

# Skyline



Sedgemoor RC Flying Club - Newsletter April 2007

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Edited by Jeff Cosford

## **Editorial**

*There seems to be lots of club activity despite the pessimism and cancellations at the AGM – but do you want more? See Dave's comments.*

*The club membership is now over 80, according to Brian. Some of you will know that Brian Crossman, membership Secretary, is currently receiving treatment for a serious illness. We all wish you well Brian, and hope to see you back in full action soon. (Brian is continuing with his club duties).*

## **Club Fuel**

Dave has obtained fresh supplies of Model Technics GX5. Collect it from any committee member or at meeting on 18<sup>th</sup> April. £8 per gallon.

## **Committee Member Profile No 2:**

### **Dave Wood - General Secretary**

Hi guys, I've been a club member since December 2003 when we moved from Leicester to Middlezoy. The very first thing I did was to join the club; I have been on the committee since the 2004 AGM.

The editor asked me to write a brief profile of myself so here goes. 61, married, 3 kids, 2 dogs, short, fat, and bald well nearly! But then who wouldn't be being 61, married, 3 kids, etc.

I am a retired production engineer by trade having run a large, (800 employees)

engineering company in the midlands for 27 years.



I built, well, assembled my first model when I was 7 years old and I've been modelling ever since. I have had a go at control line and free flight, boats, steam locos, cars, before learning to fly radio-controlled aircraft around 14 years ago.

I am interested in all aspects of the hobby and have had a go at most things within a club environment from fun fly to pylon racing and guess what, I'm pretty bad at most!

I am currently trying to find inspiration to finish my Tiger Moth and build a Titan for glider towing.

I was Chairman of my last club (in Leicester) for 9 years so I am used to the ways clubs operate and the necessity for any club to service the needs of its membership.

What would I like to see most for the future of the club? Well I would like to see more of you guys attend a monthly meeting; it doesn't have to be in the George, maybe someone could suggest a better venue but it sure would be good to see more people getting together for a chat, to air your views, or just a pie and a pint.

Safe Flying,

Happy Landings

Dave Wood



Roger Scotts Seagull Ultimate, powered by RCV 91CD.

**Calendar**

Wed 18 Apr	Craftsman's Cup and Bring and Buy
Sat 21 April	BMFA Achievement Scheme
28/29 April	No flying: NSA: (motor cycles)
Sat 19 May	Fun Day
2/3 June	No flying: NSA: (motor cycles)
Sun 24Jun	BMFA Achievement Scheme
30 June /1 July	No flying: NSA: (motor cycles)
Sat 18 Aug	BMFA Achievement Scheme
Sun 16 Sep	BMFA Achievement Scheme
29/30 Sept	No flying: NSA: (motor cycles)

**Craftsmans Cup and Bring and Buy.**

I know most of us now buy ARTF models, but if you are one of the few who still builds from kits or plans, this is a competition for you! Bring your latest model along, even if it is part complete.

Also a rare chance to meet your fellow club and committee members.

Bring along your unwanted airframes, engines, props etc. and make some cash.

Venue: Skittle Alley, The George, Middlezoy.

Time: 7.30.

Date: Wed 18<sup>th</sup> April

**Fun Day Sat 19th May – by Michael Clarke**

“Like a lamb to slaughter, I volunteered to do a "one off" Fun Day this year: following in the revered footsteps of Dave Wood really guaranteed me to be on a hiding to nothing.

As only club members are to be present, it should not be necessary to hire a loo for the day or take out further insurance.

Subject to the committee giving the go ahead I intend that the "Fun day" should start at 1030 on Saturday, 19th May, 2006 at the club premises, Westonzoyland. It would be highly appreciated if I could have the assistance of several helpers (the more the merrier- it is your day). In order to keep cost to the minimum I intend to award points which will go towards a cup, to be presented at the AGM; certificates for individual events will be presented on the day. Here are some of the events which I suggest will fill the menu:

1. Pylon racing against the clock- five laps of a 300ft. circuit (two extra observers required)
  2. Two laps of a 300 ft course, one as slow as possible, one as fast as possible. The shortest mean time achieved to be the winner. (two observers required)
  3. Climb for one minute, cut engine and glide to runway (two observer's required)
  4. Greatest number of take offs and landings in one minute (assistance required)
  5. Landing as near to the centre of the circle as possible (again assistance required) possibly placing an egg in the centre..
- The above list is not carved in stone.

I would like to take this opportunity to observe that the success or otherwise of this day is contingent upon membership participation; all, no matter what strength each member brings with them, are welcome: this is not a "Top Gun" type

of event, it is a "Fun Day", one where we can all benefit from the camaraderie of fellow members. (The "crack" and torum excretum etc.).

Already the apparent lack of membership support, expressed at the annual meeting, has occasioned the cancellation of participation in the scale competition, and this is regretted. A strong support for this year's fun day will enable the provision of a raffle, and other offshoots to be arranged

It would be very helpful should those members considering attending either as a participant or a spectator, share their intentions with the organising member (little Moi).

Should any member wish to contact me with ideas, observations, offers of help I shall be available at. [michael.clark18@btinternet.com](mailto:michael.clark18@btinternet.com). Or on 01278 663128"

*Thanks, Michael, I will be there with my fastest / slowest model! Ed.*

**In memoriam  
Derek Hannam**

**1937 – 2007** by John Wright

Sadly we have to report that Derek passed away and was cremated on the 6<sup>th</sup> March 2007. I have some good memories of my acquaintance with Derek over the last 10 years in that he dabbled a bit in large models and I remember the maiden flight when he asked me to assist him with this large 30% Cap which was a bit of a "beast". After a hairy five minutes his only comment was "so it flies alright then". This was typical of Derek; he took life with a smile and enjoyed his model flying. Needless to say he will be missed by many of us who knew him. Our condolences go to his wife and family



David James with Saab Boomerang XL.

**HISTORY OF WESTONZOYLAND  
AIRFIELD** by John Wright

*In response to many enquires from members concerning the history of our flying site I have managed to find the true history to dispel all the rumours that have gone before. The history is quite extensive dating back to 1926. For fear of sending all to sleep I intend to print it in hopefully 6 to 8 parts depending on the Skyline Editor having enough space.*

*With acknowledgement to David Berryman*

*'Somerset Airfields in the Second World War'*

“Situated on the Somerset levels, an area of low-lying drained marshland in the centre of the County, Westonzoyland airfield is in a flat area just east of Westonzoyland Village, between the main road to Bridgwater and the Kings Sedgemoor Drain. It was first used as a landing field by target tug aircraft flying on the gunnery ranges of Watchet, in Bridgwater Bay. This activity started in 1926, and the airfield was used for this purpose every summer. So that by 1939 Westonzoyland was a well established airfield.

With outbreak of war in September 1939, the seasonal nature of activity at Watchet changed and training continued into the winter. The target tug aircraft of A Flight, No.1 Anti-Aircraft Unit were permanently based at Westonzoyland, having been detached from the Units HQ at Biggin Hill. The Westland Wallaces that the unit had flown during earlier camps had been replaced by Hawker Henley purpose-built target tugs, which were supplemented by the Fairey Battles and Westland Lysanders, and later by Bolton Paul Defiants.

A detachment of 16 Squadron flew its Lysanders to Westonzoyland in November 1939 for a spell of army co-operation training before rejoining the main squadron at its base at Old Sarum in Wiltshire. The unit was embarked to join the air component of the British Expeditionary Force, but did not leave for France and its base at Bertangles until April 1940. With the onset of the German offensive a few weeks later, the squadron's Lysanders were involved in tactical reconnaissance for Allied units in the Le Cateau and St Quentin areas. Several aircraft were lost by 16 Squadron in the subsequent fighting but it claimed two enemy aircraft in return. Back in the UK, the Squadron was initially based at Lympne; it then moved around several other airfields before returning to Westonzoyland on the 14 August 1940. It was to remain at the Station for the greater part of the ensuing two and half years.

Soon after their return to Somerset, 16 Squadron's Lysanders were once again engaged on operations, flying dawn and dusk coastal reconnaissance patrols in search of potential enemy invasion forces. The patrols continued throughout the winter and covered the coastline of Somerset, Devon and Cornwall. The Squadron also mounted air-sea rescue patrols until later in the summer, when it reverted to arm co-operation training with ground units. The new Lysander Squadron No. 239, came into existence within army co-operation command on the 18<sup>th</sup> September 1940. To enable this to take place, 16 Squadron transferred one of its flights to Hatfield, where the new Squadron was formed.

16 Squadron was soon joined by 8AACU, which was transferred from Filton. Flying a variety of aircraft, including Tiger Moths and Oxfords, the unit was tasked to provide training for anti-aircrafts units in the Bristol and North Somerset area. RAF Westonzoyland became a self-accounting station on the 1<sup>st</sup> September 1940, in recognition of its stand-alone status and role. However, the increase in personnel based at the Station put pressure on its limited accommodation, and airmen had to be billeted on householders in the nearby Villages of Middlezoy and Othery, as well as Westonzoyland itself."

*To be continued.*



Keith Simpson with Flair Cub

### **Learning to fly - by Terry Williams**

"I joined the S.R.C.F.C. in June 2006 and although I had been a modeller for over fifty years I knew absolutely nothing about radio control. Having built a 1/7<sup>th</sup> scale Spitfire during the winter the dealer said I would be foolish to risk the Spitfire but instead to learn with a trainer which he promptly sold me after having sold me half the shop so it seemed!

As soon as my membership card arrived with the entry code I was off with trainer, fuel, etc. and the first person I met was 'Shep', he gave me a few good tips about getting 'stick time' and the do's and don't's of flying.

In the next few weeks I learned a myriad of things about transmitters, receivers, batteries, linkages, engines, servos and most of all about safe operating procedures both in the pits and in the air.

On my second outing, with club instructor Dave Wood on a buddy lead, we had an equipment malfunction resulting in a 'black bag job, it was a sad sight to behold but I rebuilt it and this was the beginning of the 'Yellow Peril' given its name due to the choice of very bright colours which helped me to see it at height and distance!

Each time it crashed and was rebuilt the yellow front got longer and longer, however it is a survivor and is still flying, in fact, after having some good stick time with ten really good flyers over the five months since June, and completing my first landing with Geoff Portlock, I felt ready to fly solo, which I did on a beautiful Wednesday afternoon at 2.07pm till 2.15pm, Paul Mancini remarked when I told him of it, "you never forget that first time" and I won't.

Altogether joining the club has been a transforming experience for me, I have met a

great bunch of blokes and had a lot of help and good advice each time I go to the airfield plus the occasional companionable chat. Sometimes I just sit and enjoy the location!

Without doubt our sport is the most absorbing all round form of modelling that I have ever been involved in and also has its humorous side as Kevin Trott told me – A group of flyers were once asked "what is the first thing you do after landing?" and they all said- "collect all the pieces in a black bag".

Many thanks to -- John, Dave, Doc David, Paul, and Roger -the flyers from Wells-Jeff, Rob & Tony—and Geoff from Weston-super-Mare, they all helped me off to a good start."

*Thanks, Terry, that takes me back – time for the A cert now? Ed.*



Phil Wilson, electric powered funtana 90

### **The BMFA Achievement Schemes – by Jeff**

**The A certificate:** For several years, our club rules have said this is required before members can fly solo. This year we want to help all to achieve this without tears!

Some of you may feel unhappy about having to do a test after years of safe flying. Some may resent the BMFA's influence. We may even have lost some who did not renew their membership because of this. Or you may just be afraid you will fail!

Well, there is no avoiding it, ALL major clubs now have the same rule, and I can help to ensure everyone passes this test, which is just to show you can control the plane safely, which you all can already!

Which is not to say it does not require specific practice – it certainly does!

So please come and practice for it at one of the BMFA Achievement Scheme days. The first is on Sat 21<sup>st</sup> April, from about 10am. (These days are of course open for general flying too)

Here is what the BMFA has to say:

“The 'A' Certificate is a measure of flying ability and safety which "may be equated to a safe solo standard of flying". The candidate should have studied the BMFA handbook, any local site rules and be familiar with the 'Safety Code for General Flying' and the 'Operational Guide, All Models and Radio Control'. Besides being an excellent guide to the safe flying of model aircraft, most of the questions asked at the end of the test will be from these sections of the handbook.

(a) Carry out pre-flight checks as required by the BMFA safety codes.

(b) Take off and complete a left (or right) hand circuit and overfly the take-off area.

(c) Fly a "figure of eight" course with the crossover in front of the pilot, height to be constant.

“A manoeuvre flown as shown in the diagrams in the handbook will be more than acceptable and a lazy eight which is more 'stretched' will also be acceptable BUT the crossover point must always be in front of the pilot. This means that after the standard line and height run in, the model need not necessarily be turned through ninety degrees in the first turn so that it is flying exactly away from the pilot. The difficult part of the manoeuvre is the first full circle and it catches many people out. Most inexperienced flyers will try to fly this circle with a constant angle of bank but if they do this in anything above a flat calm the crossover point will drift downwind from the pilot. The pilot should fly this turn with varying angles of bank (less at the start of the turn, gradually adding more bank as the model turns downwind) so that the crossover is in front of them and heading away. If they do not get this right they will either finish up with the crossover way downwind, fly too near the pilots line or panic as the model accelerates towards them as it begins to come downwind and pull far too much bank (vertical!) to get the crossover point correct. This is not a sign that they have thought about the manoeuvre or practised it. The manoeuvre finishes, as in the diagrams, with the model flying into wind across the front of the pilot at standard line and height, not with another turn away.”

*(there is similar guidance on the BMFA website for all the manoeuvres – ed)*

- (d) Fly a rectangular circuit and approach with appropriate use of the throttle and perform a landing on the designated landing area.
- (e) Take off and complete a left (or right) hand circuit and overfly the take-off area
- (f) Fly a rectangular circuit at a constant height in the opposite direction to the landing circuit in (d) above.
- (g) Perform a simulated deadstick landing with the engine at idle, beginning at a safe height (approx. 200 feet) heading into wind over the take-off area, the landing to be made in a safe manner on the designated landing area.
- (h) Remove model and equipment from the take-off/landing area.
- (i) Complete post-flight checks as required by the BMFA Safety Codes.

### Some notes on the Committee Meeting held 22 March - by Jeff

**Security:** Following a brief site invasion by gypsies, Dave agreed to contact the site owners to discuss additional site security.

**2.4 ghtz:** The committee agreed that it was important that a proper system be implemented for the new 2.4ghtz transmitters. A space would be created on the pegboard, and flyers using 2.4ghtz equipment would be asked to place a black peg with their name on the pegboard whilst flying.

**Pits:** Dave had marked out a suitable 'pits' area and had further discussions with Richard Hutchins. The main problem is that Richard does not want anything to interfere with his single farm payment. Dave will continue to talk with Richard as and when appropriate.

**Child protection:** the club has a policy in place but currently no instructors have been CRB checked. Dave to contact BMFA to see what is involved and report back.

**Parking:** Some members were still leaving their cars in the pits whilst flying. This is in direct conflict with club rules, it was agreed to again raise the issue in the Skyline to remind members of their obligations.

**Flying Etiquette** – by Jeff

*I learned from the other committee members there are concerns about we Sunday flyers from Wells. Several of us only have this opportunity to fly each week, so we do fly intensively compared to some others. However, it is not our intention to fly to the exclusion of others, and indeed we will try to be more considerate, but please talk to us if you have any concerns.*

### 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
Brian Crossman		01278 785587
Mike Jefferies		01458 830972
Clive Hall	1	01934 743453
Neil Hinks		01460 242766

### Later this year in Skyline.....

- More on the BMFA achievement schemes.
- Advertise your unwanted bits and pieces in the FOR SALE section.
- Please take more pictures of yourselves with models
- Your views on the Club welcome
- Articles on your new project / plane / engines /
- History of the Airfield Two

### FOR SALE

**Electric Piper Cub £50** (see me at Craftsmans Cup – Ed.)

*Thanks to you all for your contributions: you are making my job so easy... I will post this to all except those who sent me their email addresses – they will get it in colour via email! ( Let me know if you prefer that.)*

*That's all for now, folks!  
Jeff*