

So what, if anything, has been happening on the combat scene over the winter?  
I'm always surprised that there is anything to write about at this time of year but there always is!

In this edition you will find a report on the recent plain bearing 1/2A comp.held at Scratchwood as well as contest calendars and other items of interest.

## The Frank Smart Combat Trophy



In recognition of all the hard work put in by Frank since the introduction of Vintage some fifteen or more years ago the CFA has financed a trophy in his name. The trophy will this season be awarded to the winner of the Vintage League, which is being re-started after a lapse of several years. This is a splendid trophy so let's see everyone putting in their best effort to win it.

## Vintage Combat League

The points system will be as follows.

1 point for entering, 1 point per bout win, 5 bonus points for first place, 4 bonus points for second place, 2 bonus points for third place.

At the Nationals the winner will receive 6 bonus points rather than 5.

The maximum number of contests to be counted will be two less than the total number organised during the season.

## **Plain Bearing 1/2A Combat**

Way back at the end of last season Tim Hobbins began a topic on the Barton Club Website Forum entitled "Why don't we fly more 1/2A" In no time at all this became one of the most popular postings and Tim had whipped up genuine interest from a number of flyers all keen to give it a go.

As the Watford swapmeet had met an untimely death Tim decided to organise an 1/2A event using only plain bearing motors at Scratchwood on Jan.28<sup>th</sup>.the report of which follows this introduction.

### **The 1/2A Winter Warmer.**

Scratchwood 28<sup>th</sup> Jan 2007.

One season ends and another.....doesn't begin for about 6 months. So over the winter you get chance to clean all your stuff, repair models, strip end clean engines, build new gear and... that's about it.

Boring isn't it. And after mentioning this on the Barton Forum, it appeared that a few other people felt the same. So we thought we'd do something for a change. During the season there's very little time to fly 1/2A combat so we organised a winter comp at Scratchwood, for 1/2 A Plain bearing combat. Its still in the current BMFA rule book and everyone in the world has a PB PAW 1.5(I'm the ONE who doesn't-Ed.) 1/2A models don't take long to build, as they're small and covered in film so it looked like we could get a few people to turn up. Roger was good enough to send me a copy of his successful model; the Predator, the most hilariously simple model you could ever build and a few people bought the plan and got building.

As the day approached, I was a bit worried to be honest, I'd never flown 1/2A PB's in competition and there were a few doubting Thomas's questioning their ability to start and stay in the air without falling in on the lines. Hey, ho! Too late now.

Early start on a crisp Sunday morning and a brisk 2 ½ hour drive later and I'm at Scratchwood, within 10 minutes, everyone else has arrived. Blimey. We all set off for the clearing, staggering under the weight of too much gear and started to set up our stuff.

Practice is the time when you size up the competition, I managed to get mine up first and was quite impressed with the way the new bluehead pulled the model round, that'll do I thought. Richard Herbert's new red Herbie looked *very* good, hmmm. Martyn Vale, had the noisiest engine, which also looked very fast, and Chopper's (Simon Timperley) new bluehead (Christmas present) looked very good too. Mike Waller had brought Duncan Bainbridge along and he was busy flicking his bluehead, fully equipped with an APC "warm up prop" (must be something to do with teamrace...) Mike was soon in the air with one of his bluehead powered Star models, again, very quick and manoeuvrable. I tried my number 2 model, with an old schneurly (never really sure how to spell that) PAW in it and it wasn't as fast as the bluehead but it was tighter turning and a bit ...nicer. Decisions decisions. Richard Cooke was running up his old vertical stack engine in a really pretty mini Bob Morgan Jaguar. Looked pretty good and flew well. Roger came staggering through the trees with Chris and produced a ream of Predators, two brand new unflown examples, some not so new and some not new at all. Mike had a bit of bad luck with his pretty pink brand new Star that he's just built, he landed it on a bit of old motorbike that someone had left in the grass and totalled the model and snapped the venture off his bluehead

The weather was a bit blustery but nothing to worry about and the sun was shining. Glory be! Rog and Chris had a test fly and we were ready for the first bout. Alex, (Chop's) lad took on full time scoring duties with Bob Payne helping out. Bob hadn't brought any 1/2A gear but he did have a Peacemaker with a very quick Super Tigre G20/15 glow on pressure and had some noisy fun with that.

Richard and myself did the draw and opted for a two-life system, to give us a few more bouts with the 9 entries.

#### Round 1

First up was Richard Cooke and Chris Fisher, Richards old engine was improving, certainly a match for Chris's bluehead. Chris flew defensively and won on ground time in a cut less bout. Chop flew Richard Herbert next. Chops in my club and he's put a lot of effort into getting competitive gear for the Vintage season and had been messing about with minilords and AM 15's a few weeks ago. I scoffed at them but had to begrudgingly admit that the old engine was OK but in the end he produced his Christmas bluehead in one of the Russian RTF's available from Gordon Price. This was a competitive setup and Chop flew well. Unfortunately well isn't good enough against Richard who won on ground time with the cuts at one all. Roger flew Mike next and this had the makings of a great bout. Both had very good model and engines and it was combat at its best, nip and tuck following where neither had the advantage for long. Mike won after a midair damaged Rogers model when he was one up. I was drawn against Duncan so I thought I'd use my slower model as it turned tighter and I couldn't be bothered to change them over. Mistake! Duncan had borrowed one of Mikes Stars and had a pretty good engine in it. From the off he was quicker than me but I reckoned as soon as we started to mix it I'd have an advantage with my wiggly Predator. That theory would have been OK if Duncan had decided to mix it, which he didn't Duncan's tactic was to whip his model flat and fast and stay ahead of me. I tried everything, flying high and swooping down blocking him, wingovering toward his streamer but try as I might, no sooner had I caught him up, he sped away. I won the bout as Duncan hit the ground a couple of times but his fast and low tactics had me foxed. Much to everyone's delight.

#### Round 2

Marty Vale had a bye in round one so he flew first in round two against Duncan. Again Duncan was away like a greyhound but Martyn's engine, although faster than mine was still no match for Duncan's extreme whipping, that little bluehead howled. Martyn was trying everything and at one stage pulled a loop to try to catch Duncan, as Duncan came round he took a nice neat cut off Martyn's streamer. Duncan came off worst in ground time after a midair and Martyn won. I Flew Richard Herbert next. Richard was flying a nylon covered Anduril which seemed to perform beautifully. The bout had the makings of a good one and I went one cut up but my flimsy film covered model suffered quite badly in a mild midair and I spent too long taping it back together to claw back the ground time lost. Richard won. Next up was Richard Cooke against Roger. Richards engine had come on song, it was very fast and the bout was progressing well until Richard hit the ground when he was 1 cut down. Mike and Duncan who were pitting seemed to be taking ages to get the engine going again but it soon became clear what had happened, the needle valve had snapped off. A problem with the old vertical stack PAW's. The next bout was a good one, Mike flew Chop, no midairs but I think this was the bout where Mikes engine pod fell off toward the end. Too late for Chop though Mike won 2-1. Martyn flew Chris next and won by a single point.

#### Round 3

Poor old Mike, he had a great bout against Richard Herbert but a midair took the tail of his Star clean off. Richard won. I flew Chris and managed a win on ground time even though Chris got the only cut. And his dad Rog beat Martyn in another cut free bout. Shows how out of practice we all were.

#### Round 4

Mike beat Chris by two cuts and I think he lost the pod off another model in the closing seconds. Dodgy glue Mike? I lost to his dad after a midair cut my model in two neat parts.

That left 3 people in the running, Richard with two lives and Roger and Mike with one each. Richard flew Mike and Richard came out on top, 1 cut each but Mike lost on ground time. So Richard then flew Roger in a tight bout that Richard won. As Mike had depleted his stock of models he and Roger agreed to take equal 2nd and Chris and myself agreed equal 4<sup>th</sup>.

I admit to being really pleasantly surprised. The engines were models of reliability, easy starting; quick enough to be fun and no one had a bad run.

**We all agreed to do it again on March 11<sup>th</sup> at Scratchwood.**

**See you there?**

*Tim*



Who is the “Spaceman” with the shiny jacket?

## **Chairman Takes Up New Hobby**

Some of you may be aware that our Chairman Richard Evans has recently moved to rural (that’s a way of saying the back end of nowhere) Herefordshire.

Richard, a Brissle lad born and bred, came up with his good ideal after seeing one of the many property programmes on TV.

He decided to up sticks and go off to build himself a home out of a pile of old rocks and woodworm infested timber.

In just three short months at his new Crossways Farm address he has become an expert in another field.

He came down from the hills to join Steve Tromans and myself at our club's January flying day having heard that my Banana (Anduril) was to be test flown and was soon on the handle while Steve and I chatted about life in general.

Without any warning whatsoever the scream of the Harrison ended with an almighty thud. The furrow was as straight as an arrow and of even depth.

After a few wisecracks I decided to test fly a repaired Yeti with my Fisher motor in it.

I pronounced it "good enough for a couple of rounds" and handed the handle over to Richard. I resumed my conversation with Steve and you can probably guess the rest.

Furrow number two was even deeper than the first and almost worthy of a "Ploughboy of the year award"

The moral of this story is clear. Country bumpkins can't fly combat models (unless you know different?)

*Sorry Richard but it had to be told!*

## **2007 Club Combat Rules (With Changes from 2006)**

These have been on the web site ([www.combatflyers.co.uk](http://www.combatflyers.co.uk)) for some time.

Anyone who would like a hard copy should contact me on 01453542367 or email [Mick@combatflyers.co.uk](mailto:Mick@combatflyers.co.uk) and I will gladly put them in the post.

## **Contest Calendars**

Contest calendars for both England and Scotland are included with this newsletter.

The F2D and English comps also appeared in the latest copy of the BMFA News.

### **FOR SALE**

Carbon control line handles. £16 each plus £2 p&p. Ring Tim on 01652656099

Pre-formed leading edges (weights from 15gm to 25gm)£4each or 3 for £10 plus p&p

Also lightweight ripstop nylon (white only)£2 per sq yd including p&p

Self adhesive 30 micron Mylar covering, 30pence a foot (16inches wide) including p&p Ring Mick on 01453542367

## **Received from Gordon Price**

I am (still) preparing combat equipment catalogue, which I will email or

post to people on request - they should contact me at

[gordon.price1@ntlworld.com](mailto:gordon.price1@ntlworld.com) or 07931500685. It will have everything you need to fly F2d or F2e, and some modern 1/2A plus stuff for starting in Club.

Some points to note in advance of the catalogue:

I have a large amount of both heavy and normal Mylar, lots of F2d props and lines in stock already. I also have bladders, plastic syringes, handles and batteries and meters. I will carry a selection of models for 1/2A, F2e and F2d all available to order, with samples to test available now.

To suit the new club rules there is a new ASP venturi/NVA setup that gives great performance on an ASP/F2d model combination - solid 5 minute runs at a good speed.

I am now looking at providing a ready to fly club combat kit using an ASP + F2d style model, with everything in the box except fuel and batteries. It will come test flown and ready to start, with handle, lines, prop, bladder and syringe.

Finally - the FORA factory have decided to stop making the lovely F2E diesel engine. (The star copy) I have purchased the remaining stock and parts and will sell them on this year, firstly to active combat flyers first via this newsletter and then the BARTON forum then via ebay. If anyone wants some get your names on the list ASAP to the contact details above. Price will be £110 each or 3 or more for £100 each plus P&P. First come first served then the collectors get a go so don't let that happen.

Gordon

## **Stop Press July 15<sup>th</sup> Competition**

**Vintage plus plain bearing 1/2A at Nottingham  
To be confirmed-watch the web site and next newsletter.**