

Skyline



Sedgemoor RC Flying Club - Newsletter

Oct 2007

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

Editorial

The AGM Notice is enclosed, which is the reason for posting to everyone this time. I also emailed it on 24th October to those who asked for it electronically. So if you would like to be added to that mailing list, let me know. You get the pictures in colour and it saves postage.

Some AGM issues:

- 1. Please will all of you complete the membership form, even Honary members.*
- 2. Please bring your chequebook / cash and pay the subs at the AGM.*
- 2. Date of birth is needed now – the BMFA are insisting on this.*
- 3. We need someone to be Membership Secretary next year. Can you spare some time to do this valuable job for the club? Training will be give!*
- 4. Associate members: bring along your BMFA cards, as we need to record your number. And we would prefer that all of you join the BMFA through the club.*



Ian Russell's Jet Provost, 1/4 scale 105" wingspan, Jetcat 120 powered, with smoke system

Committee Member Profile No 3 - John Wright, Treasurer.

I have been asked to do a profile on my modelling career and myself. Here goes. First I should say that considering my years, what I have to say would fill a book but so as not to bore you, I will stick with the important



facts. I was born in 1933 in London and when the war came was evacuated to Bedford. After the war I returned to London and the local secondary modern

school where I had my first experience of making model airplanes. The first kit I ever made was a Keil-Kraft Achilles rubber duration model. Once I had made and flown it I was smitten and all I wanted to do then was build and fly. At sixteen I had progressed on to power with my first engine being a Mills. My hobby went on hold for a while due to three and half years with the Middlesex Regiment and then marriage to my wife Frances. We had a daughter and son and from them came our seven grandchildren and now our great grand daughter.

I managed to maintain my build and fly hobby throughout these years and among my favourite models were a Tauri, (American plan) which was my first single channel, a Super 60, several Robots, and Falcons in the early years. I progressed from single channel

to reed gear (I don't quite know to this day why we bothered) that was a box with eight switches, which moved servos, but not proportionately, so you can imagine that without a properly trimmed model you had no chance of flying it.

In the 70's Kraft brought out the first proportional gear and at the same time OS also brought one out which I managed to save up for and buy, as they were quite expensive. My earliest successful model with the new gear was a Lou Andrews Aeromaster and I remember that in my Club alone there was at least twelve. The only shop you could buy the kit from was Henry J Nicholls; mind you it was dope and nylon in those days not what you have now. I then went on to Futaba and have stayed with them ever since. I remember the 27 Megs period and the trouble we had in the London area with interference from walkie-talkies.

In 1983 I joined the LMA, as I was now interested in Large Models, reading the magazines from America where everyone seemed to have large models powered by Quadra petrol engines. It was not long before I built my first 1/4 scale model. I have been a member of several clubs starting from Chingford Model Flying Club in 1960, gliding with Anglian Flying Club 1965, then joined the famous North Weald Association which was a consortium of the North London clubs and entry was by recommendation and even in those days there was a waiting list of over 100 each year wanting to obtain membership.

I then retired and moved to Somerset in 1998 and joined the SRCFC and the rest is history. During my time with the club I have served as Chairman and currently as Treasurer. I would like to say I have enjoyed my hobby years immensely as it has enabled me to become acquainted with many like-minded people some of whom are still great friends even from the early days. *John Wright*

Fun Day – by Michael Clarke



A good turnout for the Fun Day

Sunday the 9th September, a windless sunny day in the year of grace 2007. The venue: Westonzoyland, Somerset. At last the prevailing conditions seemed to be appropriate for flying. Some 15 pilots and a few spectators were assembled and raring to go let the second attempt at a Fun Day commence....

At approx 10.00 a pilots briefing was held; Mike Jefferies and Dave Wood explained the necessity of maintaining the integrity of the "Peg Board" and pilot area. General rules were explained and we were underway. By the time that we managed to get started I was experiencing symptoms akin to child birth.....



Dave flies, Mike Marshalls, Ron looks on...

I cannot over-emphasise my gratitude to the willing volunteers, without whom this event could not have progressed: a true Esprit de Corps was present this day.

The first event was a pseudo pylon race, two poles were set up at approximately 400 paces apart, judges were sited at a safe distance opposite the posts whose job it was to indicate, by the raising of an arm, when a plane passed that post, two further judges

held stop watches situated close by the Marshall, (had to give myself a fancy title I'm afraid), six laps were run and timed, the winner being the fastest aggregate time. Initially, due to misunderstandings, the event became protracted and was running some 30 minutes adrift: sanity prevailed and we moved on to the next event.

This time pilots were asked to fly two lengths of the "pylon" course, one as fast as possible and one as slowly as possible - hopefully without stalling - the winner being the fastest reduced time.

The rise, cut and glide came next. Pilots powering their planes high in the sky for 30 seconds then cutting their engines and free gliding to earth, the longest in the sky being the winner. Landing close to the centre of the circle in the runway came next. An egg was placed in the centre of the circle, I bet that the eggs I had brought would go home intact, to my chagrin one pilot took off over the egg successfully breaking it! Oh well, back to the drawing board. Distances from the centre were paced as I had omitted to bring a tape with me (the best laid plans.....) In succession "number of loops in one minute", "number of full landings and

takeoffs", were progressed, and the flying part of the day was over. It is regretted that some pilots had to leave early as they had prior commitments.

During the competition, raffle tickets were being sold (in the main by a visitor who was kind enough to "volunteer"). The first prize an ARF fun fly donated by Discount Models was won by Rob, and a second hand engine donated by my good ex bootneck friend Shep was won by Mike Jefferies. The proceeds went to club funds.

By now the hour glass indicated 14.30 ish and normal flying resumed.

Once again I cannot thank enough the volunteers and pilots who made this, for me, an enjoyable experience.

Places have been calculated and valuable and cherishable certificates will be awarded at the AGM.

Mike.

Many thanks, Mike, for organising this – sometimes competitions can drag, but here the pace was breathtaking! I hope you will consider doing it again?

The winners were: first: Dave Wood, second: Peter Ross, third: Kevin Trott. Full results soon. Ed.



The Western Open winners 1983, including Paul Mancini, John Cable & Jim Exon wearing the club sweatshirts. More pics from Duncan's "Rogues Gallery" next time...

“HISTORY OF WESTONZOYLAND AIRFIELD by John Wright

With acknowledgement to David Berryman

‘Somerset Airfields in the Second World War’

Part Three

On the 7th February 1942, a new type appeared at Westonzoiland that was to become a familiar sight there: the North American Mustang single-seat fighter, flown in by the pilots of 26 Squadron. They had been detached from their base at Gatwick for an armament practice camp. The squadron was also equipped with the Curtiss Tomahawk, which flew alongside the unit's Mustangs until it was replaced almost a year later. Although manufactured in the USA, the aircraft had been designed to meet a British specification.



Mike flew a Katana in the Fun Competition.

Other US manufacturers were busy on their own projects in 1940 when North American offered to build the aircraft for the RAF. Although the company had never built a fighter before, they were given the job by the Air Ministry Buying Mission, which had been established in the USA shortly before. The result was an aeroplane that was a superb performer at low altitudes, but its effectiveness fell off dramatically at high altitudes. Subsequently its performance was greatly improved by the installation of the Rolls Royce Merlin in place of the original US Allison engine. The aircraft was also adopted by the USAAF, and in its later form became one of the outstanding aircraft of the Second World War. However, the Mustang was initially issued in its original form to RAF squadrons for tactical reconnaissance and ground attack. Most of the squadrons that received Mustangs had previously flown Lysanders, and the contrast between the two aircraft was huge. The arrival of the Mustang also meant a change of tactics, for the Mustang could not land in farmer's fields or loiter at low speed. The squadron's role therefore had to change to reflect the higher speeds and better firepower of their new mount. For 16 Squadron this meant type conversion, tactical training, and operational evaluation in order to get the best out of the Mustang.

1942 was to be the year of the Mustang for Westonzoiland. As well as a visit by 26 Squadron, followed by 16 Squadrons conversion to the type, several other Mustang units were to appear at the Station. The first of these, on 15th June, was 170 Squadron, which formed at Westonzoiland on Mustang Is in the fighter reconnaissance role. It did not stay at the Station for long, and within the week had moved to its new base at Hern. 171 Squadron was the next to arrive at Westonzoiland when it flew in for its armament camp on the 10th September. Like 26 Squadron it too had Tomahawks and Mustangs, although the former were to be replaced by the end of the year. After its 10-day camp the unit returned to its base at Gatwick. Other Squadrons to visit Westonzoiland for training during the rest of the year were, on 13th October, 169 Squadron with Mustang Is, from Doncaster, and 63 Squadron from Gatwick, whose Mustangs flew in on the 6th November.

In the meantime, by October 1942, 16 Squadron had been cleared for operations, and mounted its first mission with the Mustang, a convoy patrol in the Channel, on the 10th. Further operations followed, code named Lagoons which were patrols and sweeps across the Channel and along the French coast looking for targets of opportunity. These provided valuable operational experience and resulted in a number of targets being destroyed, but they were not without risk: the squadron lost two aircraft on these operations in November, and another in December. Towards the end on the month the squadron received orders to move, and on the 2nd January 1943 the Mustangs of 16 Squadron left Westonzoiland for their new base at Andover in Hampshire.

There were other changes at Westonzoiland during the winter of 1942. On the 1st November A flight and P flight of 1 AACU were disbanded and reformed as anti-aircraft cooperation flights: A flight became 160 (Anti-Aircraft Cooperation) Flight and P flight became 1601 (Anti-Aircraft Cooperation) Flight. Both units continued with their task of providing drogue targets for anti-aircraft gunners to fire at and of making simulated attacks on gun positions to assist the gunners in identifying and tracking potential targets. For the job they had a mix of aircraft, including Henley TT111, Martinets TT1 and Defiants TT1 target tugs, along with Fairy Battle T and de Havilland Tiger Moth trainers.

A new, but similar, unit also came into being on the 20th January 1943, under the unwieldy title of No 1 RAF Regiment anti-aircraft practice camp target towing flight. Flying Lysanders, the flight fulfilled its role by providing targets purely for RAF Regiment detachments, mainly at Watchet. The unit was disbanded a few months later, on the 17th June, and reformed at number 1625 (Anti-Aircraft Cooperation) Flight, with Marnets added to its compliment.

To be continued

The IMAC event at the Nationals 2007 - by Paul Hodgkins



After a 7 hour journey we (Phil Wilson and myself) finally arrived at RAF Barkston Heath, Grantham to take part in the IMAC (International Model Aircraft Club) competition. The sight we got was unbelievable; I have never seen so many tents and caravans. Phil and I found a spot where we pitched our tent (not too close to the hanger where all the night life happened, but more on that later).

We drove up in Phil's horsebox with all the planes in the back whilst up front was the cooker, fridge etc. After setting up camp we went for a walk around the base. WOW! This is going to be a big show! Most of the space was taken up by control line flying. Saturday morning was glorious; the sun was shining with a light breeze. We were flying at what was called the compound with no spectators allowed which was a shame as all the competitors put on a great show.



The competition was in three categories: Sportsman, Advanced and Unlimited. Phil was entered in Sportsman class. At the beginning of the competition year you are given a sequence of manoeuvres which are called the KNOWN manoeuvres – you do these at each competition, so far this year IMAC have held about twelve events at different model locations. Also at these competitions you are given a sequence of

manoeuvres called the UNKNOWN. You are only given these on the day.

A team consists of one pilot and one caller. The pilot carries out the sequence of manoeuvres that the caller tells him to. The pilot had no problems but for me this was a first as a caller. Phil read out the sequence of manoeuvres, which I wrote down, as he wanted me to read them back to him so he could carry out each manoeuvre put to flight. We worked together as a team over Saturday and Sunday and with Phil flying his Sukhoi (see photos).

We went into the last day being Monday in third position.

Our flying location changed for the last day. All IMAC competitors were now flying off the main show line in front of the public. (Wow, what an experience for Phil!). Phil flew his Pitts biplane which I am sure most of you have seen. We did well in the KNOWN sequence, but in the UNKNOWN sequence we both got confused doing the last manoeuvre. This put us down into 4th position. I think we did very well as a team in our first nationals.

After the KNOWN and UNKNOWN competition, a Freestyle event was held. This where each pilot made up his own manoeuvres to music of his choice. Phil flew his Pitts using his smoke system to the sound of Tina Turner singing SIMPLY THE BEST. The smoke made each manoeuvre look great! Out of 16, he did not make it onto the podium. Nevertheless, WELL DONE PHIL!

Now for the nightlife: This took place in a large hanger which was split into three: First was the BAR, a MUST for thirsty pilots. Second was free flight and rubber band things. Third was for Fun and Parkfly and little lecky things – this was a sight to see: Kiddies as young as 7 years prop hanging these foam models.

The other thing that was a sight to see was at 6pm a mass exodus took place onto a grass area in the middle of the airfield, these were the free flight fanatics! Models were being hand launched and trimmed to fly in circles (hopefully!) then land somewhere close by, if you are lucky.

If you get the chance to go next year, do so. It is an experience not to be missed. If you would like to know any more details, please ask Phil or myself.

The Club Website.

Check out the new web site - Duncan has revamped it and given it a new look and has also added the facility for you guys to buy and offer items for sale and items wanted. Have a look now www.srffc.org.uk

Just email Duncan giving details of any for sale items, to:

duncanjmacgregor@yahoo.co.uk .

Or if you are not on the 'net, you can post details to him at 17 Phillips Close, Bridgwater, TA6 7AR.

Club Fuel

The take up for fuel has been good, and Dave has agreed to order more.

Are you all happy with GX5? I prefer synthetic oil to castor oil, so I shall ask Dave to order some Duraglo 5%.

Without making any promises, Dave has asked that we let him know at the AGM which Model Technics fuel we prefer. See their website at <http://www.modeltechnics.co.uk/> ed.

My Review of Seagull Edge 540 – by Jeff

I bought this last December from Yeovil's Hobby Hanger, and to be honest it was not just the low price tag of £116 that attracted me – not bad for a 90 size, 63" span scale model – but I have been watching the Red Bull racing series and wanted to fly like Paul Bonhomme!

A customer in the shop at the time said "a good flyer, but ignore the advice about CG position, put it MUCH further forward". Good advice, which I of course ignored!

When I took the parts from the box, my first impression was "this is well made, but a) the wings are small and b) it is a bit heavy, compared to, say, Hanger 9 models." I liked the plug-in wing panels.

My only mod was to fit the rudder servo inside, with closed loop. I used cheap standard servos all round, 6 in total.

First flight was in January – the old SC91 four stroke was running strongly, and into the air it leapt – but at once it was apparent that, as advised, the CG was MUCH too far back. So

just a single very careful circuit, and very glad I was flying at Westonzoyland, and not one of the cramped sites I used to endure!

I moved the battery way forward and the CG is now very close to the leading edge, which seems crazy! If I built another, I would move ALL the rear mounted servos into the fus between the wings where they should always be in my opinion!



After some hours of setting up – this was not a "fly off the board" model – it now flies better than I expected. It is heavier than I like, certainly no 3D model. But smooth aerobatics are easy – ideal for practicing the "C" Certificate – knife edge is good, flicks are its best feature, and it does not stall and fall out of the sky.

Best of all, it is proving durable and still looks pretty after months of flying.

That's all for now, folks! As usual my thanks go to all contributors. Can you offer anything for future Skyline? I need photos aswell.

Next issue will be in December to follow the AGM, and will include the AGM minutes and "Request to pay Subs" for those who could not be there. But please try to attend.

Jeff

