

March 2009

When the CFA was formed six years ago the Vintage Combat scene was a little different to what we see- to-day. Most of the competitions were organised at club level.

Milton Keynes, Seca, South Bristol, Bilston and others all organised their own very successful events. This meant that the officers of the CFA could concentrate on the running of the Nationals. Now however, with the exception of Scampton, the CFA runs all the competitions throughout the season. It would therefore seem vital that the Association does not falter. When the constitution was written back in 2002 it contained the statement that officers may not serve for more than three consecutive terms of two years.

I believe that the present officers have done a fine job and offer them my thanks here. So there would seem to be two ways forward.

(a) Nominations are received at the AGM for new officers. or

(b) There is a successful vote to change the constitution to allow officers to serve more than six years.

The present officers have expressed their willingness to continue in post if there are no new nominees.

You will be asked for nominees as usual in the July newsletter.

Expanding Calendar (See enclosed list)

This year there will be no fewer than ten Vintage competitions.

Two •at Scampton two at Old Warden two at Barkston and one at each of South-Bristol, Barton{The Bash), Waterbeach and of course the Nats.

Scratchwood isn't being used this season as several flyers expressed that they no longer wished to fly there.

Both The Bash and South Bristol are two-day events so we have decided to organise Oliver Combat at each. The Vintage will take place on the Saturday with the Oliver (if enough support) on the Sunday.

There are no special conditions to flying at The Bash except to enjoy yourself.

Your committee hope you will give us your support at these two day events so get some Brownie points in the bag early.

Remember to phone Tim Hobbins on 01652 656099 at least a week before each of the Scampton comps if you are going to attend (or even considering it)

Motors

I am able to report that three Harrisons have at long last been delivered and four more are nearly ready. These are all spoken for (no I'm not getting one before anybody asks) so please don't go phoning Dave.

The delay was due to problems getting parts chromed: After-trawling the -:internet for hours I eventually found a small company in the USA prepared to do the job for Dave. Problems were gradually ironed out and they are now chroming parts for Roger Fisher as well.

Our Chairman Richard Evans recently spent a week staying with Steve Rothwell and saw the R320's being made (along with R250's and RI50's) Read his tale later in this newsletter.

If you ordered one I'm told you can expect it in April (fingers crossed)

Let's hope that everyone is happy with their hardware this season and we see a few new names on the winners rostrum.

Reminder for F2D team members

If you attend a Foreign competition or a UK training session prior to the Euro Champs you are able to claim some of your travel/accommodation expenses from the BMFA Training/Excellence budget. Please retain receipts and forward them to me (as CLTC Treasurer) by the end of September. And good luck in your quest for glory.

Line Connectors

Pictured are some 16swg steel line connectors with brass screw gates made by Stuart Vickers. If you are interested in buying some of these from Stuart then telephone him on 01246 237245

Taipan 8x6 props

Richard Evans has brought 500 back from Australia. He is selling them at £2 each or 10 for £17.50 +p&p. Email [riche@combatflyers.co.uk](mailto:riche@combatflyers.co.uk)

ADVENTURES INVERTED IN OZ

Following my trip to Melbourne last year at the invitation of combat flyer Ken Maier I wasn't too sure as to whether I'd be invited again. Not that I blotted my copy book! However, Mick Loughlin and I had been in frequent contact with engine manufacturer Steve Rothwell over the new R320 Vintage Combat motor and when he discovered I was going to be in NZ for two months again I got the call.

I had wanted to take part in the Australian nationals but that falls over New Year when I am still in the UK. Steve suggested the Hunter Valley Champs as a second choice coming at the end of February. What was originally planned as a long weekend quickly grew to ten days.

Steve picked me up at Sydney Airport after an early morning flight. Finding each other was quite interesting as we'd never met before or even knew what each other looked like. We exchanged phone messages on landing but then had to guess who was who. Making eye contact with an unknown man could have been wrongly interpreted particularly as the Sydney Mardi Gras Gay Festival was on within a few days. We did manage to meet up without propositioning anyone!

Sydney airport is a good hour from the Arcadia area in which Steve lives. We took a roundabout route home, over the harbour bridge, a bit of site seeing, delivery of small engineering parts to customers and collecting lunch!

I quizzed Steve over just how I was going to fill my week. He told me not to worry, there was plenty to be done and anyway he was going to play "Pass the Porn", meaning I was going to stay with several other flyers! In fact plans changed a lot over the week and I did stay with him until just before the weekend of the comp'.

Steve, his Swiss wife Beatrice (Bea), and son Pete live on a six acre rural site where they have horses, training facilities, boats AND the newly built workshop/factory. They have lived here for seven years but only last year was Steve able to build the facility and avoid the 45 minute trip to the old Terry Hills factory. Seeing what had been done in a relatively short time span beggars belief. To the layman (me) the amount of huge CNC machinery needed for his work seemed more than surprising. Around the factory are still several large containers crammed with stuff. I use that term advisedly! The factory is also full of masses of stuff but to my amazement both Steve and his opo, confusingly also Steve, can find just about anything. Which is lucky.

Steve's day starts at 5.15 when his alarm goes off He's at work by 6, coffee at 7.30, breakfast at 10. Works all day into the evening and then cooks dinner for us all.

Sometimes at 10.00pm. What a bloke!

After a day of working on models at the factory we were then off F/F flying the next day to Richmond, a good hour west towards the Blue Mountains. Oh yes, we arrived at about 7.00am. Most of the other guys had been there since daybreak at 5. By eleven it's too hot. It was clear blue sky and flat calm until about 9.30. At this point some chaps gave up flying as it was too windy for them. In British terms, just a little drift! I was presented with a Mills 75 powered Tomboy. "Fly this. You'll need to practice for the scramble" What? So I had a little go and kept it well within reach. Such fun. Took me back 45 years (or more) More of this later.

At Richmond I met Roy Summersby. He was to be my host at his beach house north of Sydney later in the week Roy is a regular member of the Oz F /F team and today was testing an F AI power model from the Ukraine. Folding wings, four blade folding prop with gearbox and top glow motor. It climbs like a missile, engine stops after six seconds, wings open out and it glides like a bird. I had not realised that the old eastern bloc also made top competition models in all disciplines.

Roy spends much of the summer in Europe traveling around the F IF events. The Ukraine is one of his favourite venues.

What I haven't mentioned is that many of these Aussie flyers take part in F IF, C/L and R/C. Roy turned up next weekend to fly C/L racing and combat. At sixty seven now, he was open combat champion back in the seventies. He could truthfully say "I've not been beaten in combat in thirty years" He hadn't FLOWN combat in thirty years! Back home by midday we set about preparing models for The Hunter Valley Championships .

. Steve had acquired two half built Peacemakers for us to fly in Slow Combat. I had to complete these which meant new control systems, then film covering and making tin tanks. I just love making tin tanks. Not! All Steve had to do was to rebuild two 0815 glow motors and prepare his racing models and motors as well as the normal engineering workload. He doesn't just make model engines as some may believe! We also had to fit out several Mick Tiernan Andurils. These have become the staple model for Vintage here. It used to be the Ironmonger but they now like the Anduril more, particularly as they are being production made in OZ.

Andrew Linwood (dad to Tommy, their young prodigy) has jiggered up to produce large numbers of these models. They all fly the same, that is to say, well! My only criticism is that, as they allow film covering, they look just like F2D models.

The week progressed. I was co-opted into helping rebuild a horse training ring for Bea. This was the sting in the tail. I'm just not fit these days. Fixing huge sheets of thick rubber to metal fencing is for young men! I might add that Bea was just as involved in the physical stuff as anyone else.

Pete, Steve's son took me fishing in his boat on the river. I caught a Bream and a Flathead but nothing compared to the monster Dewfish that he brought home one evening. Pete bbq'd it the next evening. It was great.

My wife had requested UGG boots ... "If you're going to Oz again then I just have to have them" My comment about her seeing herself as the new Pamela Anderson, the face of UGG in OZ, didn't go down too well so I had to make an effort. Nothing was forthcoming at local shops thus the search became a mission for Bea. She sneaked a day off work and ferried me to the UGG factory Shop in the heart of the Blue Mountains where we found what we were looking for, and more. Australia has no high mountains but the Blue's are quite outstandingly beautiful. We spent all day there doing the tourist bit and loving every second. A day to remember.

We went C/L flying to the Ku Ring Gai site at the St Ives National Park. Traveling took nearly an hour and again we were there quite early (not 7am) A great site that has

been in use for at least forty years but coming to an end due to council development. Club house, concrete centre circles, fencing. All good stuff Lots of sport and stunt models were t1own. Steve and I tried out the Andurils. I'd crowbarred one of my Harrison's into one model and it went well. Steve's R250 was as good in level flight but after the second loop had slowed up somewhat. No grunt! He agrees with this comment.

This was the first time I'd seen Steve fly a combat model so I did not know what to expect. What he had omitted to tell me was that in the 80's he had spent time with Nico van Zyp (great name for a combat flyer) from the Dutch club Daedalus. Daedalus organised the first Dutch Combat International in Spaarndam in 1972. British flyers from that vintage should remember him well. Nico had lived in Australia for some time and had practiced many times with Steve. The results were obvious. Steve flies combat in true British style. The Dutch copied it from us anyway!

At Ku Ring Gai I also flew a small stunt model powered by a Rothwell Oliver Cub. Now this motor is just sweet. I've got my name down. Next year then, maybe, Steve? The day before the Hunter Valley do, Roy Summersby turned up (at 6am) to take me F/F flying again. Steve had finally "Passed the Pom".

We did all the practice with the Playboy again and eventually retired to Roy's beach front property at Umina Beach, Gosford, north of Sydney. Wow, what a place. Huge spacious rooms with sea views to die for. Roy lives here with his wife Di. That is when he's not traveling the world in search of another F/F competition.

There was still plenty to do as Steve and I had no lines prepared. I made up four sets in Roy's garden. No problem except that I'd forgotten how to measure 52'3". Don't ask. ....

I treated Roy and Di to dinner in the pub (no expense spared) and then continued drinking back at the house. I expect a lot of rubbish was spoken but I can't remember much about it! Up again at 5.30 and off to Hunter Valley.

The Hunter Valley Champs is held near Musswellbrook, well north of Sydney and about a three hour drive. For the wine buffs, the Rosemount Winery is only a few km away. The flying site is just off the main highway and by the time we arrived it already looked like a mini UK Nationals camp-site. This event has been held for at least forty years.

Steve arrived soon after us with his ute packed with more "stuff". Into action straight away with only minimal practice the first rounds of Vintage 1/2A and A team race commenced. These are flown over "grass", basically scorched earth. The temperature was at 32C by lunchtime. Not excessive I'm told!

Most teams used Rothwell 1.5 and 2.5 motors. Nothing else can compete. Not that I know much about it but the times were:

Vintage A, Best heat: Rothwell/Hines, 3mins 20. Final: 7mins 14. In Oz they now fly on 52'3" lines. UK still uses the shorter ones.

Vintage 1/2A Best Heat: Rothwell/Nolan 4mins 05. Final: 8mins 16.

That was all done and dusted by lunchtime.



So now for the Vintage Combat. Well, yes ..

Although the entry was rather limited at 7, there were some good bouts to be seen. On arrival I had been impressed watching Tommy Linwood practicing with his models. Apart from myself most everyone else uses the Rothwell R250 and Tommy's goes as well as the others. He flies F2D style but certainly gets the

best from the model. Inverted at 1 metre no problem. So, more stable than my Supermongers then!

Four of us were using the production lined Anduril and as mentioned, they all go equally well. My first opponent was Mike Comiskey, also normally an F2D flier. His Anduril was powered by a G 15 on pressure, so quite fast and exciting. To my surprise I had no real problem following Mike for most of the bout but as usual I committed the cardinal sin of removing the whole streamer at one go. No problem, just continue following and stay out of the way. But no. In a recurrence of something that happened to a couple of us in the UK last year, my down line became tangled in Mike's handle. I hit terra firma extra firma. It was like concrete. So that's why the guys here fly so high in the sky. Exit model AND my trusty Dave motor. In an unheard of occurrence, the plain bearing was pushed back in the case and that was that. Lucky it was the first round then because Mr Rothwell came up with a gift of an R250 and another Anduril for the losers refly which I won with no problem. Bouts worth a mention here include those featuring Mr Rothwell and Roy Summersby. Considering a thirty year lay off Roy did very well and was agile in the centre circle. Steve was ultra cool and did enough to win against a lad flying a very quick Peacemaker. No mid airs or crashes, just good clean combat.



I flew Wally, also with a G 15 but this time on suction. It went surprisingly well in a Dominator (I think). I believe this was Wally's first competition as he didn't maneuver too much and allowed me to nip in for a couple of easy snips.

I was then drawn against Tommy whose reputation went ahead of him. He'd impressed many when flying F2D for Australia at the last World Champs. We used identical gear and it was all go from the very beginning. Tom uses low inverted as his evasive tactic and I, not

wishing to contact the ground again, was forced to follow at a much greater height. Luckily he did come up a few times and I was able to sneak a small cut. The bout developed well and was fairly even. Neither of us would give in and although I had the upper hand, was never able to relax. After about three minutes we had a mid air which left Tom on the ground and I won 1 nil. Mike Comiskey went out to Roy when he had a problem with his G 15.



This left myself and Steve Rothwell to fly off for 1 st place. Again identical gear. Same speed R250's, but Steve reckons my model was better than his! He kept on shouting "Turn tighter you b ..... d!" It was good old fashioned British Combat. Lots of close following but again only one cut by me who yet again took the lot. Steve only got near twice and then didn't manage to equalize. Four minutes air time, no mid airs, no crashes. Great fun much appreciated by the crowd watching.





Results: All using R250 powered Andurils built by Andrew Linwood.

- 1st, Richard Evans "your scribe"
- 2nd Steve Rothwell
- 3rd Roy Summersby



We then retired to the motel and prepared for the evenings indulgence at the local Chinese. I had believed that that was the end of the day's proceedings, but how wrong could I be? At the end of the meal most people got up to go back to the field. "What's going on," I asked? "Night Scramble" was the answer.

It was now nearly dark, still about 24C and flat calm. The moon was shining and there we were, about a dozen of us, all with small vintage type F/F models standing on the flying site. Someone gave the start signal and we were off.

A scramble usually lasts an hour. The object is to log as much air time as possible in 60 minutes. Launch, chase, collect, run back and start again. All the models had little fluorescent lights attached so you could follow their progress. Don't take your eyes off your model or you'll lose it! The sky was soon full of apparently amoebic, under water looking creatures with little diesels pop pop popping around at low level. One or two participants were hit but no damage was caused.

The Tomboy was great apart from the fact that it was travelling much further from base than any other! I did a lot of retrieving (and falling over) during that hour but my initial running soon deteriorated to a slow walk. At the end I was just about clapped out but I had come 4th. With a bit more action my score could have been greatly improved on but as I said before, I'm just not fit! Then it was finally to bed, after just

a few beers.

Day two came soon enough with similar temperatures and just little more cloud. There was plenty still to do although my main event was over. Steve had invited me to pilot for him in Diesel Goodyear. This is a great beginners event, not dissimilar to our Oliver Rat Race. The rules allow any motor teamed up with a regular goodyear design. The only drawback for the horsepower merchants is that 27 for 10 is the limit. Any faster than that and it's disqualification. I flew Steve's Deerfly and, guess what, we were doing spot on 27 for 10. What a surprise!

Our first heat went well, I placed the model in Steve's hands, and we were only beaten by F2C World Champ Grant Potter because our motor started backwards on one occasion and we chipped the prop. This time was good enough for the final anyway. Grant courteously stood down to allow the Walter/Goodwin team to participate in their first 200 lap final.

This went smoothly enough except that Walter/Goodwin dropped out fairly soon allowing Steve and I to push on without so much traffic. The other team were slightly slower than us and the race was completed without a hitch. The R250 was first flicking and we finished in a good time of 10.20 with five stops. That's as good as the best time I've done with an Olly Rat!

There's more ..... the last event of the competition was to be Slow Combat but the models didn't look so slow to me. Bob Fisher had some truly great, huge models powered by noisy OS 15's. Much bigger than Peacemakers they circulated at high speed and turned on the legendary sixpence. I was not sure if I was looking forward to this or not. However I never had the chance to find out whether I could stay in the air with these chaps. We just could not get a decent engine run from the OS 15's in the Peacemakers that I had spent so much time on previously. We had to scratch. It was probably due to my tin tanks said Steve. Thanks for nothing then.

Without Steve or I the entry was severely restricted but we were treated to a pretty impressive display of a class never flown in the UK. Was it ever flown I ask? Two or three bouts were performed by Bob and another competitor. It was great. Again, four minutes of pretty close fought dogfight with no mid airs or crashes. Mind you, they do fly high!

Eventually, the Hunter Valley Champs came to an end. In many ways it was similar to a British area rally from the sixties of seventies. An excellent atmosphere pervaded at all times. No one took anything too seriously, each event was won or lost in good humour and even if the term "Pommie" was used more than once, I really had a ball. Thanks so much to my hosts, the Rothwell and Summersby families. I hope I didn't do anything to upset you as I might be looking for accommodation again next year.



Richard Evans.

P.S. At the time of writing, the batch of R320's are nearly finished!

