

Here We Go Again!

As I write this the snow lies all around and thoughts of cut fingers received from “ratty” PAW's will, I fear, keep me from the flying field for a while yet.

My first job as a new season approaches is always the Contest Calendar. You will find it later in this publication.

Then I have to turn my attention to streamer making. Usually this is a straightforward but very time consuming task involving lots of crepe paper and string. This year however it has been suggested that the streamers we use for Vintage are not really strong enough. I am investigating both different materials and different means of attaching the crepe to the string.

The rule changes that were agreed at the AGM are also included again so that no one is left in any doubt as to what they are. They are, and have been for quite some time, available on the BMFA web site

I'm sure the people who will be CD's at this year's competitions are looking to the flyers to ease their burden by making sure they are within the speed limit. If we all pull together we can make this coming season highly successful. With the latest ball raced motors now available for use I hope to see some new faces on the podiums.

Rule Changes for 2010 as in Newsletter 23

For Vintage Combat

4.4.4.2

In (a) Replace Rothwell 320 with Rothwell 250.

Add at the end of (a)

The Rothwell 320TBR, PAW 19TBR and the PAW 19BR are allowed subject to not being increased in capacity.

The retro fitting of a single ball race in PAW 19 sized plain bearing motors is allowed.

Remove from paragraph (e) the sentence “The PAW liner is defined as having internally fluted transfer ports, outside diameter being substantially parallel and manufactured from steel”

Add after (e) a new paragraph (f)

(f) All Vintage Combat models are subject to a speed limit of 26 seconds for 10 laps.

This to be measured without streamer and with the handle on the pilots chest.

Any flyer found to be exceeding the speed limit must demonstrate to the CD that he/she is within the speed limit before being allowed to fly again otherwise he/she will be eliminated from the competition.

Rule Changes for Oliver Tiger combat as from the 2010 Season

4.4.8.1

Add as the first sentence under The Model

Models may be covered in any material including modern film.

AN IDEA FOR NEXT YEAR (2011)

Vintage Combat is now well into it's third decade. I flew for only about seven years the "first time around" but this time I've been at it for nearly twenty. During this period I have seen the event go through many phases but the one thing that has not changed very much are the top models. The Warlords and Chaos's and Super Twisters of the first few years are rarely seen now (although the Chaos is still a competitive model) and performance has dictated that there are now only four or five designs that actually win competitions. As we all know this is largely due to the wing area that is common to these top models and herein lies the germ to my idea.

In the old days (I know I always use this expression!) it was always exciting to discover if any flyer had managed to come up a better design or managed some radical thought about what combat models were all about. Occasionally someone would chance on something new or manage to improve the performance of their existing model. Most development was gradual but sometimes things happened very quickly, viz BIG models in 1974. What we have now is the situation where, with the exception of the addition of "angry wing tips" we are unable to alter our models much at all. All the top models are near to the 36 x11.5 ins limit but there is a wealth of other model shapes on the list that could be utilized if we allowed them to be increased up to these same limits.

I would like to float the idea that we allow any currently eligible vintage combat model to be proportionally enlarged until it becomes either 36" span or 11.5" in root chord.

There will be some wrinkles to iron out. For example, some of the the top models are not quite up to the existing limits. Should we allow these to be similarly enlarged? I think not actually.

My idea will allow reinvestigation of forgotten designs. Some previously discarded models will become very competitive, some not so. Will the current top models still be winning events in a years time? Who knows? However I do have sneaking wish to see if a 36" span Dominator or even a Duellist will perform well (Doesn't mean I'll be making one though. Chop, that could be up to you!)

With the advent of the forthcoming new motors this year everyone should have the power to pull one of these big models around the sky. I just hope that, as in the case of the Sequi in 1997, we don't end up with just one model that dominates. If we do, we can just ban it !

This is just an idea. Chew it over. Accept it or reject it. It's up to you. If there is favorable response I will formally propose it for the AGM at the Nationals.

Richard Evans

CFA Chairman

If you can get a seconder!(Ed.)

For Sale

Pre-formed leading edges.£10 for 3 plus p&p.

Ripstop nylon. £2.50 a sq metre plus p&p-blue,orange,red.

Mylar with adhesive on it.30 micron.£10 for 25feet(15.5inches wide) plus p&p

1000ft 7 strand 15 thou stainless.£35 plus £3 p&p

Phone Mick on 01453542367 or email mick@combatflyers.co.uk

Calendars 2010

All Vintage except where indicated

April 25th Scampton(provisional)
May 9th Old Warden
May 16th Oliver and 1/2A at Barton Bash
June 6th Festival of Flight Barkston
June 19/20th South Bristol Gala Vintage and Oliver at Berkeley,Glos.
July 18th Barkston
Aug 1st Scampton(provisional)
Aug 28/29/30th Nationals
Sept 12th Old Warden
Oct 10th Waterbeach

Please contact Mick Lewis on 01453542367 or mick@combatflyers.co.uk
for more information.

F2D

18 April 2010 – Barkston
9 May 2010 – Cramlington
6 June 2010 – Barkston (Festival of Flight)
27 June 2010 – first reserve date – venue tba
11 July 2010 – Cramlington
28 – 29 – 30 August 2010 – Barkston (Nationals)
26 September 2010 – Cramlington
17 October 2010 – second reserve date – venue tba

For information on the following please contact Gordon Price on 01415624730

F2E dates-provisional

Sat 15 May Barton Bash
Sat 5th June Scampton or Barkston
Sun 15th Aug Scottish nats (Stranraer)
Mon 30th Aug Nats

Combat In Scotland will be at Strathclyde Park unless stated:

Sat 3rd April
Sat 22nd May
Sat 3rd July
Sat/Sun 14/15 August Scottish nats (Stranraer) F2E on sunday
Sat 23 Oct
All Events will be Fly what you Brung Combat unless stated

See rules below:-

Fly What You Brung Combat

Rules

1/ Pilots are drawn against each other in a series of rounds with the first round starting at 11:00 prompt.

- Each pair of pilots agrees on a similar model type to fly, and the rules either vintage or F2e/d
- CD can enforce model type to ensure roughly equal performance
- An odd number of pilots in a round means a by or a ½ point for not flying a round. If a by then the pilot flies twice in the next round

2/ Bouts are flown, 1 point for a win, 1/2 for a draw or 0 for a loss. Pilots withdrawing after round is drawn result in their opponent only getting ½ point.

3/ rounds are flown until the majority of pilots cry enough. Late arrivals are added into each round as they turn up. Leavers don't get drawn in later rounds. You don't score for rounds that you don't compete in.

4/ Handicaps – handicaps are in the form of cuts, so the better pilots will start 1 or 2 cuts down. Finishing first or second will increase your handicap. Finishing last or second last will decrease it. See Handicap sheet for current handicaps.

Ready Built Vintage Models from Igor. Contact Mick Loughlin to buy some now!



Mike's email address is.....ricketsracing@btconnect.com

Rounds v Knockout

The committee have deliberated long and hard over recent weeks about the format of Vintage contests. To be honest we all seem to have different ideas.

With time constraints we consider the following reasonable.

More than 15 entries-normal knockout system.

13 to 15 entries. 3 rounds plus semis, 3/4 fly-off and final.

Less than 13 entries. 4 rounds plus semis, 3/4 fly-off and final.

A win would earn 2 points a draw would earn 1 point. Reflights therefore not necessary.

Several problems have come to light.

1. If there are an odd number of entries and 3 rounds were flown there would be a pilot without an opponent in the third round of flights. This can be overcome by giving (random draw) a pilot with 2 wins a bye to the knockout stage.

2. A pilot who has lost twice or 3 times and therefore can't progress in the competition may decide not to bother flying a third and/or fourth time. At least though they will have had the opportunity of a third and/or fourth flight (and league points)

3. There may be more than 4 flyers with equal scores to proceed in the competition.

This would then involve an eliminator round (no real problem)

4. Miscellaneous other abnormalities.

The rule would have to be that anyone who does not fly in all rounds can't proceed to the knockout stage (except if they were given a bye to that stage after straight wins) This will stop flyers with straight wins opting not to fly in further rounds.

Yes I know this is not following the BMFA rule book but we only need to stick rigidly to those rules at the Nationals. At the Scampton events the format would be up to the Scampton club to decide.

As the probable CD at most vintage contests this season I would like to hear flyers views on giving the "rounds" system a try.

Phone me on 01453542367 or email mick@combatflyers.co.uk

All for now. See you at the comps!

Plans Bank

Simon Miller (admin@combatflyers.co.uk)

has taken over from Tim Hobbins as guardian of the plans.

Many thanks to Tim for his past work with the plans.