

Skyline



Sedgemoor RC Flying Club - Newsletter April 2009

Edited by Jeff Cosford. jeff.cosford@tiscali.co.uk

Editorial

You will see below there are some imminent club events; first the Craftsmans Cup on Wed 29th April at 7pm at the George, Middlezoy, TA7 0NN. Bring along your newly built or partly built models for this model builders competition, and try and win the fine trophy.

Three days later is the Funday, which is always well supported if the weather allows. Thanks to Mike Clarke for agreeing to organise this again for us. Whatever your level, it will improve your skills.

The next Skyline is in July, so let me have any photos, articles or opinions you would like to share.*

**As you see, I need some...*

Calendar

7pm, Wed 29 th April	Craftsmans Cup, 'George' Middlezoy
10.00am, Sat 2 nd May	Funday round 1
10.00am, Sat 16th May	Funday round 1 – (standby in case of rain)
9-10 May	No Flying – NSA
20-21 June	No Flying – NSA
8-9 August	No Flying – NSA
17-18 Oct	No Flying – NSA
Autumn, TBA	Funday round 2

Funday – by Mike Clarke

It is proposed to hold the first Funday of 2009 on Saturday 2nd May commencing 1030. Should the 2nd be unsuitable, Saturday 16th May will be the standby. Whilst for the last two years internal combustion engined planes only have been eligible to compete, this year electrically driven planes will be also be able to take part. I feel that this will open up the field and can only enrich the competition.

Consideration had been give to separating the two types of propulsion, but as the Nationals Fun Fly allow mixing so, I think, should we. Unless there is overwhelming evidence to prove that one type is superior to another, we will mix types on this occasion.

I am a newcomer to arranging Fundays and, much as I would like to think that I am the beginning and end, the truth is that I am unable to perform without the help that has been given me so readily these last two years; so once again, I invite anyone who is able to help to do so.

I have been unable to garner any items suitable to raffle this year; it would be much appreciated if members would dig out and donate items suitable for the raffle. (Raffle proceeds go to club funds).

I would be happy to receive any suggestions aimed at making the Funday events more successful. The same 'plane must be used for all events; there is no limit on the number of 'planes entered.

Proposed programme: 1000: meet helpers and fence off where necessary, erect mini pylons (tethered balloons should wind conditions allow.)

Check that the peg board is provided and scan area for rogue radio waves.

Pilots using 2.4 gigs provide own pegs. 1015: pilot briefing (need someone who knows what they are talking about).

1030: start the pylon racing event (need two observers and a starter)

1115: start the powered rise, stop and glide event (need two observers and a starter)

1215: start circle landing event (need one observer one measurer and several eggs)

1245: start the maximum number of landings and take offs (need one observer and a starter)

1315: start maximum number of loops in thirty seconds (need one observer and one starter).

1345: burst the balloon competition, this one is for fun only (if conditions allow)

It is hoped that a volunteer will make hot dogs or some such to sell at a small profit, net proceeds to the club.

Possibly a small raffle: attendance related. (proceeds to club).

Certificates will be awarded at the annual general meeting.

Please, please support this event - use it or lose it.

Mike

Thanks Mike, can't wait. Contact Mike at michael.clark18@btinternet.com

Committee Member Profile: Pete Ross - Treasurer

I started R/C flying in July 1975, taking it up in self-defence soon after getting married! Having spent 20 years selling heavy trucks in South London, I realised that this was not what I really wanted to do in life, and so we moved as a family to Somerset 17 years ago, and effectively gave up flying owing to an apparent lack of immediately local flying facilities. I now know different, of course! 10 or so years ago the

modelling bug bit again, and I built another VK Cherokee. (I had already built three of what I believe was the very last example of this kit in this country many years ago.) Another one on the way before long!

I have now quite a varied 'stable' of models - a mixture of i.c. aerobats, CAP 232, Spacewalker 2; electric - Crossfire (for which I hold exclusive production rights), Big Swift and an OD 'Sportfire'; as well as Slope soarers - various Wing Warrior EPP models (again I hold UK import rights), Bird, 2.8m Discus and a modified Phase 6 with a really good aerobatic wing section. My favourite style of flying is 'proper' aerobatics, with lots and lots of touch 'n' go's - it seems such a waste of all that lovely runway not to do as many as I can per flight - the perfect greaser making it all worthwhile!!

Contacts:

pete.ross@tiscali.co.uk

Phone 01749 679791
Mobile 07899 923131

Safety –by Steve Fish, Safety Officer



Steve's Extreme Flight Yak

Hi all, just a few words about the safety at Sedgemoor. I would just like to remind all members of some of the basic rules that I find are most commonly broken:

- not standing at the flight line or within shouting distance of other flyers when flying.
- taxiing to the flight line - the model must be restrained until you get to the flight line.
- Flying too close to the pits - the model should be NO CLOSER than the dot in the circle on a parallel line with the pits.

If anybody has mislaid their club rules or is unsure about the club rules then please ask; I would much rather have a hundred questions than having to go and tell somebody that they are breaking the rules. If you see me or anybody else breaking the rules then please tell me/them politely of course.

Wessex Scale League

On a brighter note if anybody is interested in flying in the Wessex Scale League then let me know, it's a fairly informal thing where you turn up with your ARTF or a model you built yourself as long as it looks something like the real thing then that's good enough. Then you have to choose a few manoeuvres (loops, rolls, stall turn things like that) and have a few flights, then go home (no charge). They can be really enjoyable days if you like flying/watching scale aircraft fly, there are at least two very local one's this year. Let me know if interested.

Happy flying, Steve.

Thanks to John Wright for this series of articles. Here is the last part of the:

HISTORY OF WESTONZOYLAND AIRFIELD

With acknowledgement to David Berryman 'Somerset Airfields in the Second World War'

Part Six

The following day, eighty C-47s took off, towing gliders carrying reinforcements, jeeps and equipment. Although one of the group's gliders was forced to ditch, its

occupants being swiftly rescued by the valiant Allied aid air-sea rescue patrols, the remainder reached their LZs.

However, bad weather ensured that on the 19th September, of the 81 gliders that left Chilbolton towed behind the group's C47s, only 28 reached the LZs. Seven gliders went down into the sea, along with two C47s. Remaining gliders had to put down away from the LZs, but some, as well as two of the C47s were shot down. A reduced effort on the 20th September was a final drop to the 101st Airborne. This involved the 442nd TCG, which flew 20 C47s from Greenham Common, dropping supplies, and 12 more from Ramsbury, which dropped reinforcements. During Operation Market, the 442nd TCG lost 10 aircraft, one of the highest losses among the 14 US C-47 groups that took part. It then returned to Westonzoyland and resumed transport operations, taking supplies and equipment to France and the Low Countries. Towards the end of September the group was given notice of a move to the Continent, and on the 4th October it started moving out. Within two days the last of the C47s had departed. This was the last 50th TCW groups to leave its base in Britain.

Having been notified of the USAAF move, the RAF was quick to return its unit to Westonzoyland. 286 Squadron was the first to appear, arriving at Westonzoyland on 28th September as the Americans were preparing to move out. They were followed by 587 Squadron from Culmhead. Both squadrons immediately resume their task from the station, as their services were still in demand. At that time they were both flying the Martinet TT target tug, the Oxford I and II and the Hurricane IIC and IV. Shortly after their return to Westonzoyland, 286 squadron received the Miles Master III, and 587 Squadron the Vultee Vengeance III, a US dive bomber modified for target towing work. The two target facilities squadrons remained the sole occupants of Westonzoyland until February 1945, when 1540 (blind approach training) flight moved in with its Oxfords from Lulsgate Bottom. The flight provided instrument

flying facilities for the pupils of 6 Advanced Flying Unit at Little Rissington.

Although VE Day, 8th May 1945 was celebrated in style at Westonzoyland, the end of the War in Europe brought changes to the station. A general run down of activities began, starting with the disbandment of 286 Squadron on 16th May. Another target facilities squadron number 285 arrived at Westonzoyland from North Weald on the 20th June, only to disband six days later. Flight ceased to work with 6(PAFU) in July and instead started working with P(PAFU), based at South Cerney. The flight continued to fly from Westonzoyland until it disbanded on 17th December. Meanwhile other units passed through the station. On the 5th September the Tempest MkVs of 222 Squadron arrived at Westonzoyland, on return from Airfield B155 (Debelstorf) in Holland. They stayed for several weeks before moving on to Molesworth on 23rd October.

Although activity at Westonzoyland generally reduced during the early part of 1946, the nearby ranges remained open, and in April another target facilities unit, 691 Squadron, arrived from Exeter. It flew Vengeance and Martinet target tugs, along with Harvards and Spitfire XVI's. It supplemented and then replaced 587 Squadron, which moved to Tangmere on the 1st June 1946. In turn, 691 Squadron was not to remain at Westonzoyland for much longer in fact, for it moved on to Fairwood Common in July. It was replaced by 222 Squadron which returned to Westonzoyland on the 8th July 1946, having re-equipped with the Gloucester Meteor III Jet Fighter. The unit remained at Westonzoyland until 1st October. Another unit visited Westonzoyland during the same period. 151 Squadron arrived on the same day at 22 Squadron, flying its Mosquito NF30 night fighters from Exeter. It is possible that the two squadrons used their time at Westonzoyland to train together or to develop tactics. The Mosquitos departed on the 10th October for Leuchars.

Following the departure of 151 Squadron, Westonzoyland was unoccupied, and was put into a care and maintenance footing. It remained unused for several years, until it was hurriedly reopened during the Korean War. A new flying training unit, 209 Advanced Flying School, was opened there on the 23rd June 1952 to train qualified pilots on the Meteor T7 and F4s. The unit was retitled 12 Flying Training School on 1st June 1954, adding Percival Prentices to its inventory, and was closed down on the 24th June 1955.

Towards the end of 1955 Canberra Jet Bombers arrived at Westonzoyland. The airfield was probably chosen for its somewhat isolated location, as high security was required because the air element of an atomic test monitoring force began forming there for the first British Atomic Bomb trials in Australia. Having made their preparations and undertaken suitable training, the Canberras left for Pearce, Australia in March 1956.

The last units to fly from Westonzoyland were 32 and 73 Squadrons. Re-roled from fighter bombers to bomber units, they formed a detachment at Westonzoyland in January 1957 with 231 Operational Conversion Unit, to train crews on the Canberra. At the end of March they departed flying the Canberras to their new base at Akrotiri in Cyprus.

The station was closed in January 1958, although it was retained as government property in 1969, when the land was sold off for agriculture. The main A372 road was returned to almost its previous route, using part of the main runway. A few buildings including the control tower remain, albeit in state of dereliction. Substantial parts of the runway also remain in place and are in use by a microlight flying club and also a *model flying club*, providing some echoes of the airfield's past.

And now the first of what I hope will be a series of model engineering articles!

Fuel filler – by Phil Wilson

Several members have asked me about the fuel fillers that I make for use on my petrol planes as seen in the photo.



In use, you simply poke a short piece of plastic tube connected to the fuel tubing from your fuel pump into the hole, and pump. When the tank is full, you pull out the tube and the valve closes automatically. As long as you put a notch in the end of the filler tube, you can drain the tank through the filler just as easily as filling up. I use one on the petrol tank and another one on the smoke tank. There is no reason why it couldn't be used for glo fuel. They look quite smart, tidy up the engine installation, speed up refuelling and save you having to fiddle around with a little fuel tube plug which always gets dropped or lost.

I got the idea from a commercial product which is now unavailable. I simplified the design to make it easier to construct and here are the drawings. It's a nice little project to make on your lathe if you have one. None of the dimensions are at all critical, and the size and/or shape could easily be changed to suit your own model. You certainly don't need as many holes for mounting screws that I have drawn, but I like the look of them **J**

Enjoy.
Phil

Thanks Phil. Drawings are on the back – (or in the Adobe pdf file which I will try to include)

BMFA "A" Testing.

As you know, it is a club rule that all members shall pass this before flying solo. It was raised at the AGM, and the committee has discussed it since. We shall be pursuing it on an individual basis with a personal letter to all those who still need to take the test.

That's all for now -

Next Skyline will be in July.

Jeff