

# Combat Flyers Association

## NEWSLETTER 6 Oct. 2004

### Annual Report

The association has had rather a mixed season in its second full year since it was formed in Jan 2002. The AGM took place on the Sunday lunchtime at the Nationals and was well attended. The rule changes voted for appear later in this newsletter. There was also some discussion about the proposed new ASP 15 class and a great deal of enthusiasm, which will hopefully translate into entries next season (Rules for this new class appear later in this newsletter)

With the exception of the Nationals all the events this year were for Vintage combat. The plan to also fly Oliver at Scratchwood in April fell through due to the diabolical weather on the day.

Comps in April and May were well attended as were the Nats and post Nats events. sadly the "good weather" events in June and July just did not attract the expected numbers. Surely it can't be that Vintage flyers prefer to fly in cold, wet and windy conditions!

I note that the same was true in 2003.

This is the third (and final) newsletter of the year, these (and other correspondence with members) continue to be financed by the expences paid to officers at the Nationals.

As from November I shall be a co-opted member of the CLTC (Control Line Tech Committee) and thus will have my expenses paid by the BMFA so relieving the CFA of this burden.

Your officers Richard Evans (Chairman) Richard Herbert (Treasurer) Roger Fisher (Comp. Sec) and myself continue to work hard for the association and thank those people who have expressed their appreciation.

We also wish to pass on our sincere thanks to the members who have supported us in a practical way throughout the year, no names but they know who they are!

Mick Lewis (Sec.)

## RULE CHANGES FOR 2005

For Vintage and Oliver Tiger Combat

That the following nine (9) models be added to the approved list as in 4.4.4.1(g)

1. Kanible GTO by John Dixon 1969.
2. Terminator by Mick Davies 1970.
3. Stockport Warlord by Graham Howard 1968.
4. Freecloud by Bob Morgan 1970.
5. Warlord by John Dunker 1968.
6. Nemasis by Howard Rush 1970 (USA)
7. Gunslinger Mk's 1,2 and 3 by E Varley and Fred Pateman 1963.

For Vintage Combat

4.4.4.2(a) add the following.

The current MVVS 15D 2.5cc is legal subject to the following: -

Standard engines only to be used.no tuning allowed  
Standard sized venturi 3.5mm  
Bearings may be replaced by steel bearings of same size.  
No bushings to bearings, phenolic or ceramic bearings permitted.  
The only modifications permitted to the engine are the removal of the exhaust stub, and the positioning of the exhaust port to either side or rear exit.  
Prop size is up to the operator, but only nylon props to be used.  
These rules apply only to the front induction MVVS 15 the rear induction disc valve engine will not be permitted or the use of the MVVS ABC LINERED ENGINE CONVERTED FROM GLOW.

I certify that these changes were voted through at the CFA AGM on 29/08/2004 by the majority required in the CFA constitution.

Mick Lewis (CFA secretary) 21/09/2004

#### ADDITIONS TO BMFA VARIATIONS ON F2E DIESEL COMBAT

4.4.6.4 Line changes are allowed during the combat period. One model per match shall be allowed.  
Engine changes are NOT allowed.

THE CHANGED LINES WILL BE PULL TESTED BY THE CENTRE MARSHALL.

A "fly away" shall be defined as going outside a pre-determined area set by the organisers. At the Nationals this will be the "roped off area"

The above rule replaces rules 4.4.5.7(b) and 4.4.5.12(c) and clarifies rule 4.4.5.12(b)

NOTE: - these changes have the support of those flyers that competed at nationals 2004.  
In response to the letter circulated to them all there were 6 positive replies and none against.

Mick Lewis (CFA sec)

## Bilston

The weather was warm and sunny and that's where the good news ends as a mere five (yes FIVE) competitors turned up!

Organiser John Allcock decided to fly a "round robin" which meant that every flyer would get four bouts, this would make the day worthwhile.

Those of you who read Aeromodeller will have seen the excellent report by Mike Parry and no doubt wondered why the same few faces appear time and time again in the pics-well now you know!

As Peter Clarke was placed last in the "round robin"he was eliminated and semi-finals flown bringing victories for Richard Evans, pushed really hard by Martin Coe and myself over Tim Hobbins.

In the final my Squig was just no match for Richards Yeti (Is a Squig ever a match for a Yeti? Answers on a postcard.....)

To add insult to injury at 3 cuts to one up Richard took out the Squig without even a mark on his Yeti!  
A great days flying but due to the poor turnout this was probably the LAST EVER BILSTON!

## SOUTH BRISTOL GALA

Another warm and sunny day but as with Bilston the week previous the flyers stayed away in their droves.

It was only thanks to a couple of club members making up the number to 7 that a comp was possible at all.

Visitors Nige Etheridge and Andy Kirk were both going well as was Steve Tromans of the home club. Steve managed to stave off the challenge from the visitors to finish third and I got revenge over Richard Evans in the final by flying my Yeti through the centre of his Squig-sorry mate!  
As with the Bilston event the future of this event is also in the melting pot!  
IS IT JUST TOO FAR TO TRAVEL TO BERKELEY??

## MILTON KEYNES

Sorry to say I missed this one due to being on holiday but yet again only 5 turned up!

What is it with these high summer events?

Milton Keynes is easy enough to get to so that can't be the problem. Only a few years ago this comp would have attracted a double figure entry!

## MINI-NATS (Barkston)

Now this one really was wet and windy!

After a two and a half hour journey to Lincolnshire it was no fun to have to sit in the car until 1pm before the weather cleared enough to even think about flying.

The entry of seven included Rod Smith from Australia who was visiting the UK on his way home from the World Champs in the USA. Rod took pity on us poor Brits and insisted that we join him in a drop of rum just to keep out the cold you understand!

Rod was using some of my old Chilton Warlords and a Fisher tuned PAW, which had been until that day my most reliable motor. Sadly in his second bout the motor refused to restart at a pitstop so we never did see what he was really capable of.

Roger Fisher was going well and defeated Tim Hobbins in the final. Tim had previously put the skids under myself in the semi.

The whole thing was over and we were back in our cars by 5pm, just as well really as not too long after that the rain returned!

Combat was the only control line event to actually run that day; the other scheduled classes were never even started. Well done you tough guys!

### **Combat Report**

#### **Milton Keynes 12 September 2004**

This may well have been the Denbigh farewell meeting, 'cos it looks like construction has started on converting our lovely flying site into the Milton Keynes Dons (or United or whatever) footballists stadium. I believe the cricket pitch is going to be an Asda store. So we had to fly on the old football pitch opposite as usual, complete with its patches of thistles, potholes ruts and general rubbish left by the footballists. The weather report wasn't particularly favourable with winds and heavy showers forecast for the afternoon. Fortunately!

We just had the high winds.

We ended up with a total of ten entries, which meant we could have a competition but as usual it was all hands to the pumps when it came to scoring etc. Thanks to Dave Chalk for CDing. Two late arrivals were Mick Tiernan and Peter Clarke. Unfortunately Pete took a little while to get his kit ready (1hr & 10 mins) which delayed the proceedings more than somewhat, causing the comp to lose momentum and giving some concern to the CDs that we would run into the bad weather. It's awkward to know what to do in that sort of situation. All the other entrants are hanging around twiddling their thumbs wondering what the holdup is, but on the other hand one doesn't want to disallow an extra entry. Perhaps we should have a general rule that if a flyer is not ready for the last bout of the losers round they're DQ'd. As we usually start around 10.30 to 11.00am and ready to fly the losers around 12 ish. I think that is plenty of time to give for late comers.

Any road up, the 1<sup>st</sup> bout of the first round saw Kirk v Payne. Plenty of milling about with Andy taking 2 cuts and Bob getting some ground time and then a very quick line tangle with both models hitting the deck with 30 sec's to go. Both models re launched but Andy's Yehti had a broken leading edge that resulted in Roger telling me to fly straight till the whistle. Sizer v Lewis, Jeff and Mick had a line tangle within 10 or so sec's of the start with Jeff hitting the ground. It appeared that Jeff had snapped a line but it turned out to be a leadout broken so that was the end of that, leaving Mick with nothing to do but to get giddy. Hobbins v Fisher was won by Roger although Tim got the only cut he lost it all and some more on ground time. Tim was using modified F2D engine bearers. I don't know if there is any advantage at all. Tim ?. The Evans v Herbert was up to its usual high standard with Richard E winning 3 cuts to 1. Tiernan v Clarke saw Pete Clarke losing, although it was 1 cut all Pete got in a load of ground time, slowly turning his model into a carrier bag by hitting the ground, several times, hard.

The losers round saw Hobbins and Clarke out, Jeff Sizer getting a bye.

Second round. Kirk v Herbert saw Richard hitting the ground, breaking a prop and then the engine failing to start due to a split fuel line, leaving Andy in the air to win. Fisher v Tiernan resulted in Roger winning 2 cuts to 1 and Evans v Sizer, Richard was 1 cut up when Jeff crashed and his engine failing to restart. Then his pit crew finding fuel in the outboard wing, not good cos it should be in the tank. I wasn't poor Jeff's day. He lost both his rounds due to technical failures so didn't even get to fly to lose. Lewis v Payne saw Mick crash after a 1 cut all fight and with no streamers left on either model, he couldn't win so threw the towel in.

In the semi's Kirk v Fisher, Roger took Andy's entire streamer in his first attack leaving Andy to take 2 cuts in the remaining time. Evans v Payne was won by Richard 2 nil although Richard managed to get some ground time.

3<sup>rd</sup> 4<sup>th</sup> was decided with a tossed coin. !!!

The Finals, THE FINALS. Kirk v Evans. Richard was flying an original design Yehti and Andy only had an Orcrist flyable. Roger had taken a nibble out of the tail boom in the previous round but it was only minor damage. Richard took 2 cuts fairly early in but Andy's Orcrist was turning tighter. However the engine was running a little hard which got worse through the bout. As Richard had the speed, he was able to break off the tight turns a pull away and so Andy's motor bogging meant he couldn't quite get onto his streamer. Richard did get some ground time though, crashing twice, but not enough to make any difference. Then there was a mid air with about 15 sec's to go rendering Richards model unflyable. Richard winning 2 cuts to nil.

A good meeting, well it was for me, apart from the delay.

4<sup>th</sup> Bob Payne  
3<sup>rd</sup> Roger Fisher  
2<sup>nd</sup> Andy Kirk  
1<sup>st</sup> Richard Evans

## SCRATCHWOOD 26 September

The weather was very kind to the seven of us who turned up to compete in the last Vintage event of the year.

Light winds and variable cloud made for good combat and we saw a great deal of entertaining flying in the first round.

Due to the small entry it was decided to run a two lives event and in the circumstances this turned out the fairest way. Early on it looked as though we might be short of enough bodies to run the event, but soon Martin Vale appeared as a spectator and was quickly co-opted to score. Dave Chalk then surfaced through the woods and things got underway properly.

Clean flying and high speeds were soon apparent. Several early bouts lasted the full four minutes with no mid airs. Richard H. and myself drawn together in the very first bout (as so often seems to happen!) had just this and saw me chasing to the elusive knot for the last minute to no avail. Two cuts to one to the invalid!

As things progressed, however, the carnage began to creep in! Jeff Sizer lost most of his outboard wing in one bout but the model seemed to perform almost as well as when it was complete! Actually, I seem to remember a well-known CFA official who managed to win the Nats with half a Chaos! The worst damage of the day was effected on one of Mick Lewis's 19's in the third round. Whilst flying against Richard H with the score at two cuts to one there was one almighty metal to metal mid air. Mick's motor looked initially to have just superficial damage, but on turning the model over we saw that the case was split from end to end. In fact just about the only salvageable part was probably the prop driver! Ah well, he's got plenty more....

At the end of the two rounds, in fact, Mick was the only flyer left with two lives, but as just mentioned things didn't stay like that for long. By the end of the third round only four people had one life left and so two "normal" semis took place.

Richard H. first flew Roger (Yes Rog, I hadn't mentioned him yet had I?). As usual Richard soon went into the attack but as had happened several times already his 19 caused problems and seized. Roger won on ground time.

Mick now flew Jeff and was going very fast indeed. He was three cuts up after about a minute. This was probably his downfall because he then flew defensively for the remaining time. Jeff managed to get three cuts back and Mick had lost a ground point. Sometimes you can be just too fast

So to the final. All of Jeff's Squigs were in pieces so he had to resort to an original Warlord against Rogers' trusty Chaos that had been flying all day. The bout was excellent; the motor in the Warlord was screaming and held it's own against the tighter turning Chaos. Some great combat saw a result of three cuts apiece, and so "Do it again please chaps" The reply was very different. Jeff's motor just lost its edge and allowed Roger to sneak in and take five cuts! Jeff responded with one, or maybe two? But Roger won the day!

We should also mention Steve Tromans and Bob Payne. Steve flew well and robbed Richard H. of one life (R's motor was playing up again). Bob was going so much faster than normal that he would have beaten me if I hadn't cheated and told him that he'd won!

Actually I thought he had won, told him so, and he stopped attacking. Unfortunately for Bob neither of us had seen my first cut, making it three cuts to two!

In conclusion, a great day, good fun but a pity more people didn't come.

Where were you Mick, Russell, Mike, Andy et al? You might like to note that in my bout with Jeff my Chilton Warlord was destroyed! This model started life as a Super Twister in 1993, (Can you even remember the Super Twister?), was rebuilt as a Warlord two or three years later and had had two pods, two complete leading edges, two tanks and had been recovered three times. I think I'd had my money's worth don't you? Richard Evans 1-10-04

## COMMERCIAL BREAK!

I've just printed some new Oliver Tiger T/Shirts with the Orange and Black logo from the 70's transfer. They look great and are available in white (Just right for dirty combat flyers) or pale grey. Premium quality T/Shirt in all sizes.

£7.50 each including postage. (Or less if I bring them to comps for you next year)

Phone me on 0117 9241557 or email at [vickyrich@btinternet.com](mailto:vickyrich@btinternet.com)



**WANTED** FISHER TUNED 19 for newcomer to Vintage combat.  
Ring Tim Hobbins on 01652656099.

## Eifflaender Family Trophy awarded for Merit in Vintage combat.

This year the CFA committee has awarded this to Jeff Sizer and the association will fund a ticket (£22) for him to attend the BMFA annual prizegiving to receive it.

**NEXT YEAR IT COULD BE YOU!**

## BMFA CERTIFICATE OF MERIT

I'm delighted to be able to report that Frank Smart has been recognised by the BMFA for his sterling work over many years in preserving designs which would otherwise have been lost forever.

Frank will receive his award at the annual dinner to be held at the Holiday Inn, Coventry on 20<sup>th</sup> November.

## POUNDLAND

John Davidson reports that he regularly uses modelling products (glues, filler, tools etc) bought from POUNDLAND shops.

Ever the one for a bargain (nothing to do with him being a Scot I assure you!) John says that there is a fortune to be saved by visiting these stores which are rapidly spreading to almost every high street.

If there is one near you why not pay it a visit and see what is on offer!

You can find the address of the nearest store by visiting [www.poundland.com](http://www.poundland.com)

## THE NATIONALS

These were well attended with everybody very happy to be back at Barkston.

There were a few organisational problems for the association officers like having to cut grass with a hastily borrowed lawnmower on the Friday evening and the non-arrival of the tables and chairs!

At least the long grass saved a few models on hitting the deck so it wasn't all bad!

A report should soon appear in MODEL FLYER so I can't re-produce it here. BUY ONE!

Results are given below (Full results on BMFA web site)

Also I've reproduced some pics courtesy of Mike Parry at Shedpix.

For full coverage of the whole Nats visit [www.bumpygreen.co.uk](http://www.bumpygreen.co.uk)

### Vintage

### 1/2A

### F2E

- 1 Richard Evans
- 2 Alec Herring
- 3 Steve Tromans
- 4 Andrew Shields

- 1 Roger Fisher
- 2 Richard Herbert
- 3 Stuart Vickers
- 4 Dave Riley

- 1 Igor Dementiev
- 2 Nigel Etheridge
- 3 Martin Coe
- 4 Richard Herbert

### Oliver

- 1 Richard Herbert
- 2 Richard Evans
- 3 Roger Fisher
- 4 Jeff Sizer