

COMBAT FLYERS ASSOCIATION

NEWSLETTER 4 MARCH 2004

NEW OFFICERS

There being only one candidate for each vacant post there was no need for a ballot. Hence our new chairman is Richard Evans of Bristol and our new competition secretary is Roger Fisher of Kings Lynn. We wish both of them well in their new ventures. We also send best wishes to our treasurer Richard Herbert who is nursing a torn Achilles tendon and will be out of action for about six weeks. Perhaps badminton is best left to the younger generation?

THE NATIONALS

Members will be delighted to learn that planning is well in hand for the August nationals at Barkston. The CFA proposed the following entry fees at the technical committee meeting in early February which were accepted unanimously.

F2D £15 All other classes:- first entry £12, second entry £10, third entry £8, fourth entry £5. Which means that to enter all 4 classes will cost you just £35! (does not include registration or camping fees)

These reduced entry fees are just one of the many benefits of us forming the CFA, this newsletter is another (at least I hope you will think so!)

Winter Combat Practice (Thanks to Mick Waller for this report) 14th December 2003

A very cold day with some fine wind. A bit too fine for Mike Waller's 1/2A model which circummed to gravity under the full control of the wind! All it did was to split the covering so after some TLC will fly again. Not the fault of the launch I promise... The Fora 09 is now going at 19000+ and we are looking forward to seeing how it will fare in better weather. We are still running on PAW fuel so are expecting a little more when the oil is reduced a bit. We are pleased with this investment of £50 it is a very well behaved engine and would do any 1/2A model a treat. The hole spacing and crankcase clearance is about the same as the PAW just another hole to drill and the model can be used with either engine.

The Fora is lighter so expect to make some trim changes if you do change engines. We have been using 'old fashioned' wedge tanks with two vents and have not had too many fuel feed problems reported by others.

We only had a few modellers turn up on Sunday but it was good to see John Winkworth again who came to see what was going on. I think we persuaded him to have another go at C/L even if just to get away from his grandchildren.

Peter Last flew his 1/2a Goodyear model for some fun. It flew well and seemed to ignore the wind. Martyn Vale arrived after a very difficult drive through the

worst of pre-Christmas traffic and, in the event, did not get the models out of his car.

We hope to see a few more London (or further afield) C/L modellers on these days. There's plenty of room to fly just about anything and the grass is providing some pretty good protection for those 'practice' landings. The flying surface includes tarmac for racing, carrier practice or stunt. The Three Kings are paying for the site so why not come and join in using it?

See <http://members.aol/ThreeKingsClub>

For details and links to location maps

[NEW KIT FROM PSAEROPRODUCTS](#)

Paul Winter of PS introduced a Yeti kit over a year ago and has been selling them like hot cakes, including half a dozen which found their way to Switzerland! There are also strong rumours that one weighing no less than 18 oz. won a comp in Scotland! It seems they have enough wind up there to make anything fly! Paul knows a good thing when he sees one and has now decided to kit the AndRUil. This can be completely mistaken for the well known Mick Tiernan design the AndURil. Yes there was a simple spelling mistake which no one has yet owned up to!

Anyway what you get for your £25 is certainly the well proven MT design which has been well kitted using quality materials throughout. I'm currently reviewing it for a forthcoming edition of Model Flyer.

[NEW MODELS FOR THE LIST](#)

As many of you will know the list of eligible models for Vintage and Oliver was closed for 3 years quite some time ago. Well the 3 years has more than passed so we are at liberty to add further models if we so wish. These will of course have to go through our system of being proposed (with details circulated) and voted on by active flyers (see constitution) at the AGM held at the Nats.

I have received from Frank Smart (we wish him well after his recent illness) the following design which he wishes to be considered for inclusion in the list as from the 2005 season. In my opinion this model would not outclass all others in the list (Sequi problem of a few years ago) and I can see no reason for not voting for it, however it is up to each individual flyer to decide for himself.

CONTEST CALENDAR

F2D

18th April CHESTERFIELD
9th May BARKSTON
13th June ALBERMARLE
1st Aug GLASGOW
26th Sept BARTON(Manchester)
10th Oct CHESTERFIELD
17th Oct RESERVE DATE

OTHER CLASSES

18th April SCRATCHWOOD(Vint+Oliver)
16th May OLD WARDEN(Vintage)
13th June BILSTON(Vintage)
20th June SOUTH BRISTOL(Vintage)
4th July MILTON KEYNES(Vintage)
25th July BARKSTON(Vintage+1/2A)
12th Sept MILTON KEYNES(Vintage)
3Rd Oct MILTON KEYNES or
SCRATCHWOOD(Vintage)

28,29,30 Aug BARKSTON NATIONALS ALL CLASSES WILL BE FLOWN.

Note:- One date may be dropped from the F2D calendar. All events earn points towards international team selection. Contact John James on 01709709074 for more details.

For info about ALL other comps contact Mick Lewis on 01453542367.

USA NEWS FROM PHIL CARTIER

A couple of big news items for the coming season. We will be having an F2D Fast meet at our nationals the two days after the Worlds. F2D equipment, AMA Fast rules. should be a lot of fun.

Also, Speed Limit has taken over in the colonies. Any plane, any engine, standard AMA lines(.018x60). Speed is limited by timing a couple laps before starting combat. Usual limit is 75 mph- 6.85 sec/2 laps. The East coast uses a 7 sec limit(about 73 mph) or 7.3 sec. Out on the west coast they like 80 mph(6.5 sec/2 laps). Various contest

formats are also used. The majority use total points and 4 or 5 rounds. This puts a premium on clean flying and no midairs (you can't score points if you are in the ground after a MA!) Also popular is double or triple elim, mostly using cuts only. Some areas are going back to Fast rules (Kill wins the match) to reduce midairs.

You may also see something about hi Tech half A. The new Cyclon and Fora 049s really perform on 42 ft. lines. On standard 35 ft. lines they are just too dizzifying- sub 2 sec laps. You get dizzy just trying to fly level laps before the start of combat!

Personally, standard F2D ships on a good performing plain bearing 15 would be an ideal compromise. something that flies in the 75 mph range, like the speed limit planes and the Hi Tech halfA's at much less cost. that way everyone would get to fly with World Class planes and procedures, but without the expense of super engines, most of the time.

best from the colonies.

philc

Russian Stuff

Marv Jones has some F2E and 1/2A models available and expects both Fora 1.5cc and the new plain bearing 3.5cc engines to arrive by the end of April. If you are interested get in touch directly.