



Newsletter 25

June 2010

New Motors

The introduction of the Rothwell 320 and PAW 19BR and TBR motors has been deemed a great success. Certainly these are in part responsible for increased entries so far this season. Long may it continue.

Vintage Combat at Scampton 25/04/10.

Following three weeks of almost perfect flying conditions it was disappointing to arrive at RAF Scampton in gloomy, cold and damp conditions. And, yes, it did get worse for while as it rained on and off for the first hour but then stopped and we had good conditions for the rest of the day.

This was first event of the year and also the first where the new rules on engines and model speeds came into force. Your chairman had elected not to fly (chicken!) but run the event and ensure that everything went smoothly.

A rather disappointing entry of only nine also allowed the new arrangement of rounds rather than knock out to be brought into force.

This was well received as it meant all flyers had at least four flights and one even seven.

With so many flights it is impossible to keep club mates apart for long and thus SECA members flew against one another quite soon. During practice it was possible for all to see just how the opposition was going. I decided to randomly time a few planes just to see if the magic 26 for 10 was being reached. In the damp and cool conditions no one was going so very quickly.

I started with Richard Herbert (I wonder why?) Richard was using what was last year's fastest Harrison 19 PB in a Supermonger and was timed at 27.26 for 10.

Mike Loughlin using the now allowed Rothwell R320 (his preproduction motor) also in a Supermonger achieved 27.54

Mick Lewis with his best Harrison 19PB in a, you've guessed, Supermonger did 27.38.

Roger Fisher looking like going very well with last year's PB CT3 in a Kanible GTO (Just a reduced size Sequi) did very similar at 27.50.

Amongst others also going pretty quick were, actually, most everyone! Simon Miller looked very good at long last with new PAW 19TBR's in the Igor Squig models from Moldova and Harry eventually sorted his new Rothwell and was screaming around the sky.

So the event started with some quite entertaining flying and little carnage (at least early on!) Results went according to the form book apart from our secretary Mick Lewis losing to Roger Fisher in the second bout. Also, Simon Miller used his new gear to great effect and was taking no

prisoners. In the third round he beat Mike Loughlin with some very aggressive flying. Tim Hobbins had a bad day after starting well with his new PAW. Bob Payne cruised on....

At this stage I was watching Richard H practicing with his repaired Banana Anduril and thought " Hey, he's going quick,time to re time that model!" I was right, this time Richard had increased his speed to 26.25. for 10. Still legal but getting close. I might add that the early conditions certainly slowed everyone down and at midday most were going better.

And so after four rounds it was necessary to choose four flyers to go forward to the semi's. Only Richard H and Simon Miller had achieved four wins and Mike had three. However, John Taylor, and Bob Payne both had two and had to fly off for the last place in the semi. Bob won.

The first semi was Richard against Mike because they had not flown against each other all day. Needless to say, Richard still had the edge with the motor which has so much torque and continues unflinchingly throughout continual tight manoeuvres. Mike's Rothwell was nearly there but went very slightly hard when really pushed.Maybe too much compression? The exhaust was very black. After about a minute at nil nil Richard made the cardinal sin of removing all of Mike's streamer. Mike retaliated with a large cut and then a second which sealed Richard's fate. A great bout with lots of following,dummies and consecutive loops and bunts.

The second bout between Simon and Bob was less memorable but still worth watching. Simon's luck finally ran out and he succumbed to Bob's experience.

The bout for third place was a surprise! Simon and Richard flew level at the beginning as normal but then at the start signal Simon was so fast that Richard never saw him coming. Simon took his first cut in a split second. There was a line tangle but then after Simon got the knot to win! As I said, a surprise and indicative of Simon's dogged determination to really get to grips with this game!

Thus the final was between Mike and Bob. A very clean bout with Mike dominant and Bob on the run for most of the time. As Mike had smashed his excellent Supermonger, he now changed to an Igor Yeti which was also pretty damn good. Bob's last season gear was no match for the Rothwell in the new model. You need to get your Harrison motor back from Dave , Bob!!!

In retrospect (I'm writing this a week after the event) it was an excellent day. The new motors are easier starting and certainly quicker than the old plain bearing motors. Bouts are now won or lost in the air rather than on the ground.The advent of the ARTF Vintage model is upon us! First and third place went to one Igor Dementiev's beautifully made creations.Richard Herbert's plain bearing Harrison motor is still the top dog although many people are closing the gap. Can we catch him when all these new Rothwell's are in full use? We will see! Lastly, with small entries,the use of rounds means that everyone flies at least four times. Excellent! Sad that with sixteen or above entries this procedure becomes impossible due to time constraints.

Richard Evans.

Old Warden May 9th 2010

Quarter Finals-by Simon Miller

Mick Lewis - Roger Fisher

Fine bout with Mick Lewis and Roger Fisher fighting hard, plenty of action with Mick looking particularly agile in the circle, dodging about looking for an advantage. The bout was frantic from the start and by 2 minutes in each had 2 cuts and with no streamers left it was a straight level fly to the end for a re-fly. Unfortunately Mick Lewis ran out of fuel to hand the victory to Roger, leaving Mick Lewis and pit crew Richard Evans shrugging shoulders and scratching heads.

Richard Evans - Pete Happle

Richard dominated from the start with a faster model and in his haste took all the streamer in one go, this left Pete with no option but to risk everything which ended in Pete picking up ground time and a bad engine run. Richard was able to stay away and effectively followed Pete at a safe

distance to the end of the bout.

Simon Miller - Steve Malone

Its difficult for me to remember much about this bout, Seemed pretty hectic with both models fairly even on manoeuvrability and speed, a couple of times Steve dummied me and got behind me. After about two minutes it was one cut each and there was a line tangle and a touch with both planes going down. I had suffered a line break and Richard Herbert and Mike Loughlin went to work on new prop and lines, double quick time I was airborne again but unfortunately Steve's model was going nowhere. A win on ground time took me through to the semi's.

Simon Miller - Richard Herbert (Semi Final)

As team mates there is always some light hearted banter before the bout, I mentioned to Richard that I had beaten him for the first time in the first comp' at Scampton and that it was a trend for 2010. Well my tactic of attacking hard from the start which had caught Richard napping at Scampton didn't work, he was more than ready this time. With an act of generosity I offered Richard my streamer which he duly took all of it (pure luck), I continued my frantic quest against a very calm Richard and managed to take a cut only to immediately crash hard into terra firma. Mike Loughlin was quick to start and launch my plane, but a split fuel tank soon ended my Semi final.

Roger Fisher - Richard Evans (Semi Final)

For me this was one of the best bouts of the day, hard and even from the very start, Richard model was turning a little better but Roger giving as good as he got and by the end it was 2-2 for a re-fly.

The re-fly went more in favour of Richard taking 3 cuts off Roger with a motor that was starting to run a little hard. Roger continued to fight hard and give Richard no time to breathe but this bout came to an abrupt end with a mid air. Richard back on form, fit as a fiddle and through to the final.

The Final by Mick Lewis

This was flown at the end of the Festival of Flight as no one had been told that the new finishing time at Old Warden is 5pm.

Both called Richard, both flying Supermongers, both using Rothwells but there could only be one winner. As expected there was little difference between the models so it came down to pilot skill and luck of course. Richard Evans was first in and took a nice cut of about three feet and then removed the rest of the streamer at the knot. Richard Herbert responded with a lovely small cut and seemed destined to level the score. Despite hitting the streamer several times he just could not make good enough contact for a cut. Back came Richard Evans onto the attack this time removing the remaining knot for a three cuts to one victory. A great bout. let's hope we see the battle of the Richards continue in the future!

Competition Corner

Can you name these three "stooges" photographed in 1964? Answers at the end of the newsletter.



Festival of Flight Barkston 6th June by Jon Taylor

The weather on the drive up to Barkston was a bit grim – but began to clear as soon as people began to arrive on the airfield. Round 1 was underway and I was miles away watching Dave Wiseman bullying a reluctant PAW into life, missing the first bout between Miller and Hobbins, but it looked like Simon spend a good part of the bout on the ground. I was up next against Roger, I flew through Rog after taking a cut (the Rothwell certainly takes me to the scene of the accident quicker than my other motor). It wasn't until the losers round that I was asked to write this up, so my recollections of the rest of round one are a bit vague, things went pretty well to form though.

Into the losers' round. Roger took all of Richard Wright's streamer in one gulp and Richard tormented his ground crew by crashing as far away as possible from them a few times. Simon eased past Frank Marshall aided by some ace SECA pitting. Tiernan/Hepple started well with both evenly matched for pace, but Pete suffered from a loose prop and too much ground time. Steve Malone got back into things taking a cut from John Leggett.

Eliminators – Tim Hobbins vs. Chris Fisher was a thriller with Tim coming back from 2-0 down to draw. The re-fly saw a midair and Chris on the deck – after a re-launch he only managed about 40 feet. Tim had lost an inboard wing, but a cut prior to the prang gave him the win. I had a lousy engine run flying against Richard Herbert, a midair shredded my inboard wing and after half a lap, the model was clearly un-flyable... R.Fisher/Malone was fantastically close – equally matched models and definitely in the “what vintage combat's all about” category as Steve came through 3-2. In the last eliminator, Dave Wiseman seemed to have the edge over Simon Miller – tough streamers frustrated them both with Dave eventually winning 2-1.

Quarter Finals. Richard Herbert got the first cut and had a clear speed advantage against Dave Wiseman as he was all over Dave's tail. Dave got back into the air first after a midair, but his wing soon decided to fall apart. Richard's very shredded wing was unable to fly level, earning him a DQ. Next up, Malone/Payne, another promising start with Steve really on form and displaying his relaxed, smooth flying style. Alas a broken prop (hard ground at Barkston) and too much ground time for Bob gave the win to Steve. Mick Tiernan lost his tail and no amount of cyano was going to save him as Mick Lewis stayed airborne with a rough sounding engine. I think “fast and furious” best describes the bout between Evans and Hobbins and evenly matched models. Rich was 2-1 up before a tangle downed both models and left him with too much ground time. “You can't beat these guys with skill” muttered Tim afterwards.

Semi Finals – Lewis was faster, a tangle put him on the ground, but once back up he took all of Dave Wiseman's streamer. A collision badly damaged Mick's inboard wing, but despite Dave eventually getting back into the air, the cut made all the difference and Mick was through. In the second semi Tim was still fired up and his kit was working! Steve Malone took all of Tim's streamer and despite crashing twice, Tim got the 2 cuts he needed for a well deserved place in the final.

Losers – Dave Wiseman won the toss against fellow Hunter, Steve Malone.

Final – Mick was all over Tim at the start and both were really going for it – this again was fantastic stuff to view from the edge of the circle. Both went in after tangles and a subsequent midair saw a dented R320 and the end of the road for Tim, and congratulations to Mick.



We welcome new faces! L to R Mogs Morris, Nick bridges, John Marshall, Pete Happle, Richard Wright and John Leggott. At right Harry Walker takes on Simon Miller at Scampton.



Above left Scampton podium Simon Miller(3rd)Mike Loughlin(1st)and Bob Payne(2nd)

Above right Mick Lewis presents Richard Evans with his Old Warden winners trophy after the final which was held at the Festival of Flight(see text)



Above left Simon Miller and Jon Taylor at the South Bristol Gala.
 Above right Did you recognise him with his mates Bas Bumstead and Stoo Holland in the competition photo from 1964? Yes it's Mogs Morris.



Above left SB Gala podium of Richard Herbert(3rd)Mike Loughlin(1st)Jon Taylor(2nd)
 Above right.A very happy Jon Taylor before his first Vintage Combat final.

A report on this gala should appear in a future edition of Model Flyer magazine.