron, which flew its Spitfire IXs down from Kingsnorth in late September, and 122 Squadron, also with Spitfire IX, which arrived its armament practice camp in mid-October. 1492 (TT) flight disbanded at Westonzoyland on the 18<sup>th</sup> October 1943, but was immediately reformed with Masters, Martinets and Hurricanes as 13 Armament Practice Camp. 286 Squadron arrived at Westonzoyland on the 29<sup>th</sup> November, on transfer from RAF Locking. The new arrivals were from HQ element of the squadron, which was another target facilities unit. The role of 286 Squadron was, like many other units that had passed through Westonzoyland, to provide target facilities, but in this case for units of all three services right across the southwest.



*Short Seamew cockpit detail*

As with similar units, targets for the guns were towed by target tugs such as the Martinet or Defiant, or aircraft such as the Oxford, Master and Hurricane, over anti-aircraft units at predetermined heights and speeds for tracking practice, or to calibrate the gunnery equipment.

Detachments of the squadron were taken all over the southwest to fly for the guns, and based themselves at convenient RAF stations for the duration of their deployment.

Two days after 286 Squadrons arrival at Westonzoyland, another unit came into being in the form of 587 Squadron, which resulted from the amalgamation of 1600, 1601 and 1625 flights. Its initial equipment, inherited from the flights, consisted of Henleys, Martinets, Oxfords and Hurricanes. The unit was formed to supplement the work of 286 Squadron, providing anti-aircraft co-operation duties for anti-craft units across the southwest, and in South Wales. The last visitor of 1943 were the Auster Mark III of 653 Squadron, and army co-operation Squadron based at Penshurst. The aircraft represented the other side of the coin from the Mustangs, undertaking a role more akin to that of the Lysanders than to the high-speed tactical reconnaissance of the fighter aircraft.



*Phil's DA 100 powered Sukhoi.*

The work of the Westonzoyland squadrons continued into 1944, their efforts being in great demand. During January, both 286 and 587 Squadrons found the time to undertake trials on the new concept, which was that of using towing-target gliders, although the trials were successful the concept was never taken up in general service. To be continued.

## **Fuel**

There is still a little club fuel left, and Dave is ordering more from Model Technics.



*Cockpit detail on Ian's F16*

## **Futaba 6EX and TM-7 Important Notification from Futaba**

A number of you use these sets, and I expect you have heard that there are problems with a few.

Futaba are recommending some extra pre-flight checks, and advise that transmitters can be tested at your local model shop.

Here is the link for more info:

[http://www.ripmax.com/notification\\_futaba.asp](http://www.ripmax.com/notification_futaba.asp)

## **FOR SALE**

Graupner Ultra Duo Plus 30  
Charger/Discharger (New – unused) Price  
New £100 Yours as a club member for  
£50.00.

Pro-Peak Sigma Charger/Discharger (New –  
unused) Price New £69.99. Yours as a club  
member £30.00.

Contact John Wright 01823 698344

*That's all for now.*

*Jeff*