

# Skyline



## Sedgemoor RC Flying Club - Newsletter

July 2007

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

### **Brian Crossman, a loyal club member. A tribute by Ian Russell, Chairman.**

I am sure most of you will have heard by now that our Club membership secretary passed away in early July.

I would like to take this opportunity to remember Brian, as a club member, a club official and club mate of mine for I think about twelve or so years

I met Brian and his family through flying at weekends etc. He had a jovial smile, a bright hello and always willing to help. I think most of all he was quiet and was very tolerant and would quietly let people rant and rave, he would then just calm the situation and add wisdom.

Flying wise he was never flash, just enjoyed his flying and having a laugh, joining a joke sometimes at his own expense. But most of all he was prepared to put something back into club with his time and efforts.

Brian and Pauline used to come to the flying site in their camper van and help at Top Gun, Sedgemoor open and with working for the club to gain its strong development fund.

In recent years he had been focused on family issues so did not fly so much, but continued to contribute to the Club as membership secretary, always attending the AGM to do his stuff with the cards and recording those joining.

As a measure of his commitment even during the course of heavy treatment earlier this year Brian came to the Craftsmans Cup in April, unwell, but first time I saw him he was smiling laughing with other Club friends.

That is how I will remember Brian: as a Club mate who smiled and put something back into the hobby he enjoyed. To Pauline and family on behalf of the Club thank you for sharing Brian with us.

Ian Russell  
Chairman SRCFC

### **Club Fuel**

There is plenty of Model Technics GL5 fuel available from any committee member. Give the nearest one of us a call, and come and get it.



Ali winning Freestyle 2004  
**Committee Member Profile No 2:**

## Neil Hinks, Vice Chairman

I have reluctantly agreed to provide this 'personal profile', as I am not sure who would find it interesting. Still agreed I did, so here goes:

My aero modelling interest started as a young teenager at school in South Africa, having emigrated there with my parents in the early 1960s. Following a two week summer job I just managed to save enough money to buy my first model. An American designed control line (RTF) trainer equipped with a Cox 0.049cu/in engine.

This trainer was designed for 'one man/boy' operation, with some sort of clip restraining arrangement attached to the elevator control. The idea being that with the engine on full song (very noisy no silencer) and the restraining mechanism attached you ran to pick up the hand control applied full up elevator which released the plane and prayed.

Not wanting an audience, all the test flights were conducted on my own on a netball court at the local school. It was all very much trial and error with a lot of error. The basics were soon grasped, especially when the wind blew the aircraft towards you and there is a sudden realisation that with slack lines nobody 'has control'. Ah good times.

I've just had a thought, being based in Johannesburg at this time, which is 6000ft above sea level, can I claim a club altitude record for control line flight? Unless someone knows better. Letters to Jeff please.

Moving on twenty odd years I joined SRCFC in 1993 with the challenge of mastering radio controlled power flight, having previously dabbled in slope soaring for a short period. During my tuition period, which was mainly on Sundays, you had to queue for a lesson with the then current batch of instructors.

Being a very slow but methodical model builder I tend to extract as many flying hours as possible out of my airframes much to the bemusement of some of the other club members. My current blue and yellow Acro Wot being a typical example having been built about 6 years ago and flown on a regular basis.

Moving onto other interests these include air-cooled Porsches and motorcycles. The current motorcycle fleet ranges from a 1961 Triumph 350cc 3TA (which I restored over a 2 year period from 1989 to 1990) to a 2002 Kawasaki ZZR1100 with a couple of other bikes in between. No air-cooled Porsche though!

On a personal note I would like to thank ALL club members for making the club what it is, a relaxing and friendly environment in which to enjoy our hobby. Long may it last.

Regards, Neil.



Malcolm Eccles Mustang

## Club layout changes: by Mike Jefferies

As a very active club we are always looking to make your flying as safe and enjoyable as possible. As safety officer I have ruined a lot of members' days when the wind is coming from the south by making you fly from the north side pits (sun in eyes, flying close to the road etc) but as we all know it is safer to take off into the wind.

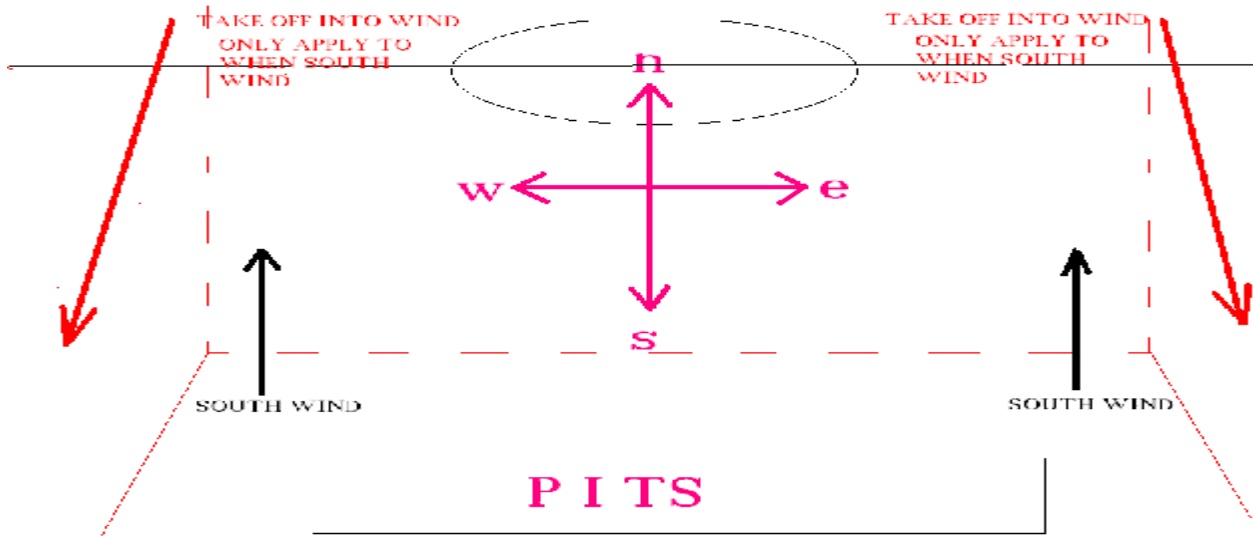
Club members may have noticed two new lines either side of the pits on the south side at a slight angle running south to north. As a trial we will use these new lines as a take off and landing line

when the wind is coming up from the south and once in the air your flight can be up and down the runway as normal and thus eliminating flying from the north side of the runway.

This is only a TRIAL run until the AGM which then can be discussed and then voted on.

If anytime this new layout becomes dangerous in any way we will go back to flying from the north side pits .

The new layout only comes into effect when the wind comes up from the south. All of the committee have agreed with this trial. Cheers, Mike Jefferies, safety officer.



### Calendar

Sat 18 Aug	BMFA Achievement Scheme.
Sun 9 Sept	Fun Day – 10am start
Sun 16 Sep	Fun Day – the reserve date
Sun 16 Sep	BMFA Achievement Scheme
29/30 Sept	No flying: NSA: (motor cycles)

### How to tap 2 volts x6 from a 12v 7amp hour Yuasa: by Rob Beavan

I have had several occasions when the power pack has given (up) 12v and burned - always two glow plugs, isn't it? Also the single 2v cell I then started to use was sometimes down.

How to tap 2 volts x6 from a 12v 7amp hour Yuasa NP7-12 / ucel Y7-12. I have always thought I would chop the top off one but never got around to it until now. So out came the four foot iron bar and the top soon came off. It is glued/welded inside around each top of the six cells, very well indeed. Next I took the measurements as follows, as not sure if

you will be able to see my writing in the photos included.



As viewed from above, terminals to the left, +12 being top left corner. Overall L=150mm (Left to right) W=64mm (Towards / away) sorry its in mm but a little easier for this task. I found white tape long ways (Left to right) across the vent holes good to write on. So from bottom left corner measure and mark a line at 17mm 38mm 66mm 85mm 115mm 135mm (remaining 15mm) across the 64mm width. Next draw two parallel lines long ways 20mm in from the edges. Now at point (From bottom left corner each time) 38mm across 20mm up=+2volts 85mm

across 20mm up=+4volts 135mm across  
 20mm up+6volts. Now the top measurements  
 starting top left each time, by the +12volt  
 terminal 38mm across 20mm  
 down=+10volts 85mm across 20mm  
 down=+8volts. If you drill a small hole at each  
 point above, about 3/8 inch deep and screw  
 in 5/8th fours. I used brass screws. This  
 nicely lines up with the centres of each lead  
 top link between cells.



Tips for charging. These 12volt cells are used in lots of equipment, mainly as back up if mains fails. We use them in security systems we install, float charging them continually from the equipment at no more than 14volts MAX we have found the best voltage to charge at is 13.85v not 13.60 as the manufacturers say. 14v and up they will slowly boil dry. We have got our failure rate very low over the past 25yrs or so tinkering, mind you a flat battery = a false alarm if the mains subsequently fails. We replace at 3 to 3.5 years though. So are you still awake? 2.3volts then is the ideal voltage to charge each cell at. I would recommend charging each cell individually once one cell is out of balance. It might be interesting to drain one cell then test this theory with 6 volt meters one across each cell when recharging across the normal terminals at 13.85 to see if all cells stay below 2.3, maybe not!

The batteries are left in the pits area by the peg board Sundays, please help yourself foc, take care drilling as we have had only a few battery's tapped so far, all have worked so far!

That's it for now. Rob Bevan.

*Thanks, Rob. If you don't know, Rob fits burglar alarms. He has hundreds of these*

*batteries, all used but in good condition, so please have some!*

### **Want to fly a large model?**

John Wright has kindly offered to teach the rudiments of operating 'Large Models'. He has a big petrol powered trainer, and if you would like a taster flight, and fly mode 2, call John on 01823 698344.

### **Craftsmans Cup and Bring and Buy.**

We had a great turnout on 18<sup>th</sup> April, and plenty of models for our judges to consider. The winner of the Craftsmans Cup 2007 was Kevin Trott with his excellent home-built engine, which we regularly see him flying. Second was Jim Waters with his Stuka, built from plan.

Third was Phil Wilson with the big Pitts.

Other competitors included Terry Williams and Peter Marigold and others...

### **Fun Day Sat 9th September – by Michael Clarke**

After the last attempt at staging the "fun day" failed due to the strength and direction of the wind, I have agonised over trying to "glass ball" the date of the next attempt.

The holiday season will be in full swing until the end of August, October is usually very unpredictable, ergo September appears to be the next available slot, now I had complaints that some interested members work Saturdays so I have considered Sunday, motor cycles will be on the runway the end of the month so it would appear that Sunday the 9th. September will be my preferred day. Should this be a write off then the following Sunday is still available.

The turn out for the aborted attempt was heartening, as was the response from members willing to assist, it would be great should those members be willing to assist again. Names to me please. The same events will be attempted.

Thanking all members who are interested in advance. All limbs and digits crossed.

Mike Clark, available at:

*[michael.clark18@btinternet.com](mailto:michael.clark18@btinternet.com)*

Or on 01278 663128"



“Jabberwok”

## HISTORY OF WESTONZOYLAND AIRFIELD

by John Wright

With acknowledgement to David Berryman

‘Somerset Airfields in the Second World War’

Part Two

“In December 1940 a detachment of Special Duty Flight arrived at Westonzoyland. Based at Christchurch in Dorset, was a trials unit attached to the Ministry Research Establishment in Swanage in Dorset. Its work included the research and development of radio, telecommunications, and radar equipment. With two Lysanders and a de Havilland Fox Moth, the detachment spent the best part of a year at Westonzoyland, undertaking radar airborne interception trials with a team from the Air Defence Experimental Establishment based at Christchurch.

Westonzoyland is only 30 feet above sea level and the surrounding area is very damp, which makes it prone to fog. However, its unusual weather patterns meant that it was often open which other airfields in the West Country were not. Early in 1941 a number of aircraft being ferried across the Bay of Biscay to Gibraltar had to return to the UK because of bad weather. They were diverted to Westonzoyland, as the only airfield that was open in the area at the time. This event seem to prove the value of Westonzoyland, and a series of developments followed, the first being to improve accommodation.

During the summer of 1941 both units based at Westonzoyland were busy with their commitments, and in June two tragic events befell 16 Squadron. On the 9<sup>th</sup> the newly appointed CO Wing Commander Hancock, was killed when the squadron’s Percival Proctor communications aircraft P6256 crashed on take off from Roborough near Plymouth. Two days later his appointed replacement, Squadron Leader Walker, was flying his Lysanders 111 V9510 near Exmouth on the Devon Coast, when the aircraft

was attacked by four Messerschmitt BF109s. Although the Lysanders gunner managed to shoot one of the attackers, the British aircraft was soon overwhelmed, and destroyed by the remaining aircraft, killing both crew.

The Lysanders of 239 Squadron, that have been formed with the assistance of 16 Squadron, the previous September, arrived at Westonzoyland on 6<sup>th</sup> May 1941, from their base at Gatwick. They had been detached as the first unit to use Westonzoyland in its new role as the major practice camp for the RAF Army co-operation squadrons. As well as the Watchet range, the Squadrons in training were able to use ranges at Steart Flats and Lilstock for bombing and other armament practice. To add to the target-towing facilities available at Westonzoyland, P Flight of 1AACU was formed there on 25<sup>th</sup> August 1941, with Henleys, Lysanders and Defiants. A further target facilities unit 1492 (Target Towing) Flight, was formed at the Station on 18<sup>th</sup> October, equipped initially with the Lysanders which was later supplemented with and then replaced by the Master, Martinet and Mosquito. 241 Squadron, with Lysanders, flew in from Bottisham on 8<sup>th</sup> October for a short stay, and it was followed by 140 Squadron on the 29<sup>th</sup> October. This was a PR unit based at Benson, with Spitfires and Blenheims. The last unit to use the station for the year’s practice camp was 268 Squadron, as Lysander unit based at Snailwell, which arrived on the 25<sup>th</sup> November and stayed until mid-December 1941. (To be continued)



Pete Tindal Excitation

## The BMFA Achievement Schemes – by Jeff

Two of the four dates for training and testing have come and gone, but weather spoiled both and little progress was made. The exception is for the “C” Certificate, and much practice has taken place.

See the calendar for the final two dates. Remember all members must take the “A” Certificate by the end of the year in order to continue to fly solo, though we have agreed

that if weather interferes with training, the deadline may have to be moved past the end of the year.

You don't have to wait for a special day. If you are ready to take the test, contact Dave Wood, John Cable, Paul Mancini or myself.

### IMAC

Congratulations to Phil Wilson who competed in the IMAC aerobatics event at Swindon and came 2<sup>nd</sup>. He flew the big 100cc Pitts. Well done Phil.

Let me know of any other events you compete in, or shows you fly in. We are interested in what you do.

### Committee Meeting held 26 June

We met the 3rd time this year - some of the site issues we discussed and want to bring to your attention are:

- Tether you models when starting it. We had an accident recently due to an unrestrained model
- Do not taxi in or out of the Pits
- When the wind is cross, take the model beyond the end of the pits before taking off.
- Helicopters to fly from the Bridgwater end of the pits.
- Pilots to stand together and call "take off" "landing" "crashing" etc.
- Remember, safety is the responsibility of ALL.

### Club Instructors:

Name	Mode	Tel:
Paul Mancini	1&2	01823 451627
John Cable	1	01278 455588
Kevin Trott	1	01823 413425
Colin Dyckes		
Chris Maidment	1	01278 455346
John Wright	2	01823 698344
Dave Wood	2	01823 698928
Jeff Cosford	2	01749 678698
Pete Francis	1	01934 623916
Rob Deakin	1	01278 671200

Ian Russell	1	01935 423680
Mike Jefferies		01458 830972
Clive Hall	1	01934 743453
Neil Hinks		01460 242766

**Later this year in Skyline.....**

### My Review of Seagull Edge 540



**WANTED by new club member:**

**4 or 6 channel computer radio, transmitter or complete set.**

**Call Paul Hodgkins, 07812 909187**

*Thanks to you all for your contributions, as usual.*

*Anyone want to write a piece on electric models?*

*Or a kit or engine review?*

*I need photos, so if I ask you to pose for me, don't run away.*

*Skyline may not have gone to some new members this time. If you find someone who did not get this, please let me know.*

*That's all for now, folks!*

*Jeff*