

Editorial

Welcome to the latest newsletter from the Combat Flyers Association.

Firstly I must apologise for missing an election at the AGM.

Under the constitution two officers are up for re-election each year. This year it is the Chairman (Richard Evans) and the Comp.Sec. (Roger Fisher)

I believe both are happy to allow their names to go forward for re-election.

If there are any other nominations (with seconders) please forward them to me at 40 Upthorpe, DURSLEY, Glos.GL11 5HR by 30th November at the latest. If there are other nominations I will then organise an election. Once again I'm sorry for this oversight on my part.

This has been a very successful year with numbers on the increase in Vintage, F2E (thanks to the Coe's and other Scampton club members) and Club. (Also F2D-see their web site for details)

Although Oliver and 1/2A numbers at the Nats, were down.

We have seen the return of well known flyers of yesteryear as well as quite a few new faces including some juniors. All are very welcome indeed!

It is probably time to refresh our memories of what the CFA is all about?

Prior to its formation in Jan.2003 combat flyers had little control over rule changes as these were the responsibility of the Control Line Technical Committee and the BMFA Technical Secretary.

Now we have a democratic system where rule changes are proposed and voted upon by active participants in our sport.

Anyone who wishes may belong to the CFA (provided they are a BMFA or SAA member)

There is no subscription and they will receive newsletters free of charge (newsletters are also sent to other interested parties who do not qualify as members)

The rules for proposing and voting upon rule changes in Vintage are as follows.

You must have entered at least ONE Nats. and ONE other recognised competition in the preceding 13 months.

So if you only ever enter at the Nats you get a vote as long as you don't miss one!

English and Scottish Vintage comps all qualify under this rule. There has to be a 60% majority for a rule change to go through. Postal votes are available upon request for anyone who can't be at the AGM (held at the Nats)

Anyone who qualifies could propose a change to this voting system but as this would be a change to the CFA constitution it would require a 75% majority to be carried.

I hope you will continue to support the CFA and thank you for doing so over the past three and a half years.

Mick Lewis (Sec.)

Rule Changes For Vintage Combat

27/8/06

As from the 2007 season: -

4.4.4.1 (a) The year 1970 becomes the year 1974

4.4.4.1 (g) The following models are added to the list:-

<u>Model</u>	<u>Designer</u>	<u>Source</u>	<u>Date</u>
Anduril '74	Mick Tiernan	Mick Tiernan	1974
Supermonger	Richard Evans	Richard Evans	1974
Hornet 3	Frank Smart	A.M.(April)	1974
Device	Steve Malone	Steve Malone	1973

At the CFA AGM held on Sunday 27/8/2006 4.4.4.1(a) was carried by 12 votes to 2.

Anduril'74 was approved by 12 votes to 2.

Supermonger was approved by 10 votes to 4.

Device was approved by 12 votes to 2.

Hornet3 was approved by 12 votes to 2.

I declare this to be a true and accurate record of the votes cast at the AGM.

Mick Lewis (CFA Sec.)

Scampton Vintage 6th Aug 2006

I'd had a few phone calls so I was expecting a good turnout at Scampton. On the day it turned out to be correct. 17 Vintage competitors and 9 for F2E. These are healthy figures in any language. It was a busy day so I apologise for the lack of detail in the report.

The weather was lovely first thing but promised rain later, so off we went, first bout at 10.30 was Mick Lewis against Dave Wiseman. Mick's gear was sorted and Dave was trying to get a setting. Mick won. Gordon Price had made the trip all the way from Scotland to fly F2E but brought an Ironmonger with him and flew Richard Evans, Gordon normally flies F2D and I could tell he found his PAW's sluggish performance mildly amusing. Richard won. Next was Harry Walker, new to Vintage Combat, flying a nice tie-dyed Ironmonger against Roger Fisher. Harry took it steady and kept in the air and Roger won. North Vs South in the next bout, William Wallace (Wullie) From Scotland flew Richard Cooke from the SouthEast, Wullie triumphed. Roger's son, Chris was on next against Brian Waters and the Fisher family triumphed again. Chris has got a pretty good number of wins since he started a few months ago. I flew Mick Tiernan next and can't remember anything about the bout other than I lost. Next was a great bout between Richard Herbert and Steve Malone, Richard triumphed. Last bout was interesting, Jeff Sizer was drawn against Dave Wood, Dave, original designer of the famous Titan combat model from the early 70's was flying a Yeti borrowed from Dave Wiseman and in fairness it was way behind Jeff's very quick Squig. Dave was feeling his way back and lost the bout. Chris Moore had a bye in the first round and won his draw in the losers against Gordon who's Ironmonger was still reluctant.

Next we flew the first round of F2E and then into the Vintage Losers Round. Harry Flew Brian and lost, try to stop giggling Harry, it might help. I flew Richard Cooke and just managed a win. Steve Malone flew Dave Wood, now equipped with one of Mick Lewis's quick Squigs and won a tight bout by only one point as Dave got right back into the swing of things. Dave Wiseman had a bye into the next round.

After the losers round of F2E we went into the next round, Chis Fisher came unstuck against Wullie, and his dad did the same against Mick Lewis. I beat Richard Evans for the first time ever. (Whoopee, ahem, sorry, I was quite pleased with that.) I said to Richard just before the bout, "Have you noticed Richard? No one has had a mid-air yet" And guess what, we still didn't break anything even after tempting providence so blatantly. Richard Herbert triumphed over Mick Tiernan and Jeff Sizer overcame Dave Wiseman. There were 3 byes to get the numbers right for the quarterfinals. Mick Lewis halted Wullie's march and I beat Richard Herbert after a tight bout. Steve Malone beat Jeff Sizer and Chris Moore stopped Brian Waters.

So to the Semi's I drew Mick Lewis and got beaten after a re-fly, (Ah well, I enjoyed my purple patch, they don't happen very often) and Steve Malone beat Chris Moore fairly comprehensively.

The fly-off for third place involved Chris and me and I managed to grab a couple of cuts to win.

And so the Final. Mick and Steve's models looked very closely matched, both Yetis, both extremely quick. I believe Mick had trouble with his horn (!) and had to retire early and so once again, Steve Malone was the worthy winner at Scampton. Mick Lewis was 2nd and I came 3rd.

It was a lovely day, the rain stayed away and the wind never got above a gentle breeze. We were treated to Dave Wood flying his very first Titan after he was out of the comp with one of his original Ollies in it. Strange thing, there was hardly any carnage all day, in fact I can't remember any in Vintage apart from Brian Waters flyaway which made Sam and young Alex Timperley on scoring duty jump a bit. Martin Coe, (Scampton MAC) won F2e with Sam third but there's a separate report for that one. We flew two well-attended classes and were finished and packed up before 6.45pm.

It really helps at these events where you have volunteers for scoring, so thanks to the non-flyers, Ian Thompson, Adrian Thompson and Alex Timperley much appreciated.

See you next year?

Tim Hobbins

Combat at Old Warden-10th Sept.2006

Vintage

On a glorious September morning 14 pilots arrived to fly Vintage combat and 6 were there to fly the final round of the new F2E league.

The random draw in Vintage threw up some really interesting first round battles more usually seen from the quarterfinal stage.

Mick Tiernan lost to Richard Herbert after a re-fly, as did Tim Hobbins to Steve Malone while Roger Fisher had no trouble in defeating Mick Lewis by three cuts to one.

All three of the aforementioned losers managed to re-instate themselves at their second attempt and proceed to the second round.

In the eliminator down to the last eight Bob Payne won a close encounter with Steve Tromans and Roger Fisher sent Tim Hobbins away with his tail between his legs!

In the quarterfinals Richard Herbert was not troubled by teammate Bob Payne as Bob's motor kept cutting out due to a loose needle valve. Check it next time please Bob and give your pit crew a spanner that fits it.

Mick Lewis was "all at sea" against young Chris Fisher who was intent on doing a personal best for the hundred yard sprint. The tactic of running round the edge of the circle is usually countered by blocking the runner. Mick tried this but Chris just kept going. Every time Chris did an eight he somehow got on the end of Micks streamer and won easily by four cuts to two. (Note: - Mick said he would know that it was time to pack it all in when he kept getting beaten by fifteen year olds!)

Also eliminated at this stage was Mick Tiernan who fought manfully against Jeff Sizer in a real bruiser of a bout. Both pilots seemed to see the "red mist" and on this occasion the mist obviously cleared from Jeff's eyes first and he was on his way to the semi-finals.

In by far the best bout of this round and possibly the day Steve Malone showed everybody why he has so many contest wins to his credit by taking no less than five (yes five) cuts out of Roger Fisher who up to that stage had been sweeping all before him.

So we were set for a couple of cracking semi- finals? Well no actually. To say they were an anticlimax would be an understatement.

Steve Malone got off to a great start against Richard Herbert and took a cut of about a foot. Richard's response was to remove all bar the knot from Steve's model. It seemed it would only be a matter of time before Steve was taking more cuts and victory. His motor had been on song all day and chose this moment to "throw a wobbly"

Time after time it seized and cut out. On one of its rare sorties into the air Richard managed to take the knot and his place in the final.

In the second semi-final Chris Fisher for some reason abandoned his run around tactics against Jeff Sizer and that was to be his downfall. Standing shoulder to shoulder in good old Vintage tradition Chris could not match Jeff's greater experience and lost a good bout by two cuts to one.

Steve Malone had managed to sort out his motor for the fly-off to decide third place and won convincingly. I think Chris was happy with his days work and his fourth place particularly as he had placed higher than his dad!

The final itself was a good clean bout but Richard Herbert had quite a large edge with both model and motor. Try as he might Jeff Sizer found the going tough managing just a single cut to Richard Herbert's two. Richard was the worthy winner even though he had ridden his luck somewhat against Steve in that semi-final.

Still that's combat x% skill and y% luck. (Fill in you own figures at x and y)

Prizes donated by PS Aeroproducts were handed out to the top four flyers and Tim Hobbins won the wooden spoon (yes a real one!) thanks were given to the Three Kings organisers who promised to run a similar event next year (I know I heard them say that) and everyone said what a fantastic day it had been.

Mick Lewis (Still thinking about what he said concerning fifteen year olds!)

Exploding The Harrison Myth

There seems to be a view amongst some flyers that you can't do well in Vintage combat without owning a Harrison motor. I have owned two Harrison motors for the past two seasons and they have

served me well but prior to that I used both Roger Fisher and Alec Herring tuned motors to win competitions.

If we look at the results in the seven Vintage comps held this year two were won using Harrisons (Lewis and Tromans), two were won using Fishers (Roger Fisher) two were won by Richard Herbert using motors worked on by himself (see later in this edition for details) and one was won using a Tony Eifflaender tuned motor (Steve Malone)

This would certainly seem to suggest that owning a Harrison is by no means essential for success in Vintage combat to-day.

It is certainly true that a standard motor from the factory can't compete with the tuned motors almost everybody is using these days. Getting a motor tuned is not at first glance a cheap option but having said that once done the motor should be both reliable and long lasting. Richard Evans has a Harrison which has had just a single re-bore in ten years and I have a Fisher that hasn't even been apart for seven years. (Both these motors still go really well) It is also true that you only really need one good motor to be competitive in this class of combat.

The CFA has looked at a number of alternative motors over the past three years without as yet finding a cheap viable alternative.

Firstly Richard Herbert did some testing with an original Star motor in his Vintage models and concluded that the motor was too quick for Vintage. The MVVS 2.5D was then voted in but proved just too heavy so hardly anyone uses it. We bought and converted to diesel an Enya 19. This proved far too slow and difficult to hot start.

Last year a PAW19 TBR was purchased and put to the test. The motor was not competitive in standard form but after being "blue printed" by Roger Fisher it turned out to be faster than the quickest motors in use at the moment.

At the back end of last year we tested the latest Fora/Star and found the motor just too quick. Mick Tiernan is investigating the use of a smaller venturi to slow the motor down—we await the results. More recently we have bought a Ukrainian 2.5TBR from Mervyn Jones. First tests indicate that this motor is similar in all respects to a PAW 2.5TBR.

The search for a motor with the speed and qualities of a Harrison 19 but at half the price will continue but don't hold your breath as I don't believe such a thing exists!

If Harrisons become available I would strongly recommend anyone to get hold of one (or more)—they are works of art and real value for money.

LATEST NEWS ON NEW HARRISON MOTORS

The long awaited crankshafts have at last been chromed and should be back in this country any day now. The liners will then be sent to the USA for chroming which SHOULD be relatively quick. When these return Dave will begin work immediately. Hopefully new motors will be available for the start of next season.

My best PAW by Richard Herbert

My current best PAW started life nearly 40 years ago as a combat special; it was my first PAW I ever owned. It has always been a good engine but got consigned to the junk box when the crank pin wore out. About 5 years ago I replaced the crank case iron bush with phosphor bronze and fitted a CT3 shaft. Next I acquired a big bore chrome liner from PAW and fitted an old light piston and made a new contra piston. A home made con rod bushed both ends (slightly longer than standard) was fitted and the liner shimmed to give approx 130 degrees exhaust timing but ensuring there was little or no sub piston (max of 20 thou'). The existing vertical venturi was machined parallel and fitted (Epoxy) with an insert so that it had a 6mm bore and a thin PAW spray bar. Everything was set up as square as I could make it and initially it was only average and ran hot, mainly due to me setting up everything too tight. I relapped the crankshaft and piston and was about on par with my best Fisher motor. After about 4 years of intermittent use the piston crown collapsed and Roger Fisher rebored it for me and it is currently my quickest motor. I have always been a bit of a fiddler with motors and would suggest to anyone to have a go if you can. All I have at home is a small tabletop lathe.

The trials and tribulations of an Average Flyer.

The year is 1994,
browsing through the mags in store
Cars and bikes and angling times
Aeromodeller!! this must be a sign
I picked it up to have a look
Fanned the pages of the book
Nothing here for me I guess
Then I see the Ruteress

I recognise that shape, that name
I built a couple, just the same
but almost thirty years before
What's going on in '94?
I read a bit and soon could see
They were repeating history
Those nylon models that I loved
Were back in business, I approved

I read some more and very soon
I'd re caught the bug, I was doomed,
I got in touch with Mr Smart
His plans were lovely, works of art
He helped me find some other flyers
none were experts, just keen tryers
and so we started green as grass
but keen as mustard, bold as brass

We practised on an old pit top
till it got dark and then we'd stop
two of us, which grew to four
then another and then more
We learned quite slowly bit by bit
Crashing planes into that pit
but very slowly pennies dropped
and off to Milton Keynes we popped

We flew that day and all got beat
not too bothered by our defeat
A win was too much to expect
watch and learn and then reflect
other comps throughout the year
different models, better gear
Peterborough, Bristol, then,
Scratchwood, Bilston, MK once again

Snuff tin tanks, they came and went
Front feed, tinplate, soldered, bent
Super Twister, Chaos Squig
Any model, but must be big
Chinese Ollies, not up to speed
TBR's we thought we'd need
Outclassed ,outgunned, outturned, outrun
But a long way from where we'd begun

Then Tony built the CT3
Well that's the very thing for me
Tried it on one winters day
It blew what went before away
We prepared hard with sorted gear
And built new models, season's near

Now we thought we could compete
Lots of famous names to beat

It didn't quite work out that way
Cannon fodder all, that day
And after one particular bout
I'd flown the best I could no doubt
This guy is simply very good
And from that point I've understood
You can't just buy the gear and then
Expect to beat these skilful men

Our team dissolved in 99
I laid off too I had no time
And after 5 years out of it
Circumstances changed a bit
An opportunity to fly once more
That irresistible magnetic draw
And this time I had company
My youngest lad would come with me

Now it's the end of 2006
Lots of models all in bits
I've still not won a comp as yet
But I don't worry, shout or fret
My engines tanks and models now
The best I've managed anyhow
So next year I will try once more
To finish with a winning score.

Tim Hobbins



SCRATCHWOOD 1st October Report by Richard Herbert

I was very pleased to see 10 entries for the last Vintage comp of the season, especially as the prospect was for poor weather. There were also some new faces, which is always very pleasing to see Adam Dyson and Adrian.

1st round

Roger had the pleasure of flying newcomer Adam Dyson, unfortunately Adams pod came lose when he hit the ground and had to retire. Mick Lewis made amends for the last time he met Chris Fisher and managed to beat him this time but only by a small margin. Bob Payne managed to beat Simon Timperley by staying in the air for 4 minutes but no cuts. Richard Herbert beat Brian Waters by 3 cuts

to 1. Steve Tromans had a re-fly with Tim Hobbins; first bout was one cut all and second time around Steve won by a single point.

Losers

Chris had a nightmare bout against Adam and ended up spending three and a half minutes on the ground while in the other loser's flight Simon also spent a lot of time on the ground, Tim running out the winner. This left 8 people and so there was no need for an eliminator.

Quarters

Richard managed to beat Tim by 3 cuts to 2 in the first bout. Now it was Rogers turn to get a re-fly with Steve after they tied the first bout 1 cut each, Roger made no mistake in the second attempt and beat Steve 3 cuts to 1. There were no cuts in the next bout between Adam and Bob so Bob went through as he had less ground time. Last bout in this round saw Mick beat Brian 3 cuts to 1.

Semi

The first semi between Roger and Richard was 4 minutes of clean flying, early on in the bout Richard had hit Rogers streamer in the middle but it broke at the knot so only 2 cuts were possible, Roger took his time and got the 3 cuts to win. In the second semi Bob had changed his model and the engine would not run properly requiring resetting several times spending only 90 seconds in the air in total, Mick still managed to get 2 cuts and so met Roger in the final.

3rd/4th

Bob took a while to get properly airborne in the 3rd/4th fly off and the bout was just getting going when Richards's motor stopped, obviously not well. Bob won on ground time and later inspection revealed Richards motor had a broken con rod.

Final

This was a very close affair with line tangles and ground time for both Roger and Mick. Eventually at 2 cuts all Roger just ran out the winner by 1 point.

Club combat

As there were enough people and time 2 rounds of Club were flown. It was interesting to note that the original intent of this class was to use the ASP15 as it turned out only Adrian used one, everyone else used diesels PAW, Oliver or MVVS, the oldest one was Richard's 35 year old MVVS. In concept Club rules are a good idea, everyone flies the same number of bouts and you can fly old models without fear of being knocked out if you want.

Round 1

First bout saw Tim narrowly beat Chris by 29 points but he then got the 200 win bonus. Roger flew Adrian (it was his very first bout ever, always good to see) and Roger managed to get 3 cuts with no ground time so scored a maximum 740. The last bout was Richard vs Simon which Richard won 540 to 143.

Round 2

Winner against winner meant Richard flying Roger. Roger was unlucky and removed Richards' entire streamer in one go and so Richard proceeded to get 4 or 5 cuts, only the first 3 counted final score 740 vs 270. Next bout was Tim against Adrian; no cuts but Tim won on ground time. Last bout of the day was Chris vs Simon; Chris stayed up for the 4 minutes and got 1 cut winning by 540 to 60.

Final scores were Richard 1280, Roger 1010, Tim 798, Chris 790, Adrian 281, and Simon 203

The general consensus was that the speed of the planes is too slow especially in windy weather when towing a streamer; once the entire streamer was gone they were ok so we believe that the lap time should be reduced to 3 secs/lap without a streamer and possibly allow any engine. I don't know how it

can be easily accomplished but it would make running the comp much easier if the lap timing could be done away with.

In all a very good day was had by all and it was really good to see so many turn up for the last comp of the year to fly between the showers.

For Sale/Wanted

Wanted for a newcomer to Vintage Combat a reliable PAW 19 quick enough to be competitive!

For Sale

Lightweight ripstop nylon(white only) 2.5sq.m. for £5 plus postage.

Light pre-formed leading edges(36 inches long) [Special offer](#) at 3 for £10 plus p&p.

Un-used mustard tins to make into tanks. Some surface rust can be easily removed.
£2 each plus p&p.

Contact Mick on 01453542367 or mick @combatflyers.co.uk

Mervyn Jones has 2 Fora/Star 2.5cc and 4 Fora 1.5cc rear induction combat motors for sale. Ring him on 07789743794 or 01943466377 if interested.



Eleven yearolds Adam Dyson(left)and Alex Timperley. Watch out for them in Vintage Combat next season.

[For a full Nationals report with pictures see the December issue of MODEL FLYER](#)

I will put the above on the web site after publication.

Clarification IT IS THE JAN ISSUE OUT IN DEC.