

Combat Flyers Association

NEWSLETTER 10 Oct 2005

AGM (28/08/05)

As no nominations had been received for either vacant position (Secretary, Treasurer) there was no need for an election. Mick Lewis and Richard Herbert had both agreed to continue in their respective posts for a further two years. (See constitution)

RULE CHANGES

The proposal put forward by John Davidson to allow ball raced PAW 19 motors in Vintage Combat failed by 12 votes to 3.

The proposal put forward by Mick Lewis to allow Icarex/Ventex type kite material over Mylar in Vintage/Oliver Combat was agreed by 12 votes to 3.

Contest Reports

THE 2005 SCAMPTON VINTAGE COMP

This was the first time RAF Scampton had been used as a Vintage Combat venue for many a long year. I have an Aeromodeller report about the 1961 Nats and guess what, it was windy then too.

I was really pleased with the turnout, 12 flyers and another 4 spectators, and considering the distance travelled by Mike Waller and Richard Herbert, (sarfeast) and Mick Lewis and Steve Tromans (sarwest) everyone was on time, even Mick Tiernan.

Scampton is a great venue, miles of flat grass and parking next to it so it didn't take long for everyone to get their stuff in the air It was soon apparent that the Scampton breeze (gale?) was going to make things interesting.

FIRST ROUND

I let Pam, my wife do the draw and sure enough she pulled my name out first, against Richard Herbert. A fascinating thing occurred in this bout, Richard Herbert had a dodgy engine run in his Squig, I was so

surprised by my superior airspeed that in the short time I managed to keep my model in the air I managed not to get a single cut. Richard won on airtime.

Next bout was Steve Malone against Martin Vale, Steve was fast and precise and took a cut, Martin spent too long on the ground and lost.

On Third were Jeff Sizer and Mick Lewis, Jeff was flying one of his yellow Kanible GTO's a new design this year, Mick with one of his fast agile Yeti's, it was a good bout, very fast downwind and pretty even, the final score was a cut each with one ground point to decide Mick's victory.

Sam Hobbins was on next against Mick Tiernan, Sam was flying a Pink Kanible GTO, and Mick had a filled in tail Yeti. It was an excellent bout, plenty of tight consecutives and low level stuff. Mick had the edge on turn and Sam had the speed advantage. It was a clean bout with down time caused by a line tangle. Mick snipped two small cuts and won. Sam came out smiling.

Martin Kiszal and Roger Fisher were next. Martin was flying an original two boom Kanible; Roger had a Warlock (I think). This was another good fast bout but Roger was in great form and took 3 cuts to nil to win.

Last bout in the first round saw Mike Waller , Ironmonger against Steve Tromans Anduril, fairly evenly matched models, Steve got the only cut and won by a point.

LOSERS ROUND

I was up first against Martin Vale, Martin found a really good setting and was going well but I managed a couple of cuts and won.

Sam was up next against Jeff Sizer. Jeff was flying an original Vernon Hunt warlord, complete with mustard tin tank. We all know that PAW's don't like mustard tin tanks.

Apparently Jeff's PAW hasn't been told not to run properly on a mustard tin because it was incredibly fast, faultlessly consistent and very good upwind. (Have I mentioned it was a bit windy?) Sam got the first cut, leaving Jeff with a knot and Jeff went into overdrive. Sam kept low to the ground to keep out of harms way, unfortunately a little too low, crunch. He got up again and went in again, crunch. The bout ended after a mid air rendered Sam's inboard wing U/S and removed the engine and pod.

Mike Waller with his Ironmonger and Martin Kiszal with a Warmonger were on next with some skilful flying by both pilots. Martin took the first cut and Mick got one back, Martin hit the floor, sprinted out, started the engine just as his pit crew arrived, sprinted back and got back in the air. Mike took another small cut after defending with some confident upwind manoeuvring The bout came to an abrupt end when Martins Model was cut loose, did some scary free flight over the scorers before heading off towards Martins Red Vectra at a wind assisted rate of knots. The final Kamikaze dive did actually miss Martins car but not by much. Happily the engine appeared to be in better shape after its contact with the ground than before. Every cloud... Mike Won.

Eliminator

One eliminator was needed and the names drawn out were Mick Tiernan and Roger Fisher. It was a stonking bout, Roger was flying a yellow Squig (or chaos, it was yellow anyway) and Mick another Yeti.

Mick had the turn with a quick but quiet, standard CT3 and Roger had maybe a tiny speed advantage with his tuned variant, which had a slightly less than perfect setting. Another really good bout, all square at two cuts apiece with no ground time, looked like a reflly, until Roger's engine cut 20secs before time. Combat can be very cruel you know.

SECOND ROUND

The Two Steves, Tromans and Malone were first. Steve M had a vivid pink Yeti and Steve T his Anduril, Steve Malone won with two cuts to one and no ground time in a tight bout in which the wind ratcheted up a notch making things just that bit faster.

Two flying wings next. Jeff Sizer against Mick Waller, Jeff was going like stink but Mike was up to his upwind defending again and the bout was drawn. Mike won the reflly two cuts to one.

I was up next against Mick Lewis. I changed to a Dunker warlord, which is a good model but so hideously ugly I hate flying it, Mick had his nice yeti. I'd like to say that I won the bout with some skilful flying but I didn't. I won the bout after a mid air in the glaring sun removed Mick's inboard wing at one all. My dunker was unmarked, so I've still got it. God it's ugly.

Richard Herbert flew Mick Tiernan next, Mick with his whisper quiet Yeti and Richard with his fierce bat winged Orcrist (or yeti, well it was going so fast and he has those swept bat wings on all his models.) Richard came out winner after another good bout, 2 cuts to one, no ground time.

SEMI FINALS

So to the semis. Mick Waller's luck ran out against Steve Malone, Mick had a less than perfect setting and despite Mick's upwind tactics and his hardworking pit team of the two Martins (Coe and Vale) Steve won 2 cuts to one.

I was up against Richard Herbert next. And I decided to change to Chaos. (Chaos's are a much prettier model anyway.) It was a good bout, My model was going great, I spent most of my time defending and Richard hit my streamer more than once, but its cuts that count. I got two and Richard got one. I was fairly happy with this bout. (Yahoo) Sorry Richard.

THIRD/ FOURTH FLYOFF

Yet another great bout, Mick Waller and his Ironmonger against Richard Herbert's Orcrist (or yeti) Richard was much faster than Mick but Mick equalled him on cuts, two all and Richard the winner with no ground time.

THE FINAL.

Steve Malone and myself. Yeti Vs Chaos, I reckoned I'd have airspeed on Steve, Stands to reason if you're as quick as Richard Herbert then you're fast. Wrong, Steve was as quick if not faster so I kept it big and fast and used the entire circle. Thoroughly enjoyable bout and I got a couple of cuts with no ground time, so did Steve. Refly.

Refly's have the reputation of being a bit of a let down but I don't think this one was same speed, no mid airs. One cut all but Steve won on airtime. Well done Steve, well deserved.

So there it was, a great day I think. Lots of really good combat, a bit windy but hey, we live in England. Thanks to everyone for coming and thanks to Pam my wife for taking the video. Look like we can have the venue again next year at the same time during the Red Arrows summer break and also possibly earlier in the year when they're away in Cyprus for 5 weeks.

Tim Hobbins

The 2005 Nationals

It is now nearly two months since the Nationals and my memory isn't as good as it used to be so please excuse this report for being brief and perhaps not one hundred percent accurate!

F2E

The Dementiev family was as usual very strong in this event despite having to share a single motor, Igor having sold the rest to boost funds! It was therefore no surprise when all three of them booked their places in the quarterfinals. Young Natasha had done particularly well with wins over Gordon Price and Richard Herbert.

It was also no surprise to see Mike Whillance, Dave Riley and Roger Fisher reach this stage. The Scampton Club pair of Martin Coe and Tim Hobbins completed the line-up.

Sadly Martin could not repeat his success of 2004 and was beaten by Natasha who went through to face Dave Riley in the first of the semi-finals. Dave had seen off his GB team-mate Mike Whillance in a really titanic struggle.

Igor joined his daughter in the semi-finals by defeating Tim Hobbins but Sergei had far more trouble against Roger Fisher and was dismissed from the contest.

At the semi-final stage both remaining Moldovans came unstuck!

Roger defeated Igor and Natasha finally met her match against Dave Riley who was flying well enough to go on to become British Champion by defeating Roger Fisher in the final.

1/2A

This was "a game of two halves" as they say on TV with the first round being flown in near calm conditions and the remaining rounds being flown in a gale.

Tim Hobbins against Martin Kizel, Roger Fisher against Stuart Vickers were both good bouts but without doubt the performance of the first round came from Alec Herring.

Alec was up against Richard Herbert and did no less than take five cuts off the former champion. Richard just did not have the answers this time and could only manage a single cut in the bout. Alec was using the well-known Stuart Vickers design with a twin ball race PAW up front.

With the wind making it difficult to fly level skill and luck saw father and son Martin and Ben Johnson reach the semi-finals where Stuart Vickers and Roger Fisher joined them.

Roger went on to become British champion by defeating first Martin and then Ben who had overcome Stuart in the other semi-final.

Stuart proved just too strong for Martin in the fly-off and claimed the remaining podium position.

Vintage

Being flown on the Saturday this class had by far the best flying conditions of the whole weekend.

Sadly the entry was the lowest I can remember at only 18. Some flyers had decided to just fly in other classes believing that flying Vintage could damage their chances elsewhere! Was that the case? I think not!

The first round saw some unexpected results with both Richard Herbert and Steve Malone losing in the opening two bouts. Richard lost to his "bogey" man Andrew Shields and the experienced Nigel Etheridge "did for" Steve Malone.

Last years runner-up Alec Herring also lost to Jeff Sizer and Mick Cain was too good for Sam Hobbins.

To speed up proceedings the draw had been made for the losers round prior to the competition and thus it was that Richard Herbert would have to fly Steve Malone. This turned out to be a very good bout and although Steve was not hanging about he just lacked enough airspeed to defeat Richard.

Tim Hobbins went out to John Davidson but son Sam was able to show dad how it should be done against Martin Kiszal. Alec Herring was also able to claim victory over William Wallace but then went crashing out in the first second round bout against Roger Fisher.

Also crashing out in the second round were Mick Lewis with a split tank against Nigel Etheridge and Jeff Sizer against Steve Tromans. Jeff found out that his Kanible GTO models don't fly well without their tails!

Sadly Steve went out in the quarterfinals against Mick Tiernan but Nigel fared much better and reached the semi-finals with a good win over Roger Fisher.

Richard Evans, who had earlier defeated Martin Kiszal and John Davidson, was victorious against Mick Cain and Richard Herbert booked his semi-final place by "clipping the ear" of young "whippersnapper" Sam Hobbins.

Bouts between Mick Tiernan and Richard Herbert are usually very even but Richard has usually had the upper hand of late. This time however roles were reversed and victory, along with a place in the Nats final, went to Mick. Richard was left to salvage third place against Nigel Etheridge who had proved no match for defending champion Richard Evans in the other semi-final.

So it was to be a repeat of the nineteen seventy-four final, when Mick had been victorious!

Well it was the same two flyers but that's where the comparison ended.

The result was a clear victory for Richard by two cuts to nil and his pitcrew even managed to glue his elevator back on for good measure.

So Richard is now out to make it three wins in a row next year. Who can stop him? Could it be you?

-

Oliver

When conditions are right there is no doubt that this is a very enjoyable class to fly. Taking place on the Monday afternoon in ever improving weather meant that there were many splendid bouts.

It was great to see Paul Landels (of Just Engines fame) flying at his first Nats in years. Apparently he had been secretly practising for his return by flying comps in Scotland!

However when the dust settled it was clear that only Andrew Shields of the Scottish contingent had made it through to the quarterfinal stage. Also there were Richard Herbert, Roger Fisher and Jeff Sizer of the SECA Club, Steve Malone (Foxes?) and the South Bristol team of Steve Tromans, Mick Lewis and Richard Evans.

In the top half of the draw Richard Evans made it look easy against Roger Fisher (believe me it ain't) and Steve Malone was too good this time for Steve Tromans (who had given him a real fright at Scampton earlier in the season)

A strange thing happened in the bout between Jeff Sizer and Mick Lewis. At one cut all it appeared to the scorers that Jeff had got a second cut and victory, however the pilots and centre marshall knew that this cut was taken before the instruction to commence combat had been given. Mick accepted that it was a mistake and was able to defend the remaining part of his streamer until the final whistle.

In the last quarter final Richard Herbert was up against his "bogey"man Andrew Shields. As before the bout was very scrappy and yet again was decided in Andrew's favour.

The first semi-final between Steve Malone and Richard Evans was really excellent. Richard removed Steve's streamer at the knot and spent the rest of the time attacking the knot. Although he hit it several times it just wouldn't come off. Steve had few chances to equalise and when he did get behind Richard he lacked the final bit of speed/turn to take advantage.

Mick Lewis was determined that Andrew Shields should not also become his "bogey"man (he lost their only other encounter in 2004) and won a rather scrappy bout to join his team-mate in the final. However in doing so his model was reduced to an inboard wing only.

After observing the semi-finals smart money was on Steve Malone to take third spot. Well it wasn't to be as Andrew claimed a podium position once again.

As it was by now passed the magic hour of five of the clock and Control line Prize Giving was probably taking place Mick Lewis decided not to change motors but to use a CS which was not run-in.

This may have cost him the championship as almost immediately the wretched thing siezed; the ground point lost being the deciding factor, in a two cuts all final.

So Richard Evans became a double British champion, many congratulations to him.

Old Warden September 11th 2005

Oh what a grey day! Not just cloudy but misty with it and drizzle thrown in from time to time just for good measure!

Anyway enough of that and on to the combat.

It was great to see Simon Timperley flying his first comp in many years, the other nine entrants being regular performers.

The very first bout produced an upset as the aforementioned Simon using a PAW15 powered September Warrior (who designed it? Answers on a postcard....)defeated Mick Cain with his quick 19 powered Warlock.Cuts were even but 19's don't start as well as ball race 15's and Simon won on ground time.

The second bout was also very close with Roger Fisher edging out Mick Tiernan by a single ground point after both had removed the others streamer at the string.

If that sounds poor then the bout that followed was even worse with Richard Herbert and Mick Lewis managing a mid-air which left Richard unable to continue. Mick's Anduril, which was built for Oliver power and was pressed into service due to a shortage of models, simply sustained a damaged outboard tip.

Next up it was Tim Hobbins against Bob Payne.Tim only managed half the bout in the air but nevertheless during those two minutes Bob was able to take two cuts without reply and win by a wide margin.

Engine problems (they simply did not like the weather) also dogged Jeff Sizer in his bout with young Sam Hobbins.Once again cuts were even but Sam's motor started much more readily than Jeff's.

The first bout of the losers round saw much improved combat. Two cuts to one in favour of Richard Herbert over Mick Tiernan and no ground time. All in all an excellent bout.

Sadly the improvement didn't last as in the very next bout Mick Cain went through against Tim Hobbins by virtue of less ground time, the streamers remained intact!

In the first bout of round two Simon Timperley came up against an on form Richard Herbert who managed three cuts without reply. I know Simon enjoyed himself and we look forward to seeing him at comps next season.

Sam Hobbins continued his good form against Mick Cain.Again it was even in the air but Mick's pit crew just could not start the unwilling 19.

Next up was Mick Lewis still flying the Anduril against Roger Fisher with his Squig.Mick took the first cut but Roger was not daunted until after a close pass he removed the whole of Mick's streamer.

With lots left to go for Mick was able to take the cut he needed to win.

The first semi-final saw young Sam take on Richard Herbert. It certainly appeared that the teenager had the more mature guy worried as at one cut all Richard took a second cut while Sam was on the glide, always a risk in my book. So Sam was beaten but it had taken one of the all time greats to do it!

The semi between Bob Payne and Mick Lewis started in the same way as Micks bout with Roger in the previous round. Mick took a cut then Bob removed the lot. However very good defensive flying by Bob meant that Mick was unable to take the second cut. a single ground point gave a relieved Mick the bout.

Still smarting from his defeat by Richard Herbert young Sam really set about Bob in the fly-off for third place taking no less than three cuts to gain his first podium placing in Vintage combat.

So the final was to be a repeat of the first round bout between Richard Herbert and Mick Lewis. Both flyers hoping for a much better spectacle than the previous encounter.

After some early attacks and counter attacks the bout was decided within the blink of an eye!

Mick attacked and took a cut but before the models could go their separate ways there was a line tangle in which both models had any remaining streamers removed. Despite losing a couple of ground points Mick went on to win, his two cuts to Richards one being enough to ensure victory.

Sadly the CFA Secretary had forgotten to bring the wine for the winners and the prizegiving had to be deferred to the Scratchwood event of 2nd October, at least there the weather would be better for the photo call!

Scratchwood 2nd October

By the usual starting time of 11am there were only seven flyers present and the organisers were about to declare that a "Round Robin" would be flown when three more stalwarts appeared through the trees!

With the entry up to ten and the weather looking good it was decided that a two-life system would give everyone a better days flying.

Some excellent flying in the very first bout saw Steve Malone defeat Jeff Sizer. At two cuts all Jeff's engine refused a hot re-start and he lost two ground points. The engine was more than a little "overheated" although Jeff remained cool he could not have been well pleased!

In bout two Roger Fisher was, unusually for him, using a rather slow PAW against young Sam Hobbins. Not only was Rogers motor slow it was clearly not happy with hot re-starts and soon had Rogers point score reduced to zero! Sam on the other hand had no such problems and retained the points he gained from his single cut to claim victory.

Other bouts saw Mick Tiernan win a close bout against Bob Payne but Mick Lewis had an easier time in defeating Tim Hobbins (Revenge for Scampton!)

I must also mention Chris Moore who was flying combat for the first time in many years. He had a really tough bout against Richard Herbert but certainly did not roll over without a fight!

The first bout of round two saw Roger Fisher lose his remaining life against Mick Tiernan. Rogers bout was remarkably similar to his first round battle with Sam Hobbins. all the points gained from his cut were lost in ground time. Now zero can sometimes be a winning score but not this time as Micks extra cut gave him a very narrow victory.

Next up were Lewis and Herbert, flying each other for the umpteenth time this season. Just like at Old Warden the luck continued to be with Mick as after a coming together in which Richards lines broke he spent most of the bout grounded.

After that fiasco we were hoping to see some really good combat as Steve Malone took on Bob Payne.

We were not to be disappointed as Steve flew to victory by three cuts to one and no ground time for either flyer.

Jeff Sizers run of bad form (we all have them) continued against Tim Hobbins. With fewer cuts and more ground time Jeff's second life was lost.

Having made a good start to his new life in combat against Richard Herbert it was sad to see Chris Moore spend most of his bout with Sam Hobbins on the deck. Even so he said he had really enjoyed himself so I trust we will see more (pun) of him next season.

Round three saw Mick Tiernan claim Tim Hobbin's second life. Two cuts each was the order of the day with Tim notching up a greater amount of ground time.

With both Mick Lewis and Steve Malone still having both lives intact something was about to give as they were drawn together. Mick took a very small cut and then removed the remainder of Steve's streamer. In reply Steve could only manage a single cut and with lots of ground time as well the scores were unusually not close between these two pilots.

The remaining bout in round three (only six flyers had made it through this far!) saw Richard Herbert maintain his interest in the competition by taking a life away from Sam Hobbins by two cuts to one.

Going into round four Mick Tiernan and Mick Lewis still had their two lives intact, the other three flyers being down to one life each.

Richard Herbert saw off Steve Malone's challenge by two cuts to one with Steve once again spending far too long grounded and Sam Hobbins managed a single point victory against Mick Lewis. At two cuts all there was a line tangle which resulted in Mick contacting the ground. A good victory for Sam who employed some rather unusual tactics! I'm not going to describe them here as he may wish to employ them against other flyers in the future! (Is it Sam or dad Tim who is the master tactician?)

With Mick Tiernan getting a bye in round four he was drawn to fly first in round five against Sam Hobbins.

Sam tried the same tactics as in his previous victory but Mick was prepared for them and retained his one hundred percent record by two cuts to one.

After refreshing himself with a long drink of natural spring water (or some other liquid!) Mick came back to the circle to take on Mick Lewis who was by this stage desperate to retain an interest in the competition and had switched from the Andurils he had flown so far to a Yeti, which clearly had much better performance.

With a clear speed advantage cuts went two to one in Mick L's favour giving Mick T his first defeat of the day.

So there were now just three flyers left and as Richard Herbert and Mick Tiernan had not flown each other they were next to perform.

Mick took an early cut of a couple of feet and Richard responded by removing the whole of Micks streamer meaning that another cut would give Mick victory. With the slower model Mick used all the tricks in the book (and a few that aren't) to get into the position from where he sealed victory.

So we now knew that Richard was third but which Mick would take top spot?

We didn't have long to wait to find out, as about half a minute into the bout there was an almighty mid-air. It was immediately clear that Mick Lewis would not get up again as his inboard wing was destroyed. On the other hand Mick Tiernan's model was damaged on the outboard side and would, after some frantic pitwork, once again get into the air. Both pilots claimed the bright sunshine for their demise!

The prize giving followed with the first three receiving wine and as had been promised the winners from Old Warden also received their prizes.

So another season of Vintage Combat had come to an end. Everyone seemed to drift away happily declaring to do it all again in 2006.

Email received

1.

Subject: F2E Diesel Combat From: Martin Coe" M.Coe-04@student.lboro.ac.uk

Hello Mick, After talking to several flyers at Scampton about F2E combat, I would like to try and organise two competitions for next year. Richard Herbert has indicated that Scratchwood would be available as a venue. My Dad has offered to supply trophies. Here are my initial ideas, I hope you will forward this message to all CFA members Regards

Martin Coe

F2E Diesel Combat League

I believe that F2E combat is fast & exciting, but practical. This class offers high performance but without the carnage of F2D.

However there is only one competition a year (Nationals).

I have talked to several other flyers who would be interested in flying this class

In an effort to revive this underrated class I propose to start a league based on four competitions in 2006 (the Nationals + 3 others, hopefully Scampton and Scratchwood). Trophies will be awarded at the end of the season.

Remember under BMFA rules existing PAW 19 vintage models can be flown in this class.

Martin Coe

Tel: 01522 883186 (Home)

07739127672 (Mobile)

2.

From: Paul Landels <justengines@enterprise.net>Engines for Vintage

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Whilst I applaud the suggestion in the last newsletter (and understand The reasons)

I fear it will all be to no avail as CT4/Fisher/Harrison/Pinnock/JE Tuned TBR versions would be the next step

Let me tell you a true story.....

I flew in my first competitive combat event in a quarter of a century yesterday (Sat. 30th July). Yes I'm in my mid 40s!!

The 'Glasgow Boys' invited me up

Having spent several hundred pounds on Vintage 'hand me down' Fisher CT3s and toys at last years NATS (seller will remain nameless but has ML initials!) - I felt at least that the goods would be competitive

They were!

Despite several years of rust I won 3 out of the 4 bouts flown on Saturday morning. I should have won 4 - but forgot that my handle had to be next to my opponents in the 4th round - and whilst I was 'all over him' like a rash - having a faster, tighter turning toy - I simply brushed his streamer with my wing!!

But I digress (excuse me, I'm excited - cant sleep - and writing this at 2.10 am Sunday 31st!!)

The Scottish lads were really great, all smiles, help and good humour and have invited me back!!

But I thought..... would it have been the same had they travelled to Carlisle and beat my pants off - just because they had spent more money than me...

Probably not!

Should deep pockets win classes?

Probably not!

The toys were faster than I remember my G20/15 foamies of the late Seventies

Is this a class for old farts like me and new up and coming boys (which we need for the class to continue)

Probably not!

Can I afford to kit out the 6 boys I teach C/L to on Tuesday evenings

Probably not!

Can the dads flying vintage now afford to kit out their boys (and I know this is happening)

Probably not!

Every competitive class has ALWAYS gone engine mad - money mad etc..

R/C and C/L

I have sat on enough committees trying to talk sense into people!

The R/C pylon boys who started FAI pylon, grew 'Sport 40' Pylon but even now have had to split the class due to those investing in really fast 'Dub Jett' engines dominating. They now have Sport 40 'A' (Dub Jett engines) and Sport 40 'B' (anything else)

so.....

here's my thoughts for what they are worth

either

A) stop use of mega tuned (any tuned) engines from the 2006 season

Sorry guys - you've had your fast fun

but it's time to run a true 'Vintage' class

Convert your engines back to standard (19 DS) by buying new internals (or just sell them on Ebay as collectable)

models = vintage

prop = 7.75 min dia

engines = Oliver Tiger (any version)

PAW 15 or 19 DS (no tuning, tampering, modifying

allowed) - those found doing this to have there pants taken down, their arses kicked, a colour photograph in this newsletter under the heading CHEATING BASTARD and next time they're seen in a control line circle any modeller recognising them can give them a good slap!)

MVVS .15 D7 (JE have enough buying power now to have

that engine re-made to the 1970-75 specification)

max rpm X thousand

or

B) run a 'Sport Vintage' class or Vintage 'B' for those who want to run a true vintage class with rules similar to those above

I know 'Club' is trying to do this - but not everyone likes glows (they're hard to re-start when hot - boy do I remember that when we flew G20/15 and Rossis!! in the late 70s)

crickey

I'll even commit to JE sponsoring the class!!

Gordon Price tells me that in Scotland, to even out the racing, they have 'invented' a new class

'Club Goodyear'

British Goodyear models and rule engine is Chinese Oliver (only) decent but manageable speed, close cheap racing = lots of people taking part = lots of fun

Answers on a post card (or via this newsletter)

Paul Landels.

Contests 2006

We intend to offer more classes next season by "doubling up"

Ideas are to offer Vintage/Oliver or Vintage/1/2A etc.

It would help us if we knew what YOU wanted!

Let us know by contacting the secretary by email mick@combatflyers.co.uk

Or phone 01453542367 or letter to Mick Lewis,40 Upthorpe,DURSLEY,Glos.GL11 5HR.

Lewis(2nd)Mick Tiernan(1st)Richard Herbert(3rd)

Scratchwood 2nd Oct L to R Mick

Old Warden 11th Sept L to R Richard Herbert(2nd)Mick Lewis(1st)Sam Hobbins(3rd)

Award

The CFA committee has awarded the Eifflaender Trophy for Merit in Vintage Combat to Steve Tromans. Steve will receive this at the BMFA dinner in Coventry on 26th November.

Congratulations to him.

Bananas!

Yes I know that's how other aeromodellers see Combat Flyers but in this case I'm talking about bent leading edges!

I have quite a few of these (they can be straightened during building or used for repairs) which I want rid of!

So will sell at £1 each plus p&p. First come first served.

Also lightweight white nylon at £10 for 4.5 sq. yds.

Finally Mylar (ready glued) It is 16inches wide.

25p a foot with a minimum order of £5 plus £1 p&p

Web Site www.combatflyers.co.uk

This is being updated with pics from Nats 2005.

However I'm short of F2E and 1/2A shots. Does anyone have some I could use please?

Officer Info

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Finally

Please feel free to contribute to future editions of this Newsletter.