

Newsletter June 2005

Association News

CFA BUYS DOMAIN NAME

The Association has bought the domain name: - www.combatflyers.co.uk

Which is now where you will find our web site. The old address was far too hard to remember but this one should be NO PROBLEM.

I am happy to report that the finances of the association are healthy and this has meant that we have been able to purchase a decent paper cutter for the making of streamers.

With the demise of club organised events it falls upon the CFA to provide some 500+ streamers each season which, I am sure you will agree, is mind-numbingly boring!!

However your Chairman and myself are well on the way to the target number and hope to finish our task really soon (thank God!)

The next event on the calendar is the "Big one". Peterborough 2005 (June 19th) celebrates 60 years of control line flying and should be a great day out! DON'T MISS IT!

Nats planning continues apace with lots of promises to correct the problems of last year (no grass cut, no tables/chairs) however I'm not holding my breath!

Entries for CLUB class will be on the same form as the other events but the fee is £5 irrespective of whether it is your first or fifth event! (See report of the FIRST EVER Club competition later in this newsletter)

Gordon Price has sold the entire 21 Yeti's (ready to cover) that he imported from Moldova but he is hoping for a delivery within the next few weeks. I took delivery of mine at the Old Warden meeting and couldn't believe the build quality. It is a work of art!

I have since covered it and it weighs in at 7.4 oz with just the alloy bearers to be added.

Gordon tells me that there is a possibility of a "ready to fly" version in the future!

ELECTION

In line with our constitution TWO members of the committee must stand for re-election every 2 years.

This time it is the treasurer Richard Herbert and the secretary, myself (Mick Lewis)

Nomination forms will appear in the next newsletter and voting will take place at our AGM at the Nats. If you fancy a job why not get a mate to nominate you?

RULE CHANGES

Anyone wishing to propose changes to the rules should submit them to me in writing by 24th July 2005. They will then be circulated in good time to be voted upon at the Nats.

Send to: - CFA Secretary, 40 Upthorpe, DURSLEY, Glos GL11 5HR.

Please remember you must be an active flyer to submit proposals-see rules in the constitution. (Copies available on receipt of SAE)

SCRATCHWOOD 17th April Report by Richard Herbert

I was very pleased to see 12 entries for the first Vintage comp of the season, no doubt aided by the very good weather. What was an even better surprise was to see a total newcomer, Sam Hobbins (son of Tim) enter his first competition and fly very well – I certainly could not fly that well at my first comp!

1st round

Of particular note in the first round was how well Mike Waller flew in his 3 cuts to 1 victory over Roger Fisher, Mike's flying has certainly improved of late. All the other bouts went to form with both Richard's managing 3 cuts in each of their bouts.

Losers

Martyn Vale spent a fair amount of time on the ground and his MVVS is a bit down on air speed compared to most PAW's, Martin Coe getting the only cut in this bout which he won. Tim Hobbins managed the only cut in his bout with Roger Fisher but lost due to spending 2 minutes on the ground. The other loser's bout between Jeff Sizer and Sam Hobbins ended with Jeff winning by a single point despite being 2 cuts to 1 up due to ground time.

Eliminator

A single eliminator was required to get down to the last 8, Martin Coe was unlucky to fly against an in form Mick Waller who won by 4 cuts 1, Mick was the first person to score 4 cuts in a bout on the day.

Quarters

Mick Lewis just managed to beat Roger Fisher in the first quarter final, but Richard Evans comfortably beat Robert Payne 4 cuts to 1 in the next bout. Bout of the day went to the one between Jeff Sizer and Richard Herbert, after 4 minutes of continuous combat it was 2 cuts apiece and a refly needed. Unfortunately, as is often the case the second attempt was not as good, both models were damaged and Richard was lucky to win by a large margin with a model that would only just loop. Mick Wallers good form came to an end against Mick Cain in a 1 cut all bout that was decided on ground time. Mick Cain is a relative newcomer to combat but flies very well with equipment that is of a high standard.

Semi

The first semi between Mick Lewis and Richard Herbert saw Richards model fly off into the bushes when his lines broke. A new set fitted Richard got a cut only for his second set to break, game over and victory to Mick. The other semi between Richard Evans and Mick Cain saw Richard win 2 cuts to 1 for an all Bristol final.

3rd/4th

The fly off was looking like Mick had a chance to beat Richard until he hit the ground at 2 cuts all and only Richard having any streamer left, hard luck to Mick Cain.

Final

The final got off to a great start until at 2 cuts each there was a mid air and both models were unable to carry on. Mick Lewis and Richard Evans decided to call it a day so as to not damage any more models.

In all a very good day was had by all and it was really good to see so many turn up for the first comp of the year.

FIRST EVER CLUB CLASS COMBAT COMP

(Or how I went to Glasgow to get pi***d on, by Tim Hobbins)

You've heard the story about the bloke who is stood in front of two doors wondering which one to go through? I feel a bit like that. Club combat was mooted last year to introduce a more accessible class of combat that would be both cheap, less daunting than F2D and enable people to buy top class RTF models to compete with. The reason I'm in a quandary is the fact that I really don't know which model/tank/combo to use and the first competition is at Strathclyde Park this Sunday, the day after tomorrow.

I bought an ASP after I saw Nigel Etheridge fly his in an F2E model, it went OK in the gale force wind, the engine run wasn't perfect but I put that down to it needing a tweak on the needle. I had some early success through the summer with various simple models, all built on 1" sections for simplicity and running on suction. There'd be some duff flights but I knew nothing about glows at the time and reckoned practice would iron out the bugs. Then winter arrived. I spent several frustrating Sundays trying to get the engine to start, let alone run consistently. I spoke to others, tried different props, fuel, plugs, needle valves and tank set-ups. Eventually I got a model with a bladder tank, 20% nitro fuel and a 7X4 glass prop to give me the best results but my concern was, and still is, that this isn't the simple set-up that the class needs. I saw Richard Herbert's dieselised ASP perform seriously well at Scratchwood without a silencer and believed this to be the answer, but it doesn't appeal to all. My diesel version isn't quick enough and needs sorting so the weekend approaches and I've made my choices. (At present there are no plans to allow the diesel into the class-Ed.)

I've reverted back to suction feed flat section models, 7X4 tornado prop, hot plug and 10% nitro fuel. I know I'll be outclassed in manoeuvrability by F2D models with bladders but the rules give points for airtime and bladders are tricky to pit. Also I think that this set-up is closer to the original spirit of the thing. We'll see on Sunday.

On the Sunday it appeared I was right about the mix of models, out of 8 entries everyone who had an ASP was using bladder fuel system apart from me. Gordon opted to do the time trials during the early practice sessions; pick of the bunch appeared to be William Wallace, F2D model 10% nitro 7*6 tornado. Followed closely by Gordon, same set-up, Nigel Etheridge with a superstar and Andrew Shields historic foamie. My suction run was slower but the setting was a tad rich, so I didn't panic.

First bout was William and Nigel, just as the rain began. William was on song and Nigel's engine run deteriorated from rich to very rich as the bout progressed. William took a cut then hit the ground; Nigel was torn whether or not to put his motor in for a reset or struggle on with the slow model. He decided on the former and I struggled to get the engine started before the end of the bout. William won the first ever club bout.

Andrew and myself were up next, I was going okay and managed to win a cutless bout on airtime points after Andrew hit the deck. Next bout saw a badly behaved ASP take on an Oliver. Another cut free bout and Jimmy Pinkertons ASP came out on top. In the final bout in the first round Gordon flew confidently and carefully to beat John Lipowski's Oliver, winning by two cuts. (Three really as he took the knot but this got overlooked by the judges) Gordon was on top with 596 points.

A Quick meeting to get the democratic vote as to whether to carry on in the torrential rain and after a bit of encouragement from Andrew we decided to go for another round as it was easing off from torrential to moderate.

Nigel tried to get a better setting on his superstar and got it going beautifully, It looked more than competitive until the control horn decided to give way at high altitude. No more superstar. He changed to his 2nd model, a home built F2D model and got it running fine.

First bout, just as the heavens opened again, was Andrew Shields versus John Lipowski. Once again Andrew hit the deck and couldn't get his reluctant ASP back in the air. John won on airtime. Second bout was Nigel and Ian Russell, Ian was flying very low and Nigel was chasing for cuts, He took 4 cuts but 3 is the maximum in Club. This was the first Max score of 760. Next up was William and Jimmy, this time I think Jimmy opted for his Oliver in an f2e model while William stuck with the ASP, William won on airtime. Last up was Gordon and myself, Gordon went for an early cut, got it but the F2D streamer yanked

both models out of the sky, Gordon's pit crew got him airborne quickly but my model fell on its outboard wing and after Nigel got it airborne I couldn't keep it in the air. Gordon won.

We decide to fly another round as everyone was soaking wet anyway. The first bout was Pinkerton/Shields, I didn't see the bout but Jimmy won, one cut and airtime. Ian Russell and I flew next. I found a good setting but failed to take any cuts and won on airtime. John and William flew next and the consistent William won again. Last bout was Gordon against Nigel, Both models were going great but a midair stopped proceedings early, Gordon got up again but Nigel wasn't so fortunate. Gordon won on airtime.

Very enjoyable and although the lap times look a bit slow, they are about as quick as Oliver combat but with vastly superior models. Line tension isn't a problem except when using tough streamers, which even PAW 19's struggle to chew through. Remember this was the first comp for the class, so everyone was feeling their way, the top three all used commercial models and bladders, a fully competitive set-up for 60 quid. There's no fast motor dominance, although the speed limit could be adjusted to match the performance of the standard gear, otherwise the tuners will get in. And lastly the rules make for an interesting competition, do you go careful to try for an airtime win or do you go balls out and get your cuts?

Tim

Score Summary

Position	Pilot	round 1	round 2	round 3	total	laptime
1	Gordon Price	596	505	333	1434	13.7
2	William Wallace	433	422	392	1247	13.5
3	Nigel Etheridge	195	760	34	989	13.6
4	Tim Hobbins	460	37	460	957	14.3
5	Jimmy Pinkerton	247	84	410	741	13.5 / 13.7
6	John Lipowski	120	413	105	638	14.7
7	Ian Russell	247	166	86	499	14.9
8	Andrew Shields	50	74	185	309	14.2

Old Warden Vintage Combat 15/05/2005

(Report by Mick Lewis)

The competition held at this splendid venue in 2004 was blessed with excellent weather so it seemed rather too much to expect that the 2005 event would have the Gods smile on it once more. Well strange things do happen from time to time and the "wet and windy" forecast of mid-week couldn't have been more wrong.

Remembering that the heat inside my car had blown the corks out of the wine bottles bought as prizes the previous year I carefully secreted this years bottles under the front of the vehicle before making the long trek to the far end of the runway to get a few practise flights before the serious proceedings got underway.

After the fifteen flyers had paid their money and a draw had been made the first bout between Richard Evans and Mick Cain eventually started at around eleven-thirty!

Richard ran out a comfortable winner in this one by three cuts to one.

The next bout saw the ever-improving Martin Coe take on Roger Fisher who was to say the least "fast"

Well sometimes having too much of a speed advantage over an opponent can be a bad thing. This was one of those times as Roger removed all of Martins streamer "in the blink of an eye"

With a much slower model Martin took his time and by really skilful flying he took no less than three cuts.

Father and son Tim and Sam Hobbins were both involved in really tight encounters and both were on the wrong end of the scorelines after four minutes of combat.

Tim being beaten by Russell Clifton and Sam losing to Martyn Vale who was using a hastily borrowed PAW after losing the needle valve of his MVVS. (Perhaps a spare from Just Engines may be on its way?)

In the first bout of the losers round Mick Waller defeated Steve Tromans by a single ground point, Steve looking rather rusty having not flown since the end of the 2004 season.

Neither Tim nor Sam Hobbins found this round any more to their liking than round one, both going out, to Roger Fisher and Mick Cain respectively.

In the eliminator to the last eight Mick Tiernan had switched to one of his better models to take on Martin Coe. With his engine howling the ex-world champ was just too strong for his young opponent and proceeded to the quarter finals.

Roger Fisher made no mistake against Martyn Vale; he had clearly learned not to get too close too quickly with a really fast model. He was also aided by Martyn's motor going off halfway through the bout; this left him at Rogers mercy (or lack of it!)

In the final bout of the elimination round I took on Mick Cain and after some rather poor attacking both of us were convinced that it was one cut each. However the give away was when my motor cut twenty seconds from the end of the bout and my pit crew did not rush to get me back up. The scorers had seen my streamer come off in two pieces and thus awarded Mick two cuts! Well you can't win em all!

In the quarterfinals Jeff Sizars run of bad luck continued in a really messy bout with Mick Waller. Mick had taken a cut just before an almighty mid-air grounded them both. Jeff took it on the chin but his disappointment at not having a good ding-dong bout was obvious.

Next up were Richard Herbert and Steve Malone who dished up a super spectacle of a bout. Richard had the edge due to a slight motor advantage and took the honours in a very close contest.

Mick Cain continued to fly well in getting past Mick Tiernan and Richard Evans defeated Roger Fisher in a really excellent bout by three cuts to two. Models were equal as far as speed was concerned but Roger had to admit that Richards Yeti out-turned his Squig.

No draw was needed for the semi finals as Richard Evans had already flown Mick Cain and he and Richard Herbert both fly under the SECA banner.

So it just had to be the two Richards in the first semi-final.

Both flew Yeti's and were equally matched for speed and turn. Richard Evans raced into a two cut lead but then Richard Herbert reduced the deficit to a single cut. As things were hotting up in the middle Richard Evans hit the ground and started yelling "lines, lines" to his hard working pit crew who responded by pulling the old lines out of the circle and running out a new set. The down line was soon attached to the model but each time the up line was attached it seemed to come undone again. Eventually the "penny dropped" and the broken leadout was discovered. Unable to get back up to defend his lead Richard Evans accepted defeat gracefully. Sad thing was that the birdsnest of lines we had removed had been perfect and only made up the previous day-that's life I guess!

In the second semi I know Mick Waller won't mind me saying that due to lack of models he was flying a very old, very outclassed model and probably didn't expect to get through against Mick Cain. He was right as Mick Cain progressed to the final without too much of a problem.

Richard Evans then relegated Mick Waller to fourth place by taking three cuts using his sole remaining Chaos.

So with the clock quickly approaching five it was time for the final.

Try as he might Mick Cain just could not match Richard Herbert for speed or turn. He put up a really good effort and for a long time there was just one cut in it. By taking two cuts near to the end of the bout Richard ran out a worthy winner.

Everyone agreed that it had been super days flying at a first class venue.

As we made our way back across the airfield small (and not so small) free flight models were all around us-now that's real modelling isn't it?

Well it's something to consider when I get old, in the meantime give me the thrill of combat, I just can't get enough!

For Sale

Pre-formed leading edges @ £4 each.

Lightweight ripstop nylon, any colour you like as long as it's WHITE!

1.5m wide. Cost is £3.50 per linear metre (i.e. £3.50 for 1.5 sq. metres)

Adhesive backed MYLAR suitable for F2D/E,1/2A and Club models.

16 inches wide. Cost is 25p per linear foot.

Contact me on 01453542367 or email combatflyers@tiscali.co.uk

SEVENTIES STYLE OLIVER T-SHIRTS

Richard Evans recently sold his remaining stock of these on ebay for £12 each.

However he will reproduce these for members at £7.50 if there is sufficient demand. They should be available by the Nats!

If you want one (or more) contact him on 01179241557

