

Welcome

I find it hard to believe that this is the seventeenth newsletter that I've produced since the CFA was founded in 2003. Perhaps the fact that I am now on printer number three has something to do with this?

Anyway being the first one of the year means that this will as usual be quite short compared to later ones when the season is in full swing.

I can as ever be contacted on 01453542367 or [mick@combatflyers.co.uk](mailto:mick@combatflyers.co.uk)

Contest Calendar See separate sheet, which can be fixed up on the wall over your bed so you need never miss a comp again (Not only you RE)

Please note that the South Bristol Comp is on a **Saturday**. This is being tried out as previously flyers from the London area were taking five hours to drive home and so stopped attending.

It is a two day event with lots of Vintage Team Race and other classes, Why not make a weekend of it. Camping, Bar, food etc all available.

New Web Site

The web site is now in the capable hands of Simon Miller and has a very professional new look to it. It is still [www.combatflyers.co.uk](http://www.combatflyers.co.uk)

So take a look and email Simon with your comments. Why not send him some of your snaps for inclusion? [admin@combatflyers.co.uk](mailto:admin@combatflyers.co.uk)

**Rule Changes** (You are also reminded that your BMFA number must be on every model flown in competition-at least 19mm high)

Rule Changes for Vintage Combat

These were voted in at the CFA 2007 AGM

As from the 2009 season metal bearers are not allowed on Vintage combat models.

Carried by 16 votes to 2.

Models shall not be all white. As a minimum at least the elevator must be coloured.

Carried by 15 votes to 3.

ADD the following designs.

Model	Designer	Source	Date
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Shogun Dave Wiseman Dave Wiseman 1973 carried by 16 to 2

Pygar Mick Lewis Mick Lewis 1974 carried by 12 to 6

#### CLARIFICATION OF RULE FOR 1/2A COMBAT

##### 4.4.3.6 (b)

Replace with

The engine must run on suction feed only, with the fuel tank mounted entirely outboard of the axis of the propeller.

#### Nationals Planning

The good news is that the entry fees remain unchanged for 2008. The bad news (for some) is that the CFA will no longer be running Club Combat. Still this should give more time for the other classes in a very hectic three day timetable.

#### Ready Built Vintage Models Project by Mike Loughlin

Several people have spoken to me about the possible availability of RTF vintage models from the eastern bloc. It seems that the demand for such a thing is quite high, and Gordon Price's ready-to-cover Yetis from Igor Dementiev were quite popular.

It was clear though, that the real demand is for something that is truly ready-to-fly, or as near to it as possible, accordingly, I have been speaking with Gordon Price and Tim Hobbins about ways this could be achieved.

The main stumbling block with such an endeavor is the covering. It seems to be the one aspect of making vintage models that deters people the most. Both Gordon and Tim had tried Sig 'Koverall' with some success and thought that this was the way to go. Having never used (or even heard of) it, I thought I'd better give it a go.

If you have never used it, it is exactly like nylon in appearance and weight, but crucially, shrinks very well with a heat gun/iron. Thus; you put it on with 'balsaloc' (or similar), shrink it with a heat gun (and it really does shrink), then you are left with just sealing/fuelproofing it. Now, it seems there are different ways to achieve this, and it can be done without dope. I tried an aerosol acrylic lacquer, but that didn't seem to go properly, so I gave up and applied two coats of dope (thinned 50/50) and one coat of polyurethane varnish. The result was pretty indistinguishable from nylon and dope.

The central point of it is; you do not need dope to shrink it, therefore the end result can be achieved without it, although I think it might be best with some dope.

Anyway, to cut a long story short, what we are hoping to get made, is a model that is covered with Koverall, shrunk and tight, but not doped/fuelproofed. We are also aiming for engine bearers fitted, but not drilled.

As for the design, this was an area of much debate for many reasons. First of all, people tend to get different results with the same design, also, the moving of the cut-off date to 1974 had allowed in other designs that needed to be evaluated. There is also a fair bit of latitude in the rules regarding construction, tip shapes, asymmetry etc, and therefore, some sort of definitive version had to be decided upon as well.

Accordingly, I built a few different designs and together with Richard Herbert we spent a day flying them, comparing notes and trying to pick one. You can read a detailed view of this on the Barton forum, but in brief there are a few designs that are potential winners, but we both agreed that when you take into account ease of building and the ability to get the weight down reliably, the 'Squig' was the best bet. Richard had a couple and I have now built some and they all fly the same.

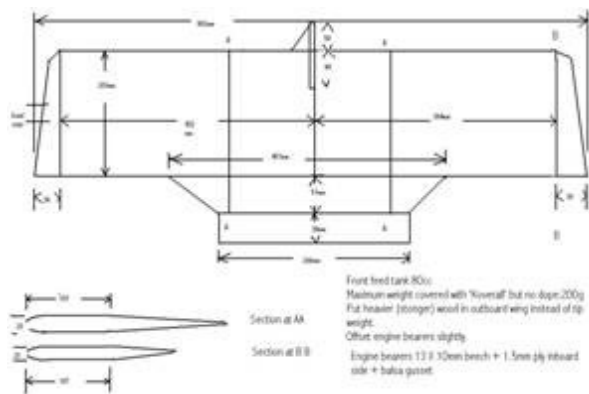
Our version, or should I say Richard's as I just copied his. Has the three centre ribs going all the way back to the elevator and AV shape tips. (See photo, less than perfect finish is due to trying different methods!).

I have done a drawing, which I hope has covered all the variables and Gordon is dealing with Igor with a view to getting some made. I did float the idea to Viko models, but to make anything different from their standard line, they want to make a minimum of 100. Igor Dementiev was more flexible, and prepared to make them in more realistic batches, also, I think he realizes that if he/we can get it right, it has big potential.

Other than specifying the engine bearers, I have left the construction to him (within the vintage rules, of course) as it depends on what wood is readily available to him. However, I have specified that the finished model (but not doped/fuelproofed remember) should weigh no more than 200g. This should give a realistic RTF weight of under 15ozs.

The plan is; Igor will make a few for us to try and I will use these at the comps so people can see what they can do. If all is well, form an orderly queue and Gordon will take your orders. And before you ask, no, we don't know how much yet.

Mike Loughlin





## For Sale by Mick Lewis

### Leading edges

By the time you read this I should have 100 perfectly formed leading edges for sale at £10 for 3 if you ask me to bring to the comps. If I have to post this will £5.85 (£2 for a non-returnable plastic tube and £3.85 for the good old post office) this will cover up to six leading edges. So total cost of 6 by post will be £25.85 and you get a plastic tube thrown in. If you return the tube to me at a comp I'll refund your £2.

### Ripstop Nylon

I have plenty of this in red, orange, fluro pink, light blue and of course white.  
Cost is £2.50 a sq. yd which INCLUDES p&p. (£2 a sq. yd if you ask me to bring it to a comp)

### Vintage Combat Rules

These have been worked on over the winter by the CFA committee and parts have been re-written to more reflect what is actually being applied these days.

The rules as written are no longer applied. eg When was the last time your had points deducted for stepping out of the centre circle?

The idea is that the changes will not be noticed in practise at all.

The only exception to this is the change concerning pitmen not being allowed into the flight circle while there is a line tangle and one model is still flying. This needs to be imposed on safety grounds.

I have enclosed a copy of the CFA "new" rules for those people who I know are active Vintage flyers. Anyone else interested may obtain copies from me by emailing or phoning a request.

We would like (with flyers agreement) to use these new rules as from the start of the season and then put them forward for voting on at the AGM at the Nats.

Before anyone starts getting hot under the collar please note the words "with flyers agreement" in the previous sentence.