

CFA Newsletter 18 July 2008

Welcome to the latest news from the CFA.

Both the Chairman (Richard Evans) and the Competition Sec (Roger Fisher) are up for re-election this year. Please send properly seconded nominations for these posts to the address below by the given date. The AGM will take place on the Sunday at the Nats. (Time to be decided). There will be a properly "chaired" meeting to elect new officers and then discuss and vote upon any proposed rule changes. There will be a ballot box and votes will be counted in full view of the members.

I must receive nominations and any proposed rule changes (use form at end of this newsletter) 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/website are recognised comps.

Date Change The next Scampton comp will be on Aug 3rd and NOT the 10th as previously advertised.

Reminder If you want to fly at Scampton on Aug 3rd you MUST register with Tim Hobbins on 01652656099 at least ONE WEEK in advance.

Engine Talk

The new Harrisons are still on the horizon. Dave now has seven chromed liners and the same number of chromed shafts. Hopefully the new motors will be available for the start of next season. If you have ordered one please do not keep ringing him about it. He will contact you when they are available.

PAW are stopping production of the CT3 which means that in about 18 months time bushed crank cases will no longer be available. The alternative will be to buy an un-bushed case from PAW and have it bushed. Roger estimates the cost to be £30 then add £20(+VAT) for the case. This compares quite well with the £46 I've just paid for a CT3 case.

Well known Oliver Tiger copy man Steve Rothwell (Australia) is making some plain bearing 19's based on his Tiger crank case for UK vintage combat flyers to try out.

These may be here before the Nats.

Clearly this motor would need to be voted on before it could be used but at around £170 it could fill the gap left by the CT3. (historical note:- John Oliver did produce such a prototype about 12 years ago)

The CFA has looked at the Nelson as a possible alternative. Standard ones seem to have about the right power but having recently seen the one Harry Walker has which was tuned by Dave Harrison it is clear that we would all need to switch to these motors to remain competitive.

Prop Problems

At the moment there are no Taipan 8x6 (white) props available. The moulds are up for sale and a new batch (minimum 6000) is not likely in the near future. Tornados are no longer produced so we are faced with a real problem. Hopefully we all have enough in stock to see us through to the end of the season. The CFA has contacts in Australia and is monitoring the situation.

Oliver Combat

How can we make Oliver more popular? At the moment it is only flown at the Nats. As we all know there are line tension problems with the average motor/model combination. At Nats 2006 some flyers found it impossible to fly the level laps at the start of the bout and were disqualified.

I have had a few ideas mentioned to me that might help the situation.

1. Smaller models. eg max 34 span and 10 inch root chord (or others?)
2. Allow film covering. Makes models lighter and faster thus increases line tension.
3. 50-foot lines as used in the early 60's before the FAI got involved.

Perhaps some (or all) of these may be proposed at the AGM so if you fly Oliver please give it some thought.

Scampton Vintage Combat 27th April 2008

The weather forecast was rain rain and more rain, so I was resigned to the fact that the first Scampton comp of 2008 might go the way of the Scratchwood one before it. Cancelled. However, after setting off in steady rain and driving the 25 miles to the airfield, I was pleasantly surprised when the sun came out as I arrived at the gate.

There were 40 people on the pre entry list but I reckoned the weather would keep a few away and a few did stay away. But we had 15 competitors, mild winds, and no rain. Game on.

We were to try the new scoreboard system as introduced by Mike Loughlin, so at the flyers meeting we explained it. Harry's girlfriend Gemma, offered to score and off we went. 11.00am sharp.

First bout, two heavyweights, Mike Loughlin and Mick Tiernan, Mick was flying a very agile and quick Banana Anduril and it was a great bout. Mike won 2 cuts to 1.

Next was Dave Wiseman with an Anduril against Bob Payne with a Squig. Dave had the legs and the turn and came out on top.

3rd bout was Gordon Price, all the way from Glasgow with a RTF Yeti and his new Fisher engine and Richard Herbert using a trusty Squig. Richard was exceptionally fast and although Gordon flew really well, the faster model came out on top. Richard won 2 to 1 after a clean bout.

Next up was Harry (Device), and Chopper (Ironmonger). Harry suffered with a reluctant engine and lost loads of ground time although the score was 1 all Chop won.

Bout 5 was Mick Lewis against Graham Chilvers, Graham has got his gear sorted but Mick was on great form and stormed through to a 4 cuts to 2 win. Graham said he had enjoyed the bout.

Bout 6 saw Simon Miller fly his first competitive bout against Richard Evans. Richard flew well and won. Simon put up a good show only losing a couple of ground points. Richard won 3 cuts to nil.

Last bout was Roger and Myself, unfortunately a fairly lightweight coming together after about 30 seconds saw Rogers leadout fail and I carried on to win.

Losers Round.

Steve Malone was first in as he had a bye in the first round and flew luckless Harry Walker, who again spent most of the time on the ground. Steve was through.

Gordon flew Graham Chilvers next and another mid-air cut proceedings short. Gordon won by a cut and some ground time.

The next bout was a good one with Mick Tiernan and Roger Fisher battling it out, 2 cuts all but Roger won on time.

Last losers bout was Bob against Simon Miller, this time both flew well in a one cut all bout with Simon losing by a single ground point. Good first comp Simon.

I was drawn against Richard Herbert in the first eliminator. I lost 4 cuts to one, no ground time.

Next eliminator was Bob and Dave Wiseman. Dave was very fast and overwhelmed Bob by 4 cuts to one.

And the final Eliminator was a lesson in how dogged determination can sometimes overwhelm the odds. Roger and Richard Evans started well, tooth and nail, Richard took all Roger's streamer then Roger got a cut back. Then a mid-air crippled Roger's model, a huge hole in the wing slowed it down massively. Richard spent the rest of the bout defending but somehow Roger got the winning cut in the final seconds. A great good-natured bout.

Quarterfinals, Chop flew well against Mick Lewis after Mick took all the streamer and earned a 1 all re-fly, which Mick won by 4 cuts to one.

Mike Loughlin Beat Gordon 2 to nil as Gordon stayed down after a midair.

Steve Malone against Roger was an excellent bout, both pilots flying really well with fast well-matched models. Steve won 3 nil.

Next bout was Richard Herbert against Dave Wiseman, Dave had to change a needle valve at the very start and didn't get his best setting, Richard powered through to a 3 nil win.

Into the Semi's contender for bout of the day was Mike Loughlin against Mick Lewis, very fast very wiggly and very entertaining, Mick won 2 nil although the bout ended after a mighty mid-air.

In the next Semi, Richard Herbert's bellcrank came out against Steve Malone just after the start signal but before launch. Richard rushed off for a spare model but I think he realised he would get a DQ. So Steve went into the final without having to fly in anger.

The 3/4 fly-off with Richard Herbert against Mike Loughlin was a tight affair with Mike losing by two ground points, great bout though.

And so to the final. Steve Malone versus Mick Lewis. Mick was revved up and Steve his normal calm self, and they settled straight in after the launch, neither giving an inch and very evenly matched in speed and turn. Mick's pink Supermonger very impressive in practice didn't look to be any better than Steve's Yeti. (Later it was found to have had a bent prop after

it's semi final crash) However a fierce midair at two all left Steve without a flyable model and Mick won.

Mick Lewis 1st
Steve Malone 2nd
Richard Herbert 3rd.

The wind was calm all day, no rain and there were some great bouts with lots of cuts. Thanks to all for coming. Thanks to Gemma for scoring every bout and helping to make the new score board system a great success.

See you all in August?

Tim Hobbins

Vintage Combat at Old Warden 11th May 2008

That cold wet miserable day of Mayfly 2007 was long forgotten as the sixteen competitors made the long trek over to the flying area in glorious warm sunshine. This year the combat area was roped off at the request of the organisers. The stakes and marking tape having been purchased from CFA funds.

All the extra work that this involved meant that the start of proceedings was somewhat delayed.

Due probably to the difficult light conditions the first round saw more carnage than usual. Most bouts being rather scrappy affairs. Richard Herbert using his second string motor didn't even need a cut to overcome Martin Kizsel who spent over half the bout on the deck with motor problems. Stuart Vickers scored a two cuts to one victory over Tim Hobbins in one of the more contested bouts of the round while Simon Timperley had a workmanlike victory over Dave Wiseman. The only guy to show his true form was Steve Malone. He took three cuts of Brian Waters without reply.

Tim Hobbins scored a badly needed morale-boosting win against Brian Waters in the losers round. However the star turn of this round was Harry Walker against Simon Miller. After two bouts at one cut each failed to separate them a third re-fly was needed. This time Simon went through by virtue of a decisive three cuts to one victory.

He must be very grateful to Richard Herbert who characteristically helped out a mate by loaning him both model and motor.

Simon maintained his form against Stuart Vickers in the first eliminator bout some fine flying eventually earning him a re-fly at two cuts each.

Sadly he could not maintain his good form and lost the re-fly by two cuts to one.

Also making an exit at this stage were Roger Fisher who lost a close bout with Steve Malone and Dave Wiseman who just could not make either of his engines perform. Richard Herbert must have thought it was his lucky day.

The bout between Richard Evans and Tim Hobbins should have been so much better as Tim has pushed Richard close on previous meetings. This time however Tim defeated himself by testing out the hardness of the ground several times in what are often referred to as "unforced errors"

So into the quarterfinals. Surely the standard would rise now? Well not so much that you would notice but the carnage was certainly less.

Mick Tiernan lost a close bout to Richard Evans who was now flying a Mick designed Banana Anduril. It certainly looked a "top banana" being both fast and tight (although a sod to build!)

The Steve Malone against Stuart Vickers bout was not worth reporting but here goes anyway. No cuts, lots of time on the ground for Stuart.

By far the best bout of this round was Simon Timperley against Richard Herbert.

Both were flying “mongers”

Richard’s Supermonger just had the edge over Simon’s Ironmonger ’69 and he was able to gain victory by a mere two points.

The last quarter final between Graham Chilvers and Mick Lewis descended into chaos when Mick’s lines entered the safety strap clip on Graham’s handle. Both models hit the deck and with Mick ahead on points Graham retired before the centre marshal had a chance to DQ him. With two South Bristol flyers in the last four the toss of a coin was needed to decide who would fly whom. And so the first semi was Mick Lewis against Richard Herbert.

Mick decided to keep everyone waiting and put his quick a motor in the model he had repaired after his final victory at Scampton. Fatal error as he had not even test flown it! Richard Herbert took a cut just leaving the knot and very soon afterwards he was able to remove this to go two cuts to nil up. Trying to take his time Mick overshot and cut Richard’s string. Game over! Moral here is never fly an untested model in a combat bout.

In the second semi the “banana” enabled Richard Evans to overcome Steve Malone who was now flying a Supermonger by exactly the same score (two cuts to one)

The fly off for third place saw Steve Malone remove all of Mick Lewis’ streamer at the string. Mick thus needed two cuts to win. His first cut just left the knot to go for but the odds were still in his favour. Just as things were getting interesting Steve went through Mick’s lines about a foot from the model. Phew! That was close. As there wasn’t enough time remaining for a line swap Steve got his revenge for the Scampton defeat and took third on the day.

For the final Richard Evans decided to switch from his banana to a very impressive looking orange Supermonger. Richard Herbert was also flying this same design so it must be good. At the start Richard Evans looked to have the better model but Richard Herbert had the edge for speed. After some close following these experts were getting into and also out of some potentially serious line tangles. When leading by two cuts to nil there was a tangle, which was to prove decisive. With both models contacting the hard stuff it was discovered that Richard Herbert’s line had entered Richard Evan’s split ring on his handle. Immediate DQ Mr Evans! It matters not that you have used that handle since Adam was a lad. You should have covered all open connectors. We can all learn from this-check your handle guys.

Well that was the sad (for Richard Evans at least) end to a great day of Vintage Combat.

The prize giving (trophies and wine) took place back by the control tower and eventually we all drifted away sunburned but happy. Thanks to everybody who helped to make this day a real success.

Mick Lewis

Vintage Combat at the Festival of Flight, Barkston Heath Sunday 8th June 2008

Forgetting the debacle at Scratchwood early on in the year, the 2008 season so far has had great weather. Despite rain and wind between events each competition has been held in almost perfect conditions. The Festival of Flight at Barkston Heath on 8th June was no exception with gentle warm sunshine and a light wind that decreased to almost nothing by mid afternoon.

Having said that I do believe that bright sunshine does nothing for high scores in combat. As it was at the Nats last year in similar conditions, very few fliers scored even three cuts.

Mick Lewis and I arrived early enough to have a few test flights and the competition began at about 11.00.

The first round brought no major conflicts and most bouts went through as expected. The exception being myself who lost to Simon Miller when we had a major mid air half way through an exciting bout where we probably covered half of the airfield! Simon is flying very well considering his little recent experience. His Squigs are very tight turning and the Roger motor excellent also.

Elsewhere in this round, no large scores and the top dogs getting through with no problems.

In the losers re-fly 'Chopper' Simon took out Chris Fisher attending his first event of the year and I squeezed past Willy Wallace with just one cut and full air time. Peter Clarke, also on his first event, removed Brian Waters who didn't seem to be in the air very much.

Three elimination bouts were now called for to get the entry down to eight.

Richard Herbert and Stuart Vickers had a cracking bout, which resulted in 3-2 to Richard. Stuart does only a few events each year and much of his kit is quite old. However the models still turn very well and the motors go like stink!
All very entertaining.

Then, to my dismay, my partner in crime, Mick Lewis, went out to Tim Hobbins. Tim removed most of Mick's streamer early on and then sneaked the knot in a close cross. Mick had plenty of time to get his own back but like many of us removed the whole streamer at one go... ah well.

Alec Herring beat Peter Clarke 2-1. Unusually, Alec is using the John Dixon "Kanible GT" design which seem to suit his style. Watch out though because he says there are some "secret weapons" in the pipeline! Again, it was his first event of the year.

Into the Quarterfinals Roger Fisher removed Tim Hobbins 1-1. Tim spent too long on the ground this time. His model however was very tight turning and seemed almost impossible to follow for Roger. But Rog being Rog cruised steadily around with his MK2 Warmonger and got the result. I mention the MK2 Warmonger because there are in fact THREE Warmongers. The Mk 2 is the most common but there is a lot of mileage to be had from the MK3. Watch this space!

Richard H took two attempts to beat Alec in a 2-2 draw. Some excellent combat here with Alec doing very well. Richard used the first of his nine lives.....

Mick Loughlin beat Simon Miller 2-1 with Simon being on the ground a lot.

I flew Chopper and won. Again with only one cut. I do enjoy flying Simon. One day he'll get angry and we'll see the sparks fly! I know his models are getting there because I flew his "Ironmonger 69" later and was quite impressed. Very stable but turning well.

So to the semi's....

Richard H flew Roger and very close it was too. Richard lost an early ground point but went into a 2 cuts to 1 lead. There was quite a lot of streamer left and Roger just needed to cut it for victory(or did he?)He got the cut he needed but luck was against him as the string went round his prop driver bringing him down losing several ground points and of course the bout. You could say he grabbed defeat from the jaws of victory. Again great fun to watch good combat in calm conditions. This is when you can see just who gets the best from their models and motors. In the wind many models look very similar.

I then flew Mick Loughlin. Both of us using Supermongers. Mick is normally noted for having THE very fastest PAW 19's but today his best motor was not on form. However he was still going as fast as myself! After some very close following by both of us I did the usual trick of taking a huge cut, but leaving the knot. Mick was up to all his tricks with dummies and wiggles but I stuck with it and removed the last bit of streamer. After two minutes I still had a full one and Mick was in full flight. With him right on my tail I produced my best wiggle in years and to my delight he planted his model losing one point on the ground. At this point he could still win but, kind person that he is, he swiftly took my whole streamer leaving just the tiny knot. Even if he had cut this off he couldn't win and this was how it ended. Fun for both, but oh, will someone teach us how NOT to take the whole streamer at one go!

The fly off for third was a bit of a mess with lots of mid airs and Mick beating Roger 2-0.

I say lots of mid airs in the fly off but there was only one in the final between myself and Richard Herbert. After 20 seconds of jostling for position and Richard H having a poor engine run. I managed to overshoot a corner and turn right into Richard's model. His was barely marked but mine was demolished! I couldn't get back up and conceded the bout. Well I've done it again. I'm getting seriously close to readopting my 70's nickname of Richard the Second. I've been in a winning position in two consecutive finals with Richard and still he comes out smelling of roses. (Don't know what I smell of) How do I do it? What does he know that I don't? Answers on post card please!

So all in all a most enjoyable day. The weather was too good to be true. There were no major disputes and we finished in plenty of time. Thanks to all of you who scored and as usual to our CD Mick Lewis who provided the streamers and ruled with a rod of iron.

South Bristol Gala very soon folks on SATURDAY 28th June. Fingers crossed for sunshine and we'll see you there.

Cheers

Richard Evans

South Bristol Gala 28th June

For the first time the vintage combat event at this two-day gala was held on the Saturday. The idea was to attract more entries by removing the long Sunday evening crawl home for those flyers living in the south east of the country. Sad to say that there were only seven entries so the decision to resurrect the event, which used to be very popular, was not a resounding success. The club will probably give it one more try in 2009. Those who did attend enjoyed a wonderful flying site with a bar serving food and drink all day.

Following the CFA rules for events with seven entries meant that the two lives system was employed (more about that later)

In the second bout of the day Simon Timperley looked like scoring a fine victory over Mick Lewis. He was leading by two cuts to one when a line tangle resulted in his lines parting company. For some strange reason best known to himself Simon did not have a spare set to hand and thus conceded the bout. Remember the Scouts motto in future Simon.

Also in this round Mike Loughlin and Harry Walker put on a splendid show of combat considering the very gusty conditions. Mike used his model advantage and greater experience to romp home.

Simon Miller took on Peter Tribe (yes, he of Razor Blade fame)

Peter was flying a Flingal Bunt designed by national champion Stu Holland who now lives near Dublin. While good in its day it was no match for Simon's Anduril. With both speed and turn advantage Simon just could not lose.

In round two Richard Evans who had not flown in round one was drawn to fly both Simon Miller and Simon Timperley (no, not at the same time!) Both gave good accounts of themselves but with Richard on top form this season the results were as expected.

Harry Walker's engine just would not start against Mick Lewis which was no way to be beaten so the bout was re-started once Harry's engine was up and running. After a slight mid-air Harry was again flicking to no avail while Mick was up to all sorts of free flight tricks to keep his damaged Yeti in the air.

With Mike Loughlin having his expected easy victory over Peter Tribe round two ended with just four flyers remaining. Richard, Mike and Mick still had both lives intact and Simon Miller had just one.

As Richard had already flown Simon this meant he had to fly Mike while Mick had to fly Simon.

The next bout featuring Richard and Mike was without doubt the highlight of the day. Both were flying very fast Supermongers but Richard's was turning tighter (something to do with him being the designer do you think?) Time after time Mike did double wiggles but failed to throw Richard off his tail. The result was a victory for vintage combat. Oh yes, and I almost forgot to say that Richard won.

Mick flew his heavy weight green Banana Anduril against Simon and won a very ordinary bout by the standards of the previous one.

Next followed a rather strange bout between Richard and Mick. Richard's Supermonger was turning a little better than Mick's Yeti so it was no surprise when Richard went two cuts to one into the lead. However Mick had no streamer left and Richard had a knot. A simple line tangle then left the Yeti in continuous loops except that it wasn't a line tangle at all but a down line breakage right near the handle, for which there was no obvious explanation. A minute later Mick was back up on his spare set of lines (Simon T please take note) and although he managed to take the knot lost heavily on ground time.

The second bout between Mike and Richard was not quite of the standard of the first, as Mike didn't have such a good model. After another demonstration of how to fly vintage combat Richard wiped out Mike's second life and went on to become the gala winner by also defeating Mick again in a bout best forgotten.

Mick Lewis

Note: - The two life system was intended to give more flying time to the less experienced which on this occasion it did not do. We would have been better letting everyone fly three times and then proceeding with those who had not lost all three of their bouts. It is my opinion that the CFA committee needs to look at this for the future.

Vintage League Standings

Richard Evans 28, Richard Herbert 26, Mick Lewis 21, Steve Malone 13, Mike Loughlin 12.