

The AGM and Rule Change Proposals

The AGM will take place on the Sunday at the Nats. (Time to be decided). There will be a properly "chaired" meeting (Chairman Richard Evans) to discuss any proposed rule changes. There will be a ballot box and votes will be counted in full view of the members.

I must receive any proposed rule changes IN WRITING by the last day of July so that I have time to circulate them prior to the AGM and arrange postal votes for those who can't make the meeting.

Please send to - M Lewis, 40 Upton, DURSLEY, Glos. GL11 5HR.

Those eligible to vote must have entered the Nats. And one other CFA recognised comp. in the class concerned within the preceding 13 months. All comps. advertised in CFA newsletters are recognised comps.

PROPOSALS RECEIVED SO FAR

From John Davidson a request to allow the use of PAW 19 SINGLE BALL RACE motors. His previously stated reasons/rulings to apply. I have reproduced these below for those members who have not seen them before.

PAW 19 SINGLE BALL RACE DIESELS BE ALLOWED IN VINTAGE COMBAT.

THE ONLY MODIFICATIONS ALLOWED BEING: -

1. EXTRA COOLING HOLES MAY BE DRILLED IN THE CYLINDER HEAD.
2. PERIPHERAL TYPE NVA MAY BE USED IF DESIRED.
3. A MODIFIED PROP DRIVER MAY BE USED TO PREVENT STRING BEING TRAPPED.
4. MOUNTING HOLE SPACING MAY BE CHANGED.

A copy of John's 2005 letter giving his reasons for his proposal is available on request.

From Richard Evans a request to move the cut-off date for Vintage/Oliver models to the end of 1974.

Any new models to be proposed and voted upon at AGM's.

Size limits remain in force.

If the above succeeds the following models are proposed by Richard Evans.

Supermonger. Anduril (Banana shape) and the Hornet. Also Pygar is proposed by Mick Lewis. Drawings of these models will be available for inspection at the Nats.

Vintage Scratchwood 26/03/06

Despite the poor forecast, the weather turned out pretty well for the first event of the year. Although overcast for most of the day the wind was not too bad and light rain only began as we were clearing up at 4 ish. A week before I think we'd have all had frost bite and wind burns but of course temperatures had risen greatly over the course of a few days

Some of the new faces that appeared last year have returned to the fray. It was good to see Simon Timperley (whose lad was invaluable scoring) and Brian Waters whose latest models are very good.

Also returning after nearly 30 years was Richard Cooke who informed Mick Lewis that the last time he had flown, Mick had beaten him 2-0 at the '78 Nats. Funny how we remember these things!

A few notables not present were Mick Tiernan (we won't say why!), Steve Malone, Jeff Sizer and Steve Tromans.

A "Par for the course" entry of 13 gave six bouts and a bye in the first round.

The first bout showed how Tim Hobbins had been practising over the winter and he dominated the first few minutes against Richard Cooke. I seem to remember several nice cuts in Tim's favour but unfortunately for him he crashed and lost due to ground time.

As often seems to happen Richard Herbert and myself were drawn together in the first round. Yeti versus Chaos. A good clean bout with me winning 2 cuts to one. Well actually no! Richard's large cut had been taken in two pieces and I lost ground time when I took his knot and stopped my motor with the string. 2 -2. Back to the drawing board!

Bob Payne went well against Brian Waters whose Chaos was excellent and Mick Lewis beat Martyn Vale. Martyn's MVVS 2.5 certainly seems to have come on this season but whether it can compete with the grunt of a 19 is yet to be seen.

Roger then beat Simon Timperley. Simon is getting there but as yet his models are holding him back. Most surprising bout was Sam Hobbins against Mike Waller. Sam did the opposite of his Dad! Initially both flyers were going well but Sam crashed early on and spent much of the bout on the ground. With less than a minute left he then returned to the fray and quickly took three small cuts from Mike to win. Mike left the circle scratching his head wondering how it all happened!

Nigel Etheridge and I then flew off in the one eliminator. Nige's TBR was screaming in his Warlord and we had 4 minutes of very enjoyable combat. Just what we came for in fact!

In the losers round poor old Mike Waller lost again to the Hobbins clan and we bid bye bye to Simon and Brian.

The next eliminator saw me exit to Sam. After an excellent first minute during which I managed to plant Sam with an original "dummy" (Sorry Sam!), I also crashed but never got up again, a blocked fuel line being the problem. Bob quietly continued winning against Sam's dad, Tim.

Quarterfinals saw Bob winning again against Nige. Taken his time coming to the top has Bob! Richard Cooke and Mick Lewis were having a real ding-dong next and then there was a minor mid air. Mick was back up in seconds but his motor cut straight away. Richard's prop had neatly sliced the back off Mick's glass tank with virtually no other damage. Both Bristolians on their bikes then! Richard H took out Sam whose models were going very well. Actually Sam you've got to look out for the "dummies" The old blokes are quite good at them! Roger, having only flown once so far in the first round, then neatly disposed of Martyn.

Bob Payne continued his winning ways against Richard Cooke in the first semi. It must be said that Richard did not seem SO rusty after his 30-year lay off, so watch out all of us in the future. As there were three SECA flyers in the semis there was a draw for opponents and Richard H and Roger were drawn against one another. An exciting bout resulted but Richard's gear was on top form and his 19 howling. A bit sad for Rog as he'd just rebored the motor for Richard! Richard won.

Roger won the fly off for 3rd against Richard C. without too much of a problem and then we were left with the final.....

My money was on Bob but he had destroyed his best Squig so Richard gallantly "loaned" Bob a model. When I say model, I don't think it had seen the light of day for years judging from the dust on it! I think it was the original 1963 Chaos! However, Bob made the most of it and gave Richard a real run for his money. Of course horsepower told and Richard won the first event of 2006..... I'd have loved to see Bob win..... nothing personal there!

Results thus:

1st Richard Herbert. SECA. PAW 19 fixed tail Yeti
2nd Bob Payne. SECA. PAW 19 Chaos.
3rd Roger Fisher. SECA. PAW 19 Squig
4th Richard Cooke. Three Kings. PAW 19 Ironmonger

Presentations of wine were made to the winners by yours truly and then the drizzle started. Any attempt to run Club Combat thus scotched.

So there you have it. A late March day spent in a damp woodland clearing with a bunch of daft aeromodellers...I enjoyed it all very much and am looking forward to Scampton in a few weeks time. I'll have cleared out my fuel tube by then!

A vote of thanks must also go to the scorers, Dave Chalk, Martyn Kizsel (just along for the ride) and young Alex Timperley. Much appreciated chaps.

Richard Evans. Chairman CFA.

Scampton 23rd April 2006 VINTAGE COMBAT

Early season comps are always a bit of a lottery as far as the weather goes. With grey clouds, low temperatures and steady drizzle this one looked decidedly dodgy. The Scampton wind was absent though. Don't speak too soon. The RAF had mowed the airfield for us in a happy coincidence and Dave Coe assured us that the rain would stop at 12.00 o'clock (Which one we wondered)

Two classes were planned. Vintage, 13 entries and F2E with 5. (Separate report) It was decided that we would fly the first and losers round in Vintage then start F2E. Vintage started at 10.30 sharp.

Sam flew Mick Lewis in the first bout, Sam's engine was playing up and he was down on airspeed and lost the bout after a huge line tangle. The following bout featured Mick Tiernan and Brian Waters flying his second comp. Mick's experience showed and he won. I flew the very best I know how in my bout against Richard Evans and came second. Mike Waller beat Steve Tromans next in an Ironmonger only affair, which saw Mike win through. Richard Herbert beat Richard Cooke in another good bout, Squig vs Squig both very quick models. Young Alex Timperley, son of Simon was drawn against Roger Fisher but retired early on. And Bob Payne had a bye.

In the losers round, Sam won against Richard Cooke with his now decidedly slow Kanible GTO. I lost against Brian Waters after a mighty mid air obliterated my Dunker Warlord. Still ugly but very good, (the model that is.) Steve Tromans beat Bob Payne after a refly.

We broke for the first rounds of F2E, had some hotdogs and then resumed with the eliminators. Bob Payne beat Richard Evans after neatly, but accidentally removing one of the wire booms from Richard's excellent Yeti. And Brian went out to Richard Herbert after several ground contacts rendered his controls U/S.

Third round began with Bob Payne losing to an increasingly in form and accurate Mick Tiernan. Richard Herbert beat Mike Waller after a good bout. Sam lost to Steve Tromans after a mid air destroyed his Kanible and Roger lost to Mick Lewis in another good fast bout.

The Semi Finals started with Mick Lewis flying against Richard Herbert. Its great to see these two massively experienced flyers fly each other and the bout was no disappointment. It was a tight bout with neither giving anything away in terms of speed, turn or skill. Richard flew a single boom Yeti design while Mick relied on an Anduril originally built for Oliver combat. Both models had exceptional motors. Mick came out the winner.

The Other semi was also a good bout, Mick Tiernan using a truly awesome (I promised myself I'd never use the word awesome after the last "I'm a Celebrity get me out of here..") twin boom Yeti. Mick had the turn and Steve had the grunt with his awkward to start Harrison tuned 19, unfortunately the bout ended when Mick's outboard wing was destroyed in a midair.

Third place was given to Richard Herbert, as Mick Tiernan had no intact models, which brings us to the all South Bristol Final. Mick Lewis against Steve Tromans.

Steve's been on the scene for a long time, 14 years in Vintage but he's still a newcomer compared to Mick Lewis, who has been flying competitive combat since just after the war apparently. (Can't say

which one.) Two monoboom Yetis, and two Harrison tuned 19's. The bout began well fast, tight and aggressive with the two teammates going at it hammer and tongs. Mick took a small cut just before a fearful mid air in which his outboard wing was destroyed. Steve flew on unscathed to take top spot to add to his collection of seconds and thirds.

So it was a first ever victory for Steve Tromans. Well done, a real encouragement to others who have never quite made it to the top spot. Mick Lewis came second and Richard Herbert third. There were some outstanding models at this comp, one of Richard Evans wire boom Yeti's was turning well, Mick Tiernan's Yeti, already mentioned was exceptional, finished in an unusual blue nylon it was one of the tightest turning Vintage models I have ever seen. Certainly up there with Richard Evan's ancient yellow Chaos. Steve Tromans Andurils looked good as did Richard Cooke's nicely finished Squigs, Brian Waters Chaos's looked competitive and Richard Herbert's new Yeti, (very similar to his other ones) looked up to his normal standard. Others were Mike Waller's Ironmonger, tough and tight and Sam's Kanible GTO, good but a bit vulnerable. In terms of speed, Mick Lewis and Richard Herbert looked the fastest. Roger, Richard Evans, Richard Cook and Brian weren't far behind, Mick Tiernan wasn't quick but boy could that Yeti turn. That's Vintage Combat for you, more than one way to skin a streamer.

The rain did stop at the first 12.00 clock and the sun came out just after the final.

Thanks to all for coming. To Dave and Ian for scoring through the day and Martin for his centre marshalling duties and of course Pam for the hotdogs. I hope to see you all again in August.

Tim Hobbins

OAKINGTON 21st May

What a pity that the weather was terrible for the dozen competitors who turned up for the Three Kings Combat Masters event at Oakington. The rain began with the first round at 11 am. and got worse as the day progressed. Add to this the fact that the grass had not been cut and was almost waist high in places and its not difficult to see why it was abandoned at the end of the first round.

I hope this wont stop Three Kings from organising more comps. in the future!

Midland Area FESTIVAL OF FLIGHT (Mini Nats)

After two years of really awful weather in July this event was switched to June in the hope of better weather. Well the prayers of the organisers were answered on June 11th, as the weather was hot with a gentle breeze and a haze to prevent dazzle from the Sun. The sixteen entries in Vintage was the best for some time and the five in Club was encouraging!

The first bout saw Stuart Vickers put the skids under Tim Hobbins who was still trying to get the best out of his newly acquired Harrison 19 (Yes I know lots of you are waiting for these motors but Tim's was acquired in a very "round about way") There were no cuts but Stuart had far less ground time.

A better bout was between Bob Payne and Chris Moore. Both flew well but Bob's gear had been properly sorted while Chris was having problems keeping the fuel tubing on his engine! Needless to say this cost Chris the bout.

Certainly by far the best bout of the first round was between Richard Evans and Steve Malone. For those who don't know, these guys have more Nats wins to their credit than rocking horse droppings or is it hot dinners? Well you know what I mean.

Anyhow Steve had the advantage for speed but Richard's model was tighter. At the end of the bout both pilots received a round of applause! Oh yes, the result went Richards way on this occasion by four cuts to two.

Last bout of the first round saw young Chris Fisher (Rogers's son) take on Brian Waters. This bout between these two newcomers to combat reminded me of how early rounds used to be in the "glory days" of the seventies when Nats entries were over a hundred and thirty! There were lots of youngsters and beginners then! I wonder where they are now? (Answers on a postcard.....)

Anyway Chris seems to be getting the hang of it under Rogers instruction and managed to see off Brian in an interesting bout where lots of flicking took place! We loved the weather but some PAW's obviously did not!

In the losers round the bout between Tim Hobbins and Richard Cooke was extremely hard fought and the result very close. Two cuts apiece with Tim clocking up less ground time to go through.

Jeff Sizer sent Chris Moore on his way when Chris suffered fuel tank failure-I hasten to add that he had made the tank himself! Steve Malone was an unknown quantity to his opponent Brian Waters the two having never met before. After Steve had cut Brian's streamer into four neat slices Brian asked of the centre marshal "Is this bloke meant to be good?"

With numbers now down to twelve there had to be an elimination round to bring the numbers down to eight.

First on were Stuart Vickers and Jeff Sizer. Stuart was flying a quick Squig while Jeff had a slightly slower Kanible GTO. This was a very close encounter with Stuart using all his tricks to progress into the quarter finals on ground time, cuts being one all. Martin Kizel had to scratch from his bout with Steve Malone when his engine decided to shatter its con-rod and Mick Tiernan was gentle in overcoming Chris Fisher and only took cuts in level flight!

The bout between Tim Hobbins and Mick Lewis was a high scoring encounter. Mick was first into the attack with his very quick Yeti and nibbled away at the streamer finally taking the knot to make a total of four cuts. However once all of Tim's streamer had gone Mick made the mistake of trying to fly defensively like the big boys of F2D.

Tim was able to take three cuts, which gave him great joy as he had only seen Mick take one! Even when told the full story Tim was a happy bunny saying, "that's the best I've ever flown against you Mick" (It certainly was!)

And so to the quarterfinals.

At the very start of their bout Stuart Vickers removed the whole of Mick Tiernan's streamer. All Mick needed to do was take his time and take two cuts. To cut a long story short he removed all Stuart's streamer in one go so a re-fly was the order of the day. Stuart was unable to take advantage of his reprieve and Mick won the re-fly comfortably by three cuts to one to take his place in the semis.

Richard Evans got revenge on Bob Payne for his defeat at Scampton back in April by four cuts to one. It was a clean and exciting bout but sadly for Bob Richards model was BOTH faster and tighter.

Mick Lewis then flew Steve Malone. Both models were fast and tight but Mick had the edge in both departments. Even so Steve was first to score but sadly for him he removed Mick's entire streamer at the string. Having also lost ground points once he was airborne again Mick was able to take the single cut he needed for victory.

The first semi saw old rivals Richard Evans and Mick Tiernan do battle. Richard certainly had a slight speed advantage but from outside the circle there seemed little

difference in turning ability. After a hard fight Richard was declared the winner, two cuts to one. His post bout comment was "he was trickier than last time" This just goes to show old combat flyers can learn new tricks (unlike old dogs then!)

The second semi between Roger Fisher and Mick Lewis was a pretty torrid affair! Mick had a chunk removed from his elevator very near the start, and then there was a "tangling of lines" and all sorts of things best forgotten.

The problems were put down to the fact that Roger had a poor engine run, thus the speed differential caused the chaos. Anyway that's our story and we are sticking to it. (Note: -even expert engine tuners have poor runs sometimes-such is combat)

Oh yes, Mick won despite losing six points on the ground by virtue of his three cuts without reply.

Roger and Mick T were both short on models so agreed to share third place.

So the final was to be Mick Lewis against Richard Evans.

Richard had sustained damage in his semi-final bout so quickly put his engine into another model. Mick decided to stick with the model he had flown most of the day despite the fact that the elevator was a few square inches short.

Both models were fast and tight and battle raged. Mick drew first blood taking half of Richards streamer but Richard reacted by getting in far too close on Micks streamer and removing it at the string (A rare mistake) even more uncharacteristically he then crashed and lost ground time and the bout with it.

Vintage Results 1.Mick Lewis 2. Richard Evans 3= Mick Tiernan and Roger Fisher

CLUB COMBAT

Due to the large entry in Vintage there was only time for the pilots in Club to fly two rounds.

However they all seemed to really enjoy themselves and here are the results.

1st Richard Cooke 1158pts 2nd Tim Hobbins 1016pts 3rd Chris Fisher 634pts

4th Harry Walker 420pts 5th Brian Waters 24pts(broken model-only flew once)

NEXT CONTEST

This will be at Scampton on 6th Aug.

YOU MUST REGISTER WITH TIM HOBBS (01652 656099) AT

LEAST 1 WEEK IN ADVANCE ie BY 30th JULY

FOR SALE

Lightweight RIPSTOP nylon. WHITE ONLY.4 sq. metres for £10.

Mylar (30 microns)with adhesive on. Sixteen inches wide.25 pence a foot.

Preformed leading edges.£4 each.

All plus p&p. Phone Mick Lewis on 01453542367 or email mick@combatflyers.co.uk

Thanks

Many thanks to all of you who have supported the CFA at comps. This season with scoring,centre marshalling,clearing up afterwards etc.

It would really help to get bout reports accurate if scorers fill in the round number and note down ALL cuts and ALL ground time.

I know it's easy to write ground time as LOTS when the bout is well and truly lost-done it myself!

NATIONALS

I can still offer camping passes or day tickets in return for a few hours scoring to non-competitors if any members are interested?

A final thought from our Chairman:-

Popular names for Combat Flyers!

Mick (Lewis, Chilton, Tiernan, Chesterton, Davis, Loughlin ,Waller and Cain)

John (Davidson, Hammersley, Dixon, Chamberlain Allcock and Duncker)

Richard (Evans, Herbert, Wilkens and Cooke)

Steve(Malone,Bingham,Tromans and Jones)

Can you add to these?

If you're called Mick, you have an unfair advantage!!

Richard

