

It seems like only yesterday that I was writing the last newsletter. It's certainly true that time flies when you are enjoying yourself (or is that when you get older?)  
Anyway this will be a short edition just dealing mainly with AGM business.

## ELLECTION OF OFFICERS

As set out in our constitution both the Treasurer and Secretary are up for election this year. Please use the form later in this newsletter to make any nominations to me at 40 Upton, DURSLEY, Glos. GL11 5HR by 14<sup>th</sup> Aug so that they may be voted upon at the AGM (Sunday lunchtime at the Nats)

## RULE CHANGES

The following proposal has been received from John Davidson.

PAW 19 BALL RACE DIESELS BE ALLOWED IN VINTAGE COMBAT.  
THE ONLY MODIFICATIONS ALLOWED TO BE: -

1. EXTRA COOLING HOLES MAY BE DRILLED IN THE CYLINDER HEAD.
2. PERIPHERAL TYPE NVA MAY BE USED IF DESIRED.
3. A MODIFIED PROP DRIVER MAY BE USED TO PREVENT STRING BEING TRAPPED.
4. MOUNTING HOLE SPACING MAY BE CHANGED.

I have included a copy of John's letter for "active" flyers of the VINTAGE class.

## A PERSONAL VIEW

Having no experience of the ball race 19 motors I decided to ask two well-known engine tuners for their opinions. Basically both said the same thing. A properly set up 19TBR with all the fits done (these are not mods) is likely to go faster than anything around at the moment. One of them even said that with such motors 100mph combat is on the cards.

The following proposal is being submitted by myself (Mick Lewis)

VINTAGE/OLIVER MODELS MAY BE COVERED IN ICAREX/VENTEX TYPE MATERIAL OVER MYLAR.

The background to this proposal is as follows.

I find using dope has a detrimental effect on my health and I know that Tim Hobbins thinks it caused him to have a spell in hospital a few years ago. I searched the Internet for an alternative and came across some RC slope soaring COMBAT guys in the States who cover their foam models in Icarex. Icarex (and VENTEX) are kite materials consisting of coated ripstop polyester. It heatshrinks about 10% but sadly this isn't enough to give our open framework models any rigidity. So I came up with the idea of first covering the model with self adhesive Mylar and then covering that with the Ventex using STIX-IT heat sensitive adhesive. The material is completely fuel proof and looks like a traditionally covered model. BEST OF ALL THERE IS NO NEED FOR ANY DOPE WHATSOEVER!

It also takes less time than brushing on endless coats of dope.

The SQUIG I have covered in this way will be available for inspection at the Nats.

I ask you to support this proposal ON HEALTH GROUNDS!

## Peterborough 2005-19<sup>th</sup> June

The large turnout expected for this event failed to materialise and only 16 pilots arrived at the cabbage patch in searing heat to do battle for the excellent trophy's provided by the Peterborough club. Luckily the gazebo hastily borrowed by the CFA gave shade to the scorers although the bottled water consumed soon reached "bath" temperatures (Ugh!)

Richard Herbert and Steve Tromans opened proceedings and a close encounter ensued. Richard really set himself a standard, which was to remain his throughout the day. After removing Steve's entire streamer at the string Steve went one better and left the knot on Richards's model. Needing the said knot for victory Steve came close on a number of occasions but his long awaited victory over Richard will have to wait for another day as Steve lost by a single ground point.

Another first round winner was Tim Hobbins who defeated Mick Tiernan. Tim was flying a very quick Anduril designed of course by Mick! Mick had all sorts of problems to contend with, finishing the bout with his motor secured by a single bolt! William Wallace, all the way down from Bonnie Scotland managed to defeat young Sam Hobbins by simply staying in the air for although Sam got a cut he kept crashing and went down on ground time.

Roger Fisher and Nigel Etheridge had a really interesting bout. With a terrific speed advantage Roger could still manage only a single cut. Nigel flew really well to also take a single cut and went through by virtue of one less ground point.

Certainly the most unusual bout of the day was between "legend" Richard Wilkens flying for the first time in many a long year and Martyn Vale.

Martyn was using the MVVS 15D against Richards Copeman Tuned Oliver Tiger. The two motors seemed quite evenly matched and Richards experience allowed him to take two small cuts and victory. Sadly with just the one model which got damaged Richard then had to withdraw from the competition.

The losers round went pretty much to form seeing Mick Tiernan (now with a tightly bolted engine) Roger Fisher, Jeff Sizer and Mick Cain (with a narrow victory over Steve Tromans) rejoin the fray.

Three bouts were necessary to bring the numbers down to eight the first of which saw an excellent victory for Nigel Etheridge over Jeff Sizer. The cut count was level at two all but sadly Jeff's engine wasn't too willing to restart quickly perhaps due to the intense heat and he lost on ground time.

Tim Hobbins also suffered from a poor run against Richard Evans leaving himself wide open for Richard to take four cuts and proceed to the quarterfinals.

In the final eliminator Roger Fisher looked more on form and took a couple of nice cuts off William Wallace without reply. Och it's a long old drive back to Scotland! The South Bristol pair Lewis and Evans disposed of their respective opponents Cain and Etheridge without too many problems but on paper at least the SECA pair of Herbert and Fisher appeared to have more difficult encounters against Coe and Tiernan respectively.

Roger managed to see Mick off by two cuts to one in an entertaining bout but Richard Herbert was once again living dangerously!

Richard unbelievably removed all of Martins streamer in his first attack and Martin was not long in making it one cut all. However Martin had left the knot on Richards's model and only needed it for a famous victory. He chased and chased until the models

collided and Martin came in. He was soon back up but with very little nylon on his outboard wing. In this state his chance had gone and Richard was into the semi-final. After a fast and furious first semi between Richard Evans and Roger Fisher the score was two cuts all and no ground time. The scorers called for a re-fly but the pilots had other ideas. Three, two to me said Roger! I agree said Richard you have won! Well the temperature was 32 degrees! The scorers accepted the pilots version of events and pencilled Roger in for the final.

Now I know you wont believe this but Richard Herbert yet again managed to cut the string in his semi with Mick Lewis. With all of Richards streamer to go at Mick must have thought it was his birthday (don't even think about which one!)

However when the cut did come he left just the knot to take for the second cut and victory. He gave it his best shot but was unable to succeed partly due to a large piece of his outboard wing having been removed in a "close encounter"

The re-fly is best left un-recorded as it was a catalogue of errors.

One cut all; lots of broken lines and ground time most of it Micks!

The Bristol guys, fearing for their health, decided to toss for third place and let the final proceed without delay.

Now in the past Roger and Richard have given us some spectacular finals, sadly this wasn't one of them.

One cut all and a messy bout resulted in less ground time for Roger.

Congratulations to Roger and lets hope his victory went someway to cheering him up after being poisoned in his works canteen a few days previously.

Mick Lewis

Ps Hope to bring you pics of this event and the Nats in the October Newsletter.

## NOMINATION FOR OFFICERS

I wish to nominate .....for the post of Secretary.

Seconded by.....

The member nominated has agreed to stand.

Signed.....

I wish to nominate .....for the post of Treasurer.

Seconded by .....

The member nominated has agreed to stand.

Signed.....

T-SHIRTS and SWEATSHIRTS with this logo will be on sale at the Nats  
–Richard Evans



**The Legendary Mark IV Tiger**

<b>British Nationals Combat Winners</b>		<b>Dutch International Combat Winners</b>
1969 Vernon Hunt		1972 Richard Evans
1970 Vernon Hunt		1973 Vernon Hunt
1971 Steve Jones		1974 Steve Bingham
1972 Mick Chiltem		1975 Bob Morgan
1973 Derek Dowdeswell	<b>European Championships Combat Winner</b>	1975 Richard Evans
1974 Mick Tiernan		
1975 Bob Morgan		

**Oliver "TIGER" Power**  
**Combat Flyers Engine of Choice**

### MIDLAND AREA RALLY July 24<sup>th</sup> BARKSTON

It had been my original intention to run separate CLUB and OLIVER events on this day. As things turned out the dire weather forecast obviously kept some flyers away. With only six entries it was decided to fly CLUB but allowing Oliver's to be used alongside the ASP's. This had worked well in Glasgow back in May. Nige Etheridge, Gordon Price and Roger Fisher had their ASP's sorted (If you are having problems take out the head shims and use an F5 or F7 plug) Nige has also replaced the ratchet on his needle with silicon tube to allow finer adjustment. Tim Hobbins had real problems with his ASP but sorted it out later at home-this particular engine needs a head shim apparently! Sam Hobbins was using a CS Oli while I stuck to one of my well-used Mk4's in the HALLAM COMBAT TRAINER (Review in Model Flyer June 2005) This £18 kit model was surprisingly competitive with the F2D models used by Roger and with a little strengthening would be ideal for CLUB powered by the ASP. In truth the first round bouts were won more by default than by skill but some of these problems were certainly down to the Barkston wind which blew furiously as it nearly always seems to do!

The second round saw an improvement and people were actually taking cuts off their opponent and winning due to their own ability.

Most impressive in the first two rounds was Gordon Price all the way down from Glasgow to show us southern softies a thing or two.

I managed a two cuts all draw with Roger in an exciting bout half way through round three but sadly this was to be the end of the proceedings as the rain arrived with a vengeance and we all decided it was time to head for the hills.

Certainly the non knockout format of this class has a lot going for it and once the ASP's are well and truly sorted it should be what it was always intended to be A FUN CLASS that ANYONE can have a go at.

## FINAL SHOUT!

IF YOU WANT TO FLY VINTAGE ON 7TH AUG AT SCAMPTON YOU MUST PHONE TIM HOBBS ON 01652656099 BY JULY 30<sup>TH</sup> AT THE LATEST.

## RUSSIAN READY TO FLY and READY TO COVER MODELS

Squig or Yeti Vintage models ready to cover should be ordered NOW for delivery at the Nats.

Also a special CLUB model (small version of F2D model) will be available along with all the gear (bladder, lines, engine mounts etc)

If you want kit then ring Gordon Price now! 01415624730

## LATEST NEWS

Congratulations to our F2D team on winning individual (Mike Whillance) and team gold at the Euro Champs in Hungary.