

CFA Newsletter 36 May/June 2014

Welcome to the 2014 Vintage/Oliver combat season. My New Years resolution was to try harder to keep on top of my work load (well not really as I don't believe in them)

However I'm going to try to produce more but hopefully shorter newsletters from now on.

In this edition you will find reports on the first two comps at Scampton and Old Warden along with some other waffle/piffle I've thought up!

If you are expecting to see a report of the Darley Moor International tough titty!

That will appear in a future edition of Aeromodeller so if you do not subscribe (shame on you) get you £5 ready and lash out on a copy when it appears.

How Fast Are You?

Time for 10 laps(s)	Speed (mph)	Time for 10 laps(s)	Speed(mph)
26	86.1	30	74.6
26.5	84.5	30.5	73.4
27	82.9	31	72.2
27.5	81.4	31.5	71.1
28	79.9	32	69.9

Are our speed limits right? I often time Richard Evans models when they seem pretty fast to me only to find that they are at 28 for 10 (ie under 80 mph)

There have been a lot of mid air collisions at the first two comps. Would a decrease in speed help to cut the number down?

Also lots of line tangles have taken place which I believe are due in no small part to speed and lack of experience and/or skill. I'm just putting this out to invoke thought and it is purely a personal observation.

Line Tangles I'm no expert but these are my thoughts on the matter.

When being chased it is fine to do 4 or 5 consecutive loops or bunts but more than this will usually end in tears. Also having done all these consecutives it is then necessary to do the same number in the opposite direction. Simple maths dictates that without doing this there is no way to fly out of the tangle. Never ever fly away from the opponents model while in a tangle. The consequences of doing this will be downed models (one or both) and probably broken lines into the bargain.

Dismounts his high horse!

Scampton April 13th 2014

The pre-entry list for this event contained no less than 36 intended pilots so in order to cope with these numbers the CFA decided to run two circles for the first and losers rounds.

Although it was expected that some flyers would not be able to attend on the day I received a phone call from Tim Hobbins just after nine a.m. as I was about to leave the Lincoln ring road. "Mick the car park is overflowing, how long will you be?" Five minutes later I saw for myself that he was not

wrong!

We drove to the designated flying area in three convoys each led by a Scampton club member having to check our tyres for 'gravel' before crossing the main runway. A new innovation this probably due to an 'incident' with FOD carried on a vehicle tyre at some time.

Before long the two circles were up and running with CD's Mick Lewis and Richard Herbert ensuring that everything ran smoothly and to time.

It was great to see Bruce Dobson, Tony Cookson, Trevor Heasman and Richard Berry all joining in the fun. A warm welcome to these guys. Also nice to see F2D exponent Harry Walker taking a day off from the serious stuff to fly some Vintage.

In only the second bout in circle 1 Tim Hobbins was pitting the Parra T4 of Harry Walker when it decided to 'cross shred' his fingers. Harry still managed to defeat John Spink by having one point less ground time with neither pilot managing a cut. After treatment at the guard room Tim decided to withdraw before he had even flown a bout. Let's hope that is all your bad luck over for this season Tim.

Although I did not see it myself as it was in circle two I'm told that Tony Cookson did really well against National Champion Steve Malone losing but being ahead on cuts.

Tony Frost then defeated Richard Berry who despite taking the only cut was on the ground for almost three minutes! Mick Lewis beat Chris Moore by two cuts to one the gap being widened by the fact that Chris's Harrison PAW was having starting problems. This was followed by Richard Evans against Graham Chilvers. Richard had decided to use a very old Orchrist with a JSO 19 up front instead of one of his Rothwells. The motor had gone well in practice but decided to seize after about a minute. The extended ground time saw Graham through by five clear points.

Nick Stowe who had earlier had a nightmare against Nick Bridges got a good run out of his JSO 19 and defeated Richard Stitson taking the only cut of the bout.

In the losers round Trevor Heasman managed a creditable draw against Chris Moore before 'shed loads' of ground time saw his defeat in the re-fly. Richard Berry retired against John Spink before Richard Evans defeated Richard Stitson without needing to take a cut!

In circle two Mark Legg saw off Tony Cookson while Mike Waller did the same to Moggs Morris. With twenty flyers of the original twenty seven still involved an eliminator round of four bouts was needed to bring the numbers to sixteen.

Nick Stowe allowed Francis Roberts to accrue loads of ground time while he just flew around for four minutes to claim his place in the last sixteen. Exactly the same thing happened to Richard Herbert in the next bout against Eammon Forsdike but Steve Malone went one better and took the first cut of the round in defeating John Spink. Two cuts were in evidence in the final bout as both Martin Kizsel and Mike Waller chopped streamer. Sadly Mike had ground time which saw Martin through to the next round.

So to the last sixteen round where in bout one Richard Herbert needed just a single cut to see off Chris Moore who had changed motors hoping his number two Harrison would start easier than his number one, sadly.....

Mark Legg then took a rare two cuts off Stuart Vickers who with limited airtime was unable to reply. This was followed by Tony Frost against Graham Chilvers who had earlier defeated Richard Evans. Despite taking two cuts Graham lost due to far too much ground time. So Tony had his third victory of the day without taking a single cut.(He is writing a book 'How to win at combat without chopping streamers')

Pete Happle had a good win against Harry Walker before Steve Malone edged out Bob Payne in what was the best bout seen for quite some time. It was probably closer than the five point margin would suggest. Another good bout saw Martin Kizsel out gun Nick Stowe by three cuts to one. Notably neither pilot had ground time in this one. Mick Lewis thought it was all over when his Supermonger was 'totalled' by Nick Bridges Delta Lady. However Mick had a cut in the crash and also the Delta Lady had sustained minor damage which meant it too was unable to get back in the air. So Mick luckily through to the quarter final stage. Richard Evans was not needing to rely on Lady Luck as he defeated Frank Marshall by two cuts to nil.

Tony Frost continued his ploy of not taking cuts against Richard Herbert. Sadly for Tony his opponent this time did not hit the ground but went on to take three cuts without reply. All good things must come to an end then Tony. Perhaps taking cuts has some merit after all?

Pete Happle's motors are usually very quick so it was clear that all was not well when he flew Steve Malone. Being so much down on air speed left him at Steve's mercy. Two cuts to one being the final score. Mick Lewis's good luck of the previous round completely deserted him against Mark Legg. Broken lines and prop half way through the bout saw Mick ready to throw in the towel. However when the centre marshall said still two minutes to go the pit crew got busy changing the lines and prop. Returning to the battle Mick managed just one of the two cuts he needed to force a re-fly. Richard Evans kept the Bristol flag flying by earning his place in the semi-final when he defeated Martin Kizsel by two cuts to nil in what was a fast and furious encounter.

As Richard Herbert had already flown Mark Legg he would have to fly either Steve Malone or Richard Evans in the semi-final. A coin was tossed and the result was that he would fly Richard Evans leaving Steve Malone to fly Mark Legg.

Mark put up an excellent fight against Steve and took the only cut. Despite this cut advantage Mark lost by a single point due to spending exactly half the bout on the ground. The Herbert/Evans semi also finished with a victory by a single point. Both models were fast and tight turning with little if anything to choose between them. However Richard Evans hit the ground losing the point which was decisive as cuts were equal at one to each pilot.

Richard Evans took third place from Mark Legg with less ground time and the only cut in his favour.

So on to the culmination of a great contest. Richard Herbert against Steve Malone sounds like the makings of a fantastic bout. Often such bouts turn out to be let downs but not this one. Undoubtedly the two fastest models seen all day both with ace pilots at the controls. Richard overshot an early attack and removed all of Steve's streamer but could Steve avoid making the same mistake? Taking his time he removed half of Richard's streamer and continued to chase the winning cut. With time rapidly running out it seemed a re-fly would be the outcome. However with little more than seconds remaining Steve took his second cut and victory.

The CFA Chairman Richard Evans thanked our hosts the Scampton club and all the flyers for their help in the organisation of the day. Trophies and bottles were presented to the winners and we all wended our way to our respective destinations having enjoyed a great day of Vintage Combat.

Mick Lewis





First, second and third at Scampton. Sorry about the background!

Old Warden Vintage Combat May 4th

The Sun was shining and there was very little wind as 27 intrepid flyers of Vintage Combat arrived at the famous Old Warden aerodrome in Bedfordshire. We were told there was some full size activity taking place before 10.15am but after that the field was ours until 6pm. It would therefore not be necessary to run two circles as we had done at Scampton.

The first round began just before 11am with a bout between Karl Severne (who had not picked up a handle since November. Indicative of a misspent winter if you ask me!) and Tim Hobbins. Karl's rustiness was not too evident as he just lost in a clean and closely fought battle.

Roger Fisher then went out to Nick Stowe who at one cut down flew straight through Roger's inboard wing. Oh hell! Accidents do happen in this game just your bad luck this time Roger.

Other early winners were Nick Bridges, Bob Payne, Martin Kiszal and John Leggott over Alex Reid, Pete Happle, Sam Severne and Moggs Morris respectively.

Mr Cool (Richard Herbert) defeated John Spink by two cuts to one before Steve Malone dished out the same treatment to John's team mate Graham Chilvers by a very similar score.

Jeff Sizer needed a re-fly to overcome Frank Marshall but Mike Waller found victory over Richard Wright somewhat easier. Richard Evans had reverted to using a Rothwell in his ancient Orchrist as the JSO 19 had proved less reliable in the same model at Scampton. No problems for Richard this time as he had a comfortable victory over Brian Waters, who we welcome back after a break from flying last season.

Trevor Heasman has the fastest motor around at the moment as his opponent Mick Lewis will testify. Despite (or maybe because of) this Trevor soon removed all of Mick's streamer. A massive line tangle followed but eventually this was overcome and Mick had taken the two cuts needed to see him into round two.

Eammon Forsdike had a bye in round one so had to fly a loser. As luck would have it Trevor was to

be his opponent before he had really recovered from his first bout. This was clear as he fell over in the circle and conceded to Eammon mid bout.

It was at this point (around 1pm) that we were informed that we needed to be clear of the airfield by 4pm rather than 6pm. Shock horror! What could we do? Forget the losers round? (that would have gone down like the proverbial lead balloon) or start up a second circle? This was clearly the line to follow and is exactly what happened. Richard Evans, long time friend of organiser Ken Sheppard, managed to negotiate an extension of flying until 5pm so we had a good chance of drawing matters to a conclusion. Two circles were then run until the quarter finals when we reverted to using just one.

Notable victories in the losers round were those of Karl Severne over the (luckless) Roger Fisher and Richard Right over Graham Chilvers.

This was followed by a four bout elimination round to bring the numbers down to 16. Victories went to Tim Hobbins, John Spink, Bob Payne and Steve Malone who overcame Karl Severne at the second attempt.

So to the last 16 round. Martin Kizsel and Richard Herbert had little difficulty in overcoming their opponents Richard Wright and Nick Stowe and John Spink did well against Jeff Sizer but probably the most notable victory of this round went to Pete Happle who managed to get the better of Simon Miller.

Dark horse Mike Waller got the better of Tim Hobbins before Steve Malone allowed Alex Reid more time for his excellent photography. Bob Payne destroyed Richard Evans (well his inboard wing at least) but South Bristol club mate had an easy victory over Eammon Forsdike who seems to suffer every problem in the book.

So in good time we were down to the last eight and all back into the main circle.

Surprisingly the bout between Richard Herbert and Martin Kizsel was a very one sided affair.

Richard took three cuts without reply. Try as he might Martin just could not get behind his opponent who flew to his usual high standard.

Pete Happle saw his chance of a semi-final place slip from his grasp as he tried valiantly but failed to get the single cut he needed for victory over John Spink.

There followed a somewhat 'weird' bout between that dark horse man Mike Waller and Scampton winner Steve Malone. I say 'because Steve did 90% of the attacking but suddenly found himself four (yes really it was four!) cuts down. A line tangle followed and Mike was downed. He got quite excited about clearing the tangle but need not have done as with those cuts victory was already assured.

Bob Payne then suffered engine problems against Mick Lewis. Each time Bob got up and combat began his motor cut leaving Mick to cruise into the semi-final.

The first semi saw Richard Herbert beating John Spink who conceded victory when he was two cuts to one down and no chance of winning.

The second semi lasted about thirty seconds at which point Mike Waller scored a direct hit on Mick Lewis' Supermonger smashing it to 'smithereens'

With just the loss of three ground points Mike Waller was back in the air and went through to face Richard Herbert in the final.

Mick Lewis then reverted to the model he had flown right up to the semi without damage against John Spink in the fight for third place. The bout itself featured a massive line tangle which was not in the script. When it seemed it would not be overcome Mick went for cuts and got two which was enough to give him third place on the day.

The final saw the 'dark horse' finally broken in by its rider. That is to say that Richard Herbert followed up his second place at Scampton by victory at Old Warden. Mike Waller tried valiantly to get on terms with Richard but like so many who have tried in the past he failed.

Finishing just before the 5pm deadline we all trooped back to the car park together and gathered for the usual presentation of trophies and wine.

A great day despite all the rushing around we had to do. However to-day I ache all over. I think I'm just too old for this game!

See you at the next meet. I'll be there never fear.

Mick Lewis (CFA Sec)

Old Warden Pictures



One of Rogers 3 wrecked models!



Formation flying! Eat your heart out Red Arrows.



Future Vintage flyers?



Semi-final action. The moment Mick Lewis knew he wasn't going to reach the final!



Richard Herbert receives his rather nice (new this year) first place trophy from CFA Chairman Richard Evans.

Available (or soon to be available)

Laser cut kits Supermonger, Piranha XL @£14, Anduril, Ironmonger, Ironmonger 69 @ £12 and Squig @ £10.

Leading edges (hollow or solid) @ £4. RAM nylon 8x6 props at 3 for £5 and (on its way from the USA) 15 thou 7 strand stainless @ 1000ft for £40

I am negotiating to have the RAM props strengthened in the hub area but this will require some

investment on my part. I will keep you informed on any progress.

A couple more Old Warden pictures to fill up the page.

All for now.

Cheers,
Mick

