

Skyline



Sedgemoor RC Flying Club - Newsletter

July 2008

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

Editorial

Firstly, welcome to all new members. As usual, a lot have not re-joined, but plenty more have taken their place, and membership is around 90!

We have invited a guest to our Club Meeting on Wednesday 12th November at 7.30. He is John Stennard who writes "Light Flight" in RC Model World, and he will bring along a selection of those tiny indoor models he is so enthusiastic about!

The venue is the Middlezoy Village Hall, Nethermoor Road, TA7 0PG.

Come and support this event – if successful, this could be the start of a series of winter club talks at this venue. All on the committee feel it is important that members meet more than once a year! So please come and support your club. And bring your indoor model if you have one. I will bring my Blade CX heli.

New Gate Number

I think Andrew has contacted everyone personally – but if you don't know it, call him on 01823 480725.

Craftsmans Cup

This is a Spring event for members to bring down and show off their models, and this year it was judged by fellow members. There was well worked weighting to make fair comparison between scratch built, plan built, kit built, and artf models.

Thanks to all who supported this event. Phil Wilson won the cup!



Fun Day – by Michael Clark

The weather was a bit iffy but as all assembled contestants were skilled fliers, it was decided to go ahead.

At the start of proceedings the wind changed direction and we moved to the far side of the runway. By the time we had moved the wind was blowing force 4 across the runway from the Middlezoy direction. After two events

some pilots felt constrained to throw garments over resting aeroplanes to keep them grounded, wind speed had increased to 20knots.

Sheer guts and skill allowed the fun day to come to a satisfactory conclusion. Items donated by Trevor and Kay of Model Discounts of Weston Super Mare were raffled and the proceeds of £23 went to club funds.

I would like to thank all club members who contributed their time so freely to making this event successful.

The next exciting event will be held Sunday Sept 7th. commencing 10.30.

Here are the results:

	Pylon Race	Loops in 1 minute	Touch and Go's in 1 Minute	Time and Glide	Spot Landing	Points
Dave Wood	2 nd	1 st	2 nd	1 st	2 nd	47
Kevin Trott	3 rd	3 rd	1 st	2 nd	1 st	45
Phil Wilson	5 th	Retired	DNE	DNE	DNE	6
John Wright	4 th	2 nd	3 rd	4 th	3 rd	39
Geoff Portlock	1 st	4 th	DNE	3 rd	4 th	32
Malcolm Bray	DNE	DNE	DNE	5 th	5 th	12

Thanks Michael for organising this again!

Calendar

July 5 th and 6 th	No flying: NSA: (motor cycles)
Sun Sep 14 th 10am to 3pm	BMFA Achievement Scheme day
Sun Sep 20 th 10am to 3pm	BMFA Achievement Scheme day (Reserve day in case of cancellation)
Sunday Sept 7 th – 10.30am	Fun Fly Competition.
Oct 4 th and 5 th	No flying: NSA: (motor cycles)
Wed Nov 12 th – 7.30pm	<i>Club Meeting with John Stennard - indoor models, Middlezoy Village Hall, Nethermoor Road, TA7 0PG, from 7.30</i>

First flight F16 a lesson in surprises – by Ian Russell

In the last Skyline you will have seen pictures of my F16.

Well, I have flown it and I thought I would share a lesson I learnt, so here goes (model still in one piece; this is not a horror story but could have been.



Model checked at home: controls direction and travel, c of g, engine runs, retracts and brakes worked so everything ready to go for a flight.

Sunny but cold day, windy but not too strong and not too many people down at the airfield, ok no excuses.

With jets I do a full range check which is 100 paces out with the transmitter, engine running, held by a willing volunteer (thanks Paul Mancini), Controls checked, engine at tick over and at full throttle and then repeated by moving the model through 90 degree points of the compass i.e. full 360. This is a good test in particular nose and rear of aircraft facing the transmitter as on jets there is the turbine, metal tail pipe between the Tx signal and the receiver aerial. All this all went fine, good range no issues, final test, check fail safe, yes all good there as well.

Take some photos, calm the nerves, final checks, refuel, lets get the flight done.

Start engine final check controls all point in the correct directions, Paul provides 2nd set of eyes to verify, yes all ok, taxi to take off.

Take off, good nice and smooth, a little steep but ok, wheels up turn down wind. Breath!!

Reduce throttle to half check for trim. Ok, perhaps a little left aileron required model banking right. Always good to have someone you trust beside you, so I asked Paul to apply some left trim, which he did no problem.

Flew around a bit, called to Paul "a little more left Paul", again he added left trim. This went on for a minute or so and the aircraft progressively wanted to bank right, more trim not getting better.

Smart decision now, land and try and work out what is happening. Landing a little fast and long but down on the black stuff and wheels at the bottom, always a good sign!

During the end of the flight for the last minute I was holding half left stick and the trim added by Paul so the tailerons (ailerons and elevator mixed) were angled at the 25 degrees from neutral. Very odd to say the least, my building skills can't be that bad!

Quiet think looking at model, transmitter etc. check the controls, and yes Paul had moved the trim the correct way, very strange.

Then for some reason I moved the trim back to neutral on my Multiplex 4000 transmitter (manual trims by the way). Wow the control moved the wrong way on the trim. Check the main control yes that is ok but trim is reversed. No wonder I was fighting more and

more bank on the stick as the trim was changed. My stick input half over was offsetting the trim. Second observation the trim was moving a lot per notch of trim. Checked the % trim yes ok 20% of travel for trims that's ok. But then it dawned on me the % trim is of the full travel, I had reduced the ATV on the stick to about 60% as the linkages are fixed so the only way to get correct travel, but the trim was 20% of the original 100% not 20% of the reduced 60%. The plot thickens.

So to conclude the trim travel was reversed to the stick and the actual trim travel was too much. This all contributed to nearly losing the aircraft on first flight.

Lesson for us all

Stay clear of complex transmitters! If you do use them do not just check the main control by waggling the sticks, check the trims and other switches in particular with "clever" things like mixers, flight modes etc. No matter how familiar with a transmitter, do not assume everything is normal. I have used that transmitter on ten or so models over the last five years.

Remember, we never stop learning and when we think we do know everything something will bite us. I hope you find this story of interest, please provide similar stories / experiences to Jeff as we can all learn from each other.



Here is one of Rob's pictures taken of the airfield

BMFA Achievement Scheme: by Jeff

This went ahead as planned despite the strong wind, and was followed up the following Sunday as more were keen to take the tests.

Dave and I did the testing, well done Rob Bevan and Steve Fish who both passed the B test.

And to the others who turned up just to practice, or who did not succeed on this occasion, there will more opportunities.



WO winners 1984. The Western Open winners and their planes. Paul Mancini (3rd left) with what I think is a Yak, Pete Francis (2nd right,) Kevin Trott (3rd right) with a pusher delta aircraft. I think the Sabre in the middle is David James son, with an early ducted fan model.

**HISTORY OF WESTONZOYLAND
AIRFIELD**

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

In February 1944 525 Squadron moved to RAF Lyneham, to continue its scheduled services from there, and within a few months there were to be other departures from Westonzoyland. In the build up to the invasion, the US ninth Air force needed to move one of its troop carrier wings, namely the 50th Troop Carrier Wing of IX Troop Carrier Command, nearer to the Channel coast. The Americans requested the use of several airfields in the South West of England, they were offered four by the RAF: - Exeter, Merryfields,

Upottery and Westonzoyland. This meant that the resident RAF Units had to relocate, and so 13 Armament Practice camp moved out, followed on 10th April 1944 by 286 and 587 Squadrons, which transferred to Culmhead. Also included in to the move – in this case, along the Somerset coast to Weston-Super-Mare was a detachment on the Aircraft Torpedo Development Unit that had come to Westonzoyland to mount torpedo trials in the Bristol Channel. Flying a variety of airplanes, including Swordfish and Beaufighters. Most of the RAF ground support staff also departed, leaving a small cadre of personnel to keep the essential services going until the USAF took over.

The group allocated to Westonzoyland was the 442nd Troop Carrier Group, which flew, like most of the squadrons of the IX Troop Carrier

Command, the Douglas C-47 Skytrain (known to the British as the Dakota). By the early summer of 1944 the group had 96 C-47's on strength. Although advanced parties of the USAF personnel had arrived at Westonzoyland during May, the move was delayed because of D-day, then scheduled to start of the night of the 4th June. Operations for D-day (which was delayed for 24 hours) was therefore mounted from their base in Fulbeck, Lincolnshire. The Group sent 45 C-47's, carrying paratroops of the 2nd Airborne Division, to drop zones near St. Mere Eglise in Normandy.



The camera clips easily on any plane, and takes stills and videos.

Three C-47's were lost during the operation and 31 were damaged. The group flew a re-supply mission to the beachhead on the following day, without loss. Shortly after this the group started its move to Westonzoyland and by mid-June they were settled in at their new base. In the meantime, US Army engineers had arrived at the airfield to lay pierced-steel planking, in order to assist the manoeuvring of gliders and their tugs for airborne operations. Some 800 feet were laid by the engineers on either side at each end of the main runway.

For the next few months the local area resounded to the sound of Pratt & Whitney twin wasp engines of the C-47's of the 442nd TCG flew repeated training sorties. As well as C47s, the group had a similar number of WACO GC-4A gliders (also known as the Hadrian) on strength. The glider pilots were, like the C-47 pilots, also members of the group's personnel (as apposed to British glider pilots who were members of the British Army's Glider Pilot Regiment, as distinct from the RAF squadrons that towed them into action). In addition to training, the C-47s were used on transport duties taking freight and

equipment to the Continent and often returning with casualties for treatment in the UK or for repatriation to the USA. In mid-July, three of the squadrons were deployed to Follonica in Italy. From there they participated in Operation Dragoon, the Allied landings in Southern France, that took place in August. The 306 TCS had remained at Westonzoyland and, during the absence of the other squadrons, maintained the airfreight services to the Continent.

The group took part in the next major airborne operation on the war, Operation Market Garden, which was a bold initiative to project an Allied armoured thrust across the Rhine into Germany. British and US paratroops were to be dropped to capture bridges en route, so that the ground forces could reach the last bridge at Arnhem. The 442nd TCG were briefed to lift paratroops of the 101st Airborne Division that were to capture the canal crossings between Eindhoven and Veghel along the first part of the route. With the approach of Operation Market Garden, the airborne phase of the operation, however, it was decided to move the group to an advanced base at Chilbolton in Hampshire, which was nearer to the target area.

At 1311 hours on the 17th September 1944, the first of 90 C-47s took off from Chilbolton. They formed up and headed for the wing assembly point at Hatfield. They then joined a column of 424 aircraft taking 6,695 paratroops of the 101st Airborne Division to their drop zones near Son and Veghel in Holland. They met fierce anti-aircraft fire near the DZs, but, although three of the groups C-47s were shot down the majority of the paratroops were successfully dropped into their DZs.

To be continued.

FOR SALE

Ripmax Bossanova with SC52 2stroke - no radio.
£110. Call me on 01749 678698.

That's all for now.

Jeff