

A message from the Chairman

MICK LEWIS GETS THE MULLET (Nothing to do with his hairstyle!)

It has been decided from above that our illustrious secretary merits the Arthur Mullet Award for service within the BMFA. I'm sure we all agree that he thoroughly deserves it even though nobody knows who Arthur Mullet is.. Here is the letter of proposal that I wrote last April. Mick did not want it published in it's entirety but even though he is the editor I am insisting!

MICK LEWIS has been flying combat since the late fifties. He was a member of the Leicester club in those days, along with Jerry Mushett and a certain Mick Tiernan. Early opponents in those days included Stoo Holland, Pete Freebrey and Pete Tribe. Stoo and Pete T are also still flying combat today.

Due to the usual distractions of motorbikes, girls, rock and roll etc, Mick stopped flying in the early sixties only to reappear as a member of the Glevum (Gloucester) club in 1970. I first met Mick when he and Frank Smart became my scratch pit crew at the 1971 Nationals. I went to the Nats with no helpers and with their help ended up in the final (and lost!)

Mick soon became a leading light of the Glevum club. In 1973 and 74 they ran the Nationals combat when there were over 128 entries. Two circles ran consecutively and continually for two days and the event was finished in that time.

Glevum were famous for innovative design work and their models were cutting edge and very light. Mick used a superb own design taper wing model to take 2nd place at the 1973 Dutch international at Spaardam. A chap called Vernon Hunt won!

Mick had numerous placings in Combat events during the next few years including winning the nationals in 1976 and the European Champs in 1977. He then gave it all up to spend "more time with the family" Actually, he took up fishing with his son!

I maintained contact with Mick through Christmas cards over the years although I was not an active flyer either. In 1989 my childhood friend Bob Horwood asked me to fly for him at the Nationals and it was there that I first saw Vintage Combat. I was instantly hooked and was flying again within a short space of time. Mick was not the same. It took three or four years of cajoling to get him to attend a meeting, but once there he also was back in very quickly. Within two years he had won the Nationals for the second time.

During 2001/2 there was much discussion about the formation of a Combat interest group along the lines of that already running to promote Vintage Team Race. Jim Carolan, another flyer from the old days, took this on board as a mission and in 2003, I think, The Combat Flyers Association was born. Jim then vanished and Mick took over the reins as secretary. I became Chairman (just a figurehead!), Richard Herbert treasurer and Roger Fisher competition secretary. We are all still hold these positions. Then, as now, Mick did nearly all the real work.

In 2003 Mick was still Head of Maths at a large school in Gloucestershire. His work load was huge but he was still able to combine the two jobs with ease. He has since retired and thrown himself into the national organization of combat events, writing articles, developing new construction techniques and pursuing an interest in electric

control line.

During the nineties there were many Vintage events around the country and it was often just a case of turning up and flying. Organizers were always available. This is not the case now. With the exception of F2D events the CFA run virtually everything in the country. In fact that means that Mick does all the donkey work:

He attends almost every event, provides all scoring equipment and fencing, makes ALL the streamers, usually takes entries on the field and buys prizes and plaques for winners. He also writes a review for many of the events.

On top of this he produces the CFA Newsletter. Currently on Issue No.23 he compiles the whole item to which others rarely contribute. View the latest at the CFA website and you'll see recent examples.

Lastly Mick masterminds Combat at the Nationals. This includes the accommodation for other organizers. (John Oliver has often joined us in our hotel). Arriving at 4pm on the Friday, and as a starter, he sometimes even has to cut the grass and it just goes on from there. Oh yes, last year he even managed to win Vintage Combat for the third time!

I could go on much longer about the qualities of Mr Lewis but I hope you get the point anyway. I hope you agree that he deserves an award for his services to Aeromodelling. I assume the Arthur Mullet is more prestigious than a certificate of merit? If so, then that's the one I'd prefer!

Cheers

Richard Evans

Think I'll crawl away and hide!(ML)

Rule Changes

The following rule changes,as voted for at the AGM,have now been ratified by the Control Line Technical Committee.They will appear in the 2010 rule book.If anyone wishes to see the results of the ballots please get in touch at mick@combatflyers.co.uk or 01453542367.

For Vintage Combat

4.4.4.2

In (a) Replace Rothwell 320 with Rothwell 250.

Add at the end of (a)

The Rothwell 320TBR,PAW 19TBR and the PAW 19BR are allowed subject to not being increased in capacity.

The retro fitting of a single ball race in PAW 19 sized plain bearing motors is allowed.

Remove from paragraph (e) the sentence "The PAW liner is defined as having internally fluted transfer ports, outside diameter being substantially parallel and manufactured from steel"

Add after (e) a new paragraph (f)

(f) All Vintage Combat models are subject to a speed limit of 26 seconds for 10 laps. This to be measured without streamer and with the handle on the pilots chest. Any flyer found to be exceeding the speed limit must demonstrate to the CD that he/she is within the speed limit before being allowed to fly again otherwise he/she will be eliminated from the competition.

Rule Changes for Oliver Tiger combat as from the 2010 Season

4.4.8.1

Add as the first sentence under The Model

Models may be covered in any material including modern film.

Cold Turkey 1/2A combat at Barton

This will take place on Sunday 27th December.
All very welcome. Come and join in the fun!

Vintage Combat at RAF Scampton 02/08/09

Considering the very poor weather leading up to this event we were very lucky to experience dry and breezy conditions. It's also worth considering that despite the appalling weather last year, virtually every flying event fell on those odd beautiful days that we seem to remember from our youth. Well some do any way! This year has been very different with events actually cancelled or virtually blown away.

Meeting at near enough 9.30am we were as usual led onto the base in convoy. The venue is most acceptable and it is possible to fly "out of the boot" as we say. Not like the half mile trek at Old Warden. The grass was a good length meaning that miscalculations when flying (crashes that is) caused no damage unless following a mid air.

A limited entry of only ten dictated a relatively short competition and early finish and as many had travelled long distances this was in fact a bonus. Willie Wallace travelled nearly 700 miles return to attend. He didn't mind getting away early!

The first round brought no great surprises. Stu Vickers defeated Simon Miller quite easily. Simon has been really suffering with poor engine runs these last two events and could not cope with the speed of Stu's model. Willie flew well against Richard Herbert but again could not get near enough

to get a cut. Roger Fisher was roaring around against host flyer Tim Hobbins who also was having even more problems with his Harrison motor. Mick Lewis beat Alec Herring two cuts to one and Richard Evans saw off old adversary Mick Tiernan by a single cut. Neither Richard or Mick flew their own designs on this occasion. Richard chose an "old faithful" Orchrist and Mick a Yeti.

The losers re-fly allowed three flyers back in to make eight without an eliminator.

Roger now flew Mick T. Rog's motor was still howling in his unusual Vernon Hunt Bumblebug and Mick turning very tight with the Yeti. Your writer does not know how he makes these things fly in a straight line with the engine set so far into the leading edge. This bout did not last very long as there was a massive mid air which destroyed Mick's model. See the picture. Always philosophic our Mick!

Alec Herring took on Richard Herbert in an excellent bout. With only one cut Richard won but Alec put up a worthy fight with an excellent model and fast, but not fast enough, engine.

Mick Lewis put paid to Willie's long distance trip by badly damaging his excellent Shogun. Willie was more worried about the destruction of his Lewis tank than the model with a cry of "Oh No!" in that wonderful Scottish brogue!

Richard Evans now flew Stu Vickers. A fast and athletic (!) bout followed with both flying Banana Andurils. Stuart was very fast but Richard had the edge with the turn. With Richard leading 2-1 there was minor mid air. Both were soon back up but Stu's elevator was reduced in size and Richard had a hole in his inboard wing which meant line tension was non-existent. Some entertaining flying followed but Stu could not get the cut he needed.

As there were now two SECA and two South Bristol flyers left a coin toss was necessary to achieve the right mix.

First up were the two Richards. Both flying Supermongers, Richard H soon removed all of Richard E's streamer which is normally the kiss of death. Richard E then managed a large cut himself. One all and everything to play for. With Richard E in hot pursuit, Richard H then went into overdrive and defended as per normal. With the speed of the fastest Harrison motor he is able to simply pull away when his opponent gets near, and this is what he did. Richard E hit the ground on just one occasion but Mick Lewis was right there. However, the motor started backwards twice and cost him a point. A close result, Richard H winning by 4 points to 3.

The second semi looked very promising as both Mick and Roger were going very well. However within a short time the inevitable happened and Rogers model was destroyed. Mick's was also damaged but he managed to continue. Exit Roger.

Roger and Richard E decided to save their models for the Nationals and spun a coin for third place. Richard won this with great skill! (As Mike Loughlin said in his report of Barkston)

The final was VERY fast and VERY furious. There was very little between the speed of the two Harrison powered models and they were both timed at the dreaded 26 for 10 limit. Mick was flying his tight turning Nats winning Supemonger from last year and Richard had the same design trimmed to his own flying style. After some time there was line tangle which saw Mick on the ground and then Richard there soon after. However, the bout was scored 2 cuts to 1 in Richard's favour giving him the bout.

1st place Richard Herbert, SECA.

2nd place Mick Lewis, South Bristol MAC

3rd place Richard Evans, South Bristol MAC.

4th place Roger Fisher, SECA

First three flyers all used Dave Harrison tuned PAW 19's in Supermongers. Richard Herbert's motor is new this year and just about the fastest ever made by Dave. Mick Lewis's is at least five years old and going VERY strong. Richard Evans's is about TWELVE years old and has never gone better!

At Scampton there was a lot of debate about the proposals for speed limits and the addition of ball race motors to the allowed list. Alec Herring showed a PAW single ball race motor that Tony Eifflander had "put together" very recently. It went very well.

All in all a very enjoyable day. Your writer has only attended three events this year and this was the most fun!

Here's hoping that with the advent of new motors for next year (if voted in) we can see fewer people suffering from the engine problems so apparent at the moment. We all like to win or lose in the air, not on the ground with a motor that won't start!

Final thought: Where have all the high scoring bouts gone? We all like to see cuts, just like goals! Highest score today was 2!

Richard Evans

CFA Chairman.

Old Warden Vintage Combat September 2009

Following a week of perfect flying weather, the penultimate Vintage event of the year was rather a disappointment. Cloud cover throughout the day did mean that sunglasses were unnecessary but the strong easterly breeze kept it cold and also quite turbulent around the trees.

Most of the usual suspects were present although Mike Loughlin had to work. Well someone has to. Flying began at eleven with a first round with no clashes of pilots with "form".

In fact there were two upsets here when Roger Fisher lost to Stuart Vickers and Mick Lewis went down to the youthful Chris Fisher. Mick re entered via the losers re-fly by beating Bob Payne but Roger suffered another loss to Mick Tiernan. Alec Herring who had a fast and furious bout in the first round against Richard Herbert, also made an exit now losing to Steve Tromans whose model was damaged in the later stages. I might add that this bout was somewhat tainted by arguments and apparent misunderstandings of the use of the score boards. Just like the old days!

Steve Tromans carried on his winning ways by next beating Stuart Vickers with two excellent and swiftly taken cuts with his Yeti. Stuarts new wave of banana Andurils, Shoguns and Supermongers are very manoeuvrable and his motors as fast as ever. At the end of this bout and when flying level, Chopper Simon timed him at less than 26 for ten. He'll have to slow down for next season!

Mick Lewis beat Simon Miller who is now flying very well and ironing out those gremlins from the early part of the season. Stick with it Simon! If it was easy you wouldn't want to do it!

Richard Evans had an excellent bout with Chris Fisher winning two one. My, how Chris has come on. However, all that marathon running has not made him fit for combat because at the end of the bout he said "Blimey I'm fagged out!"

I think that the second bout (the first was drawn)between Richard H and Mick Tiernan must be marked as the most destructive of all time. Mick was using his best Yeti which was VERY tight turning and causing Richard some trouble even with his great speed advantage. In the latter stages and with a score of two cuts to one to Richard, there was a massive mid air. Mick's model was completely cut in half from wing tip to wing tip. The engine and leading edge flew off leaving a tangled mess of controls and rear end on the lines. I don't believe Richard's model was even marked.....

In the semi's it was necessary to spin a coin to decide who flew who. All three South Bristol flyers remained, plus, you've guessed, Richard H. Well, Mick Lewis drew the short straw had to fly Richard.

Richard Evans and Steve Tromans went first. Both had very good models and engines and quickly the bout descended into consecutive loops and bunts to see who would back out first. Richard did, and in one close pass there was a minor collision. Both models came down but Steve was rapidly away again. Not so Richard who's ultra reliable Harrison motor just would not restart. Pit crew of Mick L and Richard H could not solve the problem. Neither could Richard E who came out to have a go. Steve continued level to win even though he had conceded one cut early on. After the bout Stuart Vickers came over and discovered the problem straight away. In the mid air Steve's prop had just nicked Richard's fuel line starving the engine. Of course no one could see this before because they didn't have their glasses on! And the moral is..... answers on a post card please.

Mick and Richard H had a very torrid time in the second semi. Richard removed all of Mick's streamer in one go along with half the inboard wing. As luck would have it the model continued to fly rather well considering the amount of damage. Although his model was not damaged Richard spent rather a long time on the ground, his pit man flicking and flicking at what is usually an ultra reliable motor. This denied Mick the chance of taking the cut he needed for victory. So Richard went through by the narrowest of margins.

The two losing semi finalists elected to spin for third place. Mick skillfully won!

So now to the final. Although Steve Tromans could not quite match Richard for speed, he was still pretty quick and his Yeti was exceptionally good. He was able to outturn Richard's Supermonger and took the first cut leaving just a very small part of the streamer. Richard did the same and then Steve retaliated by taking Richard's knot. It was hotting up! At two cuts all Steve came down on the wrong side of the circle forcing the pit crew to sprint (ha! ha!) around the circle. When he took off again he had lost just one point. It was game over and Richard Herbert had won again. This must be surely his greatest year. I believe he has won five events including the Nationals. Congratulations!

As usual the event concluded with a prize giving back at the car park. Trophies and wine were awarded and we all went away happy!

Richard Evans(CFA Chairman)

Action from Old Warden



Waterbeach Vintage Competition 4th October 09

Report by Mike Loughlin

Eight entries turned up for the last Vintage comp of the season. Weather was perfect and Waterbeach is a particularly fine flying site, we were flying from a closely mown rugby pitch with plenty of overspill area to accommodate practice and sport flying.

As there were only eight entries it was decided to run four rounds, drawn at random (nobody flying the same person twice). Two points were awarded for a win and one point for a draw, with no re-flies. When the four rounds were done, the top four scores went into the semi-finals and from then on a straight knock-out was flown. This system worked well and bears closer examination for possible future use.

1st round.

Roger Fisher and Richard Herbert were first up, one cut each with Roger losing on ground time. Richards motor/model combination looking it's usual unbeatable self.

Next up was Chris Fisher and Bob Payne. Chris took two cuts to Bob's one but lost on ground time. Simon Miller had a draw against Graham Chilvers and I managed to scrape a win against Brian Waters, my last remaining engine sounding particularly sick.

2nd round.

Richard had an easy win against Graham Chilvers. Simon Miller won against Chris Fisher who was again plagued by motor/model problems leading to ground time. Me and Roger had a one cut all draw. Bob Payne, by now going really well with an engine borrowed from Richard beat Brian Waters.

3rd round

I beat Chris, who again, spent most of the bout on the ground, which was just as well, as by now my engine sounded as if it was going to explode at any moment. Brian Waters flew well to beat Roger in the next bout, taking a nice knot just before the end of the bout. Graham Chilvers lost to a rampant Bob Payne, a changed man with a decent engine. Simon took a win with the only cut against Richard who then incurred some ground time.

4th round

Chris and his dad had a draw. After taking it all off Richard struggled against Bob and then came off second best in a mid-air leaving Bob to take his fourth straight win of the day! By know, my engine had expired and so Richard kindly lent me his fourth best engine, which was still better than anything I have used this year! This allowed me to beat Simon two cuts to one. Graham Chilvers, still having no luck lost to Brian Waters.

Semi Finals

I flew Richard in the first Semi, using his own motor and model against him! Richards engine cut after about half a minute of action. This proved to be the venturi loose. This took over a minute to sort out and when he came back up, he was really going for it. Inevitably, this led to a mid air which wiped out both models and so Richard lost on ground time.

The second semi final was Bob Payne and Simon Miller. Bob cruised to a majestic fifth win of the day.

Final.

Me and Bob. Bob flew his sock off and I had to work really hard (having broken Richards engine in the mid-air, I was now using an engine from Roger in my Supermonger, Bob was still using Richards engine in his Squig). After about a minute I took all of Bob's streamer and thought I was done for, but, luckily, there was a knot left, which I managed to take for a two-nil win.

Results.

1st Mike Loughlin
2nd Bob Payne
3rd Richard Herbert
4th Simon Miller

More Air Time at Comps in 2010?

The committee believes that numbers are such that it should be possible for everyone to fly a MINIMUM of THREE times at each competition. We will be considering the best way to achieve this over the winter and hope to have a workable system in place for next season. This will not apply at the Nationals where we MUST fly to the BMFA rules.

For Sale by John Allcock

The following 8x6 props.

18 Taipan (some drilled for PAW, off-centre to correct balance)

67 STIFF Tornado, 5 Flexy Tornado, 17 Kavan yellow, 6 Black Tornado glass filled PLUS more assorted 8 inch and 7 inch diameter props.

Part reel 0.017 Superline. Part reel 0.016 Russian (Earnie Burles). Part reel 0.015 stainless?

1 CT3 Eifflaender tuned-still tight.

1 CT3 Eifflaender tuned.

1 early type PAW TBR (ex Frank Smart) Boxed.

Contact John on 01902678267 or jallcock1@mypostoffice.co.uk

For Sale by Mick Lewis

Leading edges at 3 for £10 plus postage.

Mylar with adhesive (just iron it on) at £10 for 25 feet. (about £2.50 per model)

Some ripstop nylon.

Phone 01453542367 or mick@combatflyers.co.uk

For Sale by Richard Evans

Oliver Tiger T and sweat shirts.

Note:- All 500 Taipan 8x6 props have been sold and the Barbados holiday on the profit has been booked!

Wanted

Someone to take over the combat plans bank from Tim Hobbins.

Volunteers (now don't all rush at once) can contact Tim at tim@combatflyers.co.uk

It just remains for me to thank all those who helped with the organisation throughout the season. Have a good winter, don't overdo it at Christmas, and best of all SEE YOU NEXT YEAR!

Mick.