



Newsletter-2

June 2003

NEWS

The bad news is that the Barkston Nationals is off. I'm sure that there will be much said about this in the near future so I do not wish to comment here!

The good news is that your C/L tech committee have arranged (at relatively short notice) for a CONTROL LINE ONLY Nats to take place at OAKINGTON near Cambridge.

Sadly there is already an event (car boot) on the airfield on the Saturday so we will need to run the full list of combat classes on the Sunday and Monday. This will mean early starts and late finishes but with the co-operation of all this can be done!

Lets give the tech committee our full support and show them that we appreciate their hard work on our behalf as it is in no way down to them that the usual event has been canceled.

If you have entered the Nats in 2001 or 2002 you will receive an entry form in the post but we will be taking "field" entries until 10a.m. each day from those not on that list.

Competitors will be allowed on the airfield from 3p.m. on the Saturday after the car boot sale has ended.

For full details about camping etc. contact the CLTC secretary on 01582424398 or see the BMFA website.

Scratchwoods comp 13/4/03

This was the first meeting of the year and was well attended with 14

competitors. It was particularly pleasing to see a few old faces reappear at Scratchwoods (Nigel Etheridge) and even one returning to the fold after a long absence (Jeff Sizer) along with many regulars.

The weather was kind and we all had a very enjoyable day with a very pleasant atmosphere.

Its interesting to note that any newcomers are either people that flew combat years ago or R/C fliers looking for a bit of excitement and change.

Round1 surprise saw eventual winner Richard Evans loose to Mick Cain on

ground time with the cuts at one each. If you are going to take all the

streamer in one go this is the round to do it! Mick Waller had a good day eventually finishing 4th. He has a very good web site with lots of

modelling info which is well worth a look. Roger Fisher made steady

progress knocking out the first of the two Bristol seeds, Mick Lewis in the quarterfinals but loosing to the other Bristol seed, Richard Evans in the semis. Roger finished third flying the same Warmonger all day! Meanwhile the other Richard, Richard Herbert progressed through to the final to meet Richard Evans. Unfortunately at Richard E three cuts to one up with all of Richard H streamer gone but plenty

still to go for on Evans model a mid air reduced Herbert's in board wing to a nylon bag of scrap balsa and it was

game over.

Bottles of wine were awarded for the first four places instead of the normal trophies.

A good day was had by all.

Richard Herbert.

Milton Keynes Goodbye To Denbigh North Competition

After many happy years flying at the excellent Denbigh site in Milton Keynes it was eventually time to say goodbye and look forward to the new site at Manor Fields(see attached map)

With the majority of the SBMAC combat team either on holiday or nursing heavy colds it was left to myself and Steve Tromans to fly the flag for the West Country.

The weather forecast was dire and seemed to be right for once as we loaded the car in steady drizzle.

I was feeling quite sorry for the hard working MK club members to have such weather when they really deserved better! And so it turned out, as on reaching Bicester the rain stopped and a blue cloud was spotted although only fleetingly. The weather for the rest of the day was dry but rather windy.

In the conditions those flyers with the choice chose to fly "wings" rather than tailed models saving these for better days.

The entry of eleven was respectable in the circumstances and it was nice to see Dave Wiseman making the long trip from Manchester. Dave lost out in a very close second round bout to Richard Herbert whose Squig just had the edge over his Chaos.

Rog Fisher really continued on from where he left off at Scratchwood two weeks previously, his trusty Warmonger just seemed to live a charmed life making short work of anything that dared to stand in its way!

I needed a little bit of luck in my bout with Steve Malone as after a "dink" my Anduril continued on its merry way but Steve's Squig was grounded-the models were very evenly matched for both "turn" and speed.

Bob Payne was flying well but I still felt that he would fall to Steve Tromans who has been struggling for form this season but as it turned out Bob won at a canter.

In the first semi I seemed to have Richard Herbert at my mercy as he removed all of my streamer and was down on the ground after less than half a minute. When he came back up I rushed into the attack and hit the ground breaking the prop. A prop change later I rejoined the fight but on contacting the hard stuff for a second time I did a second prop. This time there was no spare in the pit box and the rest is history (He has more escapes than Harry Houdini-sorry Richard!)

Rog sent Bob packing in the other semi. Sorry I can't remember too much about this bout (too busy licking my wounds?) and went through to face Richard in the final.

I chickened out of flying Bob and happily accepted fourth place, he seemed equally happy with his third place.

The guys from stunt came over to watch the final-always a recipe for disaster-and so it turned out.

Roger flying alone for much of the time while Richard's pit crew worked unsuccessfully to try to get him back in the air.

A great days flying, a wonderful atmosphere, and a fitting farewell to Denbigh North.

See you all at Manor Fields in July.

M.L.

OLD WARDEN May 25th 2003

The third Vintage event of the year and the third occasion of good weather.

A strong breeze came and went throughout the day and we were lucky to avoid a downpour that passed on the far side of the airfield. Apart from that it was very pleasant.

The site intended for our use, near the main entrance, would have been very convenient but it was simply too small with no room for practice. This, needless to say, meant the traditional trek to the far end of the field. In fact this is probably the best position for us because it avoids complaints about noise. I might add that those who decided to play with what sounded like an unsilenced F2D model in close proximity to sport free flight were

not appreciated by us or those organising the weekend.

Entries so far this year have been steady. This time we had 12, with most of the regulars and some of the new faces from last season.

The first round saw two notable defeats. Richards Herbert and Evans both

used their "First Round Models" against each other. Only the formers was

much better than the latter's! Well someone had to lose! 3 cuts to two as it turned out.

Stuart Vickers also lost to Mick Lewis in an exciting battle. Both models were fast and tight turning. In fact I reckon Stuart had the edge. Mick, what do you think? (Probably!-ML)

Mike Waller flew very well but lost against Roger Fisher. Mike used an old Ironmonger from Alan Jupp which looked very competitive (A great model don't you think?). His flying has shown great improvement this year.

In the losers round Richard Evans went out against Stuart Vickers. The

difference in speed between the models looked like a Mills 75 against a K&B 40! Enough said?

In the second round proper Roger exited against Mick. Roger suffered a bad engine run. Not what we'd expect from our main "Motor Man", Rog!

The biggest upset however was the demise of Richard Herbert against Jeff Sizer. Jeff has reappeared this year after a long break and has impressed everyone with his clean and confident flying. Jeff and Richard both flew Squigs with, as expected, Richard having a fair speed advantage. Although Jeff was chased for most of the bout he managed to shake Richard enough times to take two cuts. Then, at two cuts all, a mighty mid air took place. Richard's model lost a wing and could not continue. Jeff flew to victory.

Steve Malone then disposed of Steve Tromans in a clean scrap. Unfortunately Steve T's second hand Warlock could not match his opponents Yeti in speed or turn (I can't spell manoeuvrability) but still did himself credit.

So to the semi's...

Mick Lewis took on Jeff Sizer and won convincingly. Mick had been going well all-day and looked quite relaxed here. Almost sleeping actually. Sorry Jeff!

Stuart and Steve Malone got stuck in very quickly. Stuart's motor was really howling and he was chasing Steve all over the place. However, whilst leading one nil, the famous mid air raised it's ugly head again and Stuart bit the dust in a big way. He couldn't continue and Steve won.

The final was thus Mick Lewis against Steve Malone.

Both flew solid tailed Yeti's with fast PAW 19s up front. There was very little between the models and consequently the role of attacker and victim were alternating continually. Mick took a very big first cut early on but managed to get two more, including the knot, out of what was left.

Steve had plenty of time to level the score and did just that including a beautiful cut upwind where Mick was attempting to hide! Both models had been down for a short while and so the result of this most entertaining and close fought bout was a draw. As so often happens the refly was a great anti climax. Poor engine runs and an early mid air left Mick the winner. Which was nice for him. As he said, "I haven't won one of these for a while" We shall have to make sure he doesn't do it again for a while! (Nice to know who your friends are!-Ed.)

A great day. Vintage is still the best combat.

Richard Evans (Still smarting from Sundays "Early Bath")

Roger receives his first place trophy at Milton Keynes.

The Scratchwood final between the Two Richards.

Snuffs The Stuff!!!

Stuart Vickers has been using vintage combat tanks made of snuff tins very successfully for many years and he is now prepared to sell them to any interested flyers.

Contact Stuart at:- 182 Hady Lane, Chesterfield, Derbyshire, S41 ODE.

Half-A The way forward?

I have received the following letter from Stuart Vickers who is keen to see a new class of half-A combat introduced as he believes that it will be an ideal way for newcomers to enter the sport. It certainly gives "food for thought" for the ever dwindling number of competitors in this class.

Dear Mick,

I note with interest the reference to ½ A Combat in the Jan CFA newsletter, presumably with a view to re-instate the use of the OPEN ½ A Combat rules. The Diesel ½ A class was moved back to P.A.W. powered plain bearing in the mid 90s. The people who campaigned for this have largely disappeared from the scene. I feel qualified to write on this as I flew ½ A as long ago as 1988 when it was originally a plain bearing event (competing against and beating foreign flyers using Oliver Tiger Cubs who were allowed a dispensation at our Nats). When ½ A was eventually opened up to ball-race motors the planes had more line tension & were easier to fly & provided close competition for a few years.

Over two years ago when Jim Carolan was campaigning to keep the Oliver class at sensible limits I approached him with an idea to completely overhaul the current Diesel ½ A class which I intended to re-name Formula 1.5. Subsequently this has been looked at by the Technical Committee who have given their approval.

The idea centres upon creating a one-model design class of wooden construction fitted with a basic tinplate fuel tank powered by any P.A.W. 1.5cc diesel engine with limits on weights for engines & model. The proposals should encourage novices while allowing just enough scope to attract interest from more experienced flyers. These being alloy motor mounts, substituting needle & carb assembly & an alternative tailplane & elevator arrangement if desired. The motor should retain standard internal parts & materials & be within 7 grammes of original weight for each motor variant to discourage excessive tuning etc.

The tank design is in fact a scaled down version of the tank I use in Vintage Combat details of which will soon appear in the pages of Aero-Modeller after Frank Smart asked me for information for his forthcoming article. The basis of the tank is a readily available circular tin which is light in weight, & easy to make & install.

The model itself has flown at an International in Holland in August 2002 with demonstration bouts flown against Loet Wakkerman. On paper my 12yr old P.A.W. should have been completely outclassed, however close flying & good entertainment was provided for the F2D flyers during a break on the final days flying.

Having recently completed the final version of the model plan I have prepared some pre-formed leading edges of 7/8" depth to make construction simpler. Commercial leading edges of good quality & profile seem to be impossible to find these days.

I hope this idea stimulates some interest & encourages people to support a true entry-level class which should be closely competitive. Who knows F2D could be watered down to 1.5cc in future if noise levels continue to be a problem. A strong ½ A scene would give us a head start if that happens.

Formula 1.5 combat models. Basic model centre flanked by two with alternative tail end design.

Plans, fuel tanks and leading edges are available for this design directly from Stuart.

I hope all those who fly or intend to fly half-A will give Stuart's letter the careful consideration it deserves.

FOR SALE

Malc Pinnock has a Roger Fisher fully tuned CT3 for sale at £100. **SORRY-NOW SOLD.**

Contact him on 01249657671 if interested.

I have pre-formed leading edges for vintage models at £4 each (including postage, but you must return the containers!)

Also some Rip-stop nylon in green or gold

At £2 per sq. metre. (Tel. 01453542367 or e-mail mick.wings@virgin.net)

PS Aeroproducts now have 7x6 Taipans to go along with their 8x6's. price around £1-30.

They also intend to kit Mick Tiernans Anduril

in the near future having done well with the Yeti kit.

Coming up!

June 15th BILSTON. John Allcock has put a great deal of research into the streamers for this year's comp. And assures me they are the biz!

June 22nd. South Bristol Gala at Berkeley Power Station. Bar open all day!!!

As last year we will be flying on the field adjacent to the bar!

July 20th. Milton Keynes at the new site-see map with this issue.

CFA Annual General Meeting

This will take place at OAKINGTON after flying finishes on the Sunday evening.

All proposals for rule changes must be submitted to me in writing by AUGUST 1st.

Please keep these short and to the point as I will have to circulate them to all members in good time before the meeting.

Refer to our constitution re. voting rights etc.

If you have the right to a vote and cannot make the meeting please submit your vote to me in writing by Aug 20th.

My address is: - 40 Upthorpe, Cam, DURSLEY, Glos. GL11 5HR.

My thanks to those people who have given of their time to contribute to this newsletter.

I hope to produce issue 3 in October-so come on how about a contribution after all most of you have plenty to say on the flying field!!