

2011 Season

The weather was not kind this year. Understatement! The Nats was blown away again . Strong winds were prevalent at many events and mid airs often the order of the day. But you can't keep us hardy types down and some great combat was seen at every event.

Yet again we have to congratulate Richard Herbert for winning the Vintage Combat league. Mike Loughlin looked like stealing first place for while but was eventually pipped at the post. There's always next year Mike.....

Thirty two flyers took part in eight combat events. Richard H and Mike L figured in the top four of virtually every event they entered. There were only five winners of the eight events and unfortunately no new names amongst these. It was great however to see Bob Payne in a semi and Tim Hobbins reaching a final. No cigars though! Secretary Mick Lewis, Roger Fisher and Simon Miller also placed well but actually failed to win an event. Steve Malone showed his class with some wonderful flying with great planes and engines. He is one of the few people still using a PAW. He won the Festival of Flight. We should also congratulate Dave Wiseman on his Nats win in dreadful conditions. Some carnage along the way Dave?

It has been very nostalgic to see Vernon and Dave "Gypsy" Melrose return to the fray. I got the feeling that as yet they had not got the gear really sorted. However, next year could be another matter altogether and we might expect fireworks with Warlord XL's!

Lastly we must not forget the competitors who have not had a mention. I have particularly enjoyed watching Moggs fly. His performance and company has been entertaining and refreshing! Good on you Moggs. Richard Wright and Pete Happle have supported most events although having to travel long distances. Their gear and flying has improved immeasurably, dummies and wiggles becoming part of their current repertoire. Keep it up chaps. John Leggott is another whose flying is now much more confident than before. Thanks for all your help John. You are a real bonus.

If I've missed you and there are quite few that I have, then I'm sorry. Give me something to write about next year!

Enlarged Classic Combat models

I was very pleased that my proposal to increase the size of some classic designs was passed at the Nationals. You will hopefully remember that the criteria for enlargement was that the model should be no larger in area than a Supermonger at 328.50 sq. ins (probably one of the biggest allowed) The 36 ins span and 11.50 ins root chord rules still apply.

After enlargement we now have:

Vernon's **Warlord**. 34.47 span, 10.60 root, now 328.40 sq. ins

Frank's **Piranha**. 35.3 span, 11.32 root, now 328.40 sq. ins

Frank's **Hornet**. 36 span, 11.13 root, now 292 sq. ins.

John Dixon's **Warmonger 2**. 35.16 span, 9.77 root, now 328.5 sq. ins.

John Chamberlains's **Super Twister**. 34.37 span, 10.11 root, now 328.2 sq. ins.

You will no doubt all be able to make up your minds as to which of these will perform best. The Piranha is nearest to the limit in all dimensions!

I hope we'll see all of these distinctive designs flying next season. Please note that we are asking for the name of the model to be followed by "XL" on the wing.

We must of course thank Simon Miller for all the work on the scaling up of these models. Great stuff.

If anyone has a particular model they'd like to see added to the "Enlarged" list, then let us know. (Dominator, Early Bird?)

Request

Do we have any budding David Baileys out there? Not so difficult with modern cameras. Mick Lewis and I would love to be sent some more photos taken at our events. Not many were taken this year. A few pictures in the newsletter can say a lot more than acres of text. Action pictures are particularly welcome. Thanks in advance.

Richard Evans

Chairman Combat Flyers Association

Old Warden

11th September

The windsock was horizontal but the stalwart Vintage flyers knew that behind the trees at the far end of the airfield lay a micro climate where their models would be well able to cope with the conditions. For once Moggs was unable to sweet talk any Shuttleworth employee into driving gear across in a buggy so everything had to be lugged there the hard way. Has he lost his knack? Only time will tell.

Anyway back to business.

Flying began around 11.15am with John Leggott against Richard Herbert. Although John flew well and threw Richard quite a few dummies he never fell for a single one and went on to win by one cut to nil.

Mike Loughlin then had an excellent bout against Sion Burns from Minorca (crikey vintage sure is popular these days!) winning by two cuts to one, neither flyer clocking up any ground time.

Roger Fisher was rather annoyed with himself as his two best motors were still on the coffee table back in Kings Lynn. It was no real surprise then when he lost easily to a rampant Tim Hobbins. Why didn't you ring the wife to bring 'em down Rog?

Mick Lewis had a hard time against Moggs Morris and made hard work of winning three cuts to one before his team mate Richard Evans took on Mark Harrison.

Richard had a very tight model but seemed out of sorts and was unable to get behind Mark at any stage. Mark kept his model fast and wide and looked as if he would go on to

win when at one cut all his Rothwell decided to abandon ship."I told you to peg your bearers"shouted Mike Loughlin the pitman.

In the losers round(a rather negative term,anyone think of a better name for this round without using any long French words please)

Anyway as I was saying,in the round for people who came second in round one Moggs defeated Pete Happle by a single point as the pitman got Pete back up in 17.8 seconds! Bob Payne put out Sion Burns(yes he is the one from Minorca)without either scoring or losing a single point unlike Mark Harrison who took two cuts without reply from John Leggott.

An elimination round was then flown to bring the numbers down to eight.

The first bout was between Mark Harrison and Mike Loughlin. Mike removed all of Marks streamer early on but using his well tried tactic of sitting or kneeling on the ground at the very edge of the circle he managed to preserve his streamer in tact until the end of the bout. When ground time was totted up Mike was the winner by a single point.

The next bout between Bob Payne and Roger Fisher was fantastic!

Despite neither engine being on song Roger raced into a three cuts to nil lead. Bob came back at him and took a 'double cut'(two in very close succession)

Roger had more ground time against him so Bob needed number three to win. With the motor still playing up Roger was a 'sitting duck' and Bob took the cut and victory.

By comparison the final eliminator was rather boring with Richard Evans beating Moggs Morris by two cuts to nil.

The first quarter final saw Richard Herbert following Richard Wright for the whole four minutes during which time he took a cut and won the bout. Tim Hobbins then defeated Mike Loughlin in a rather messy affair which is probably best forgotten.

In bout three between Mick Lewis and Bob Payne the latter was yet again to perform his 'Mr Houdini' act.

Mick was soon on the attack and took quite a large cut just leaving a foot or so of streamer on Bob's model. Soon after that Mick was two nil up and Bob hadn't really mounted an attack. However Mick's defensive tactics were rather poor(must learn to fly sitting down!) and Bob took no less than two cuts each the size of a postage stamp. This left virtually the whole streamer to go for and get a third cut for victory which Bob duly did.

The final quarter final was between Simon Miller and Richard Evans. Simon has beaten Richard on several occasions and a close encounter was expected. However this time Simon was suffering engine trouble which gave Richard the advantage he needed to take two cuts without reply and proceed into the semi final.

A coin,ably tossed by Dave Chalk,decided the semi-final pairings.

First up was Bob(Mr Houdini)Payne against Tim Hobbins.

Tim was soon a cut to the good but then there was a massive line tangle during which at one point Tim seemed to think he was flying Bob's model. Eventually both models contacted the hard stuff and that was the end of that!

The second semi would have made a very worthy final. A quite fantastic bout between the Richards the like of which we have seen many times before over the years.

It really was a war of attrition with models smashing into the ground on several occasions keeping the pitmen on their toes.

With Richard Evans leading by two cuts to one Richard Herbert just needed a second cut to win having less ground time against him. However his model was damaged and this may have hampered him in his quest. Anyway he was not able to take the second cut which left him destined to fly off against Bob Payne for third place.

Seemingly Bob had used up all of his allocation of luck for the day as he was unable to defeat the consistent Richard Herbert and finished fourth(no cigar as they say)

Having watch the finalists throughout the day it looked as though we were in for a treat as both were at the top of their game.

A good final ensued with both flyers having very quick, very tight turning models. Nothing to choose between either the models or the motors so it came down to pure flying skill. Richard Evans looked back to his very best form which makes him very difficult to defeat as Tim found out to his cost as Richard won by two cuts to one with equal ground time. After clearing the site we all assembled near the control tower for prize giving. The usual wine and glass trophies were presented and photographs were taken. Everyone agreed that considering the conditions it had been a great day. As we dispersed the universal cry was "see you at Waterbeach"

ML(12 Sept)



Waterbeach 9th October

What difference a week can make. Last weekend my dog was swimming, I was paddling and many others cooling off in the River Wye at Hay near to my home. It was about 28C. The last Vintage Combat event of the year at Waterbeach wasn't actually cold but the incessant wind at times made things uncomfortable for all present. Many flyers had problems with line tension and there was much carnage.

A healthy entry of 15 was in fact down on what had been expected. Maybe the weather kept some away.

Due to the high numbers of SECA entries there are now two separate teams and because of this Mark Harrison and Mike Loughlin came together in the first round. The bout was shaping up well when Mike crashed and badly damaged his model. It wouldn't fly again and Mark went through. Mick Lewis and Moggs had a good session and Richard Evans lost to Harry after another major mid-air. Pete Happle flew well against Richard H but needless to say, came off worse.

However, it was good to see how Pete and his team team Richard Wright have now learnt new evasive tactics. Dummies and S's were seen in use by both flyers.

The losers round allowed most of the usual suspects back into the main draw although

Dave Wiseman lost to Mike Loughlin. Dave's Anduril was noticeably faster than Mike's Yeti but not as good on the turn. Mike stayed with him for most of the bout and took several cuts to win.

In the eliminator we said goodbye to Roger Fisher who's Shogun was losing a lot of speed in manoeuvres. Richard Herbert then chased Harry like a rabbit. Harry tried really hard with his good Banana Anduril but for love nor money just could not shake off Richard's fast R320/Yeti combination. Mark Harrison looked to be doing the business on Richard Wright but then, disaster! Mark's complete engine/pod assembly flew right off the front of his Squig! Mark said " Mike told me to dowel the pods on..... I'll have to do it for next year! (Haven't we always dowed pods???)

Earlier in the day whilst chatting to Moggs he said that he'd never flown against Mike Loughlin. Well that all now changed and he had his chance in the quarter finals. It was entertaining and fast but Mike won. Better luck next time Moggs. Richard H took care of Richard Wright, Mick Lewis dominated Pete Happle (telling him off for too many consecutives in schoolteacher manner along the way) Pete's gear is very good these days. He just needs to control it more!. Lastly Richard E beat Simon Miller. Richard had both model and speed advantage and was able to follow with few problems. In the last few seconds there was a major mid air and Simon's model was destroyed. Sorry Simon.

The first semi final took place between our hard working secretary Mick Lewis and Richard Herbert. Due to his organizing duties, Mick, as usual, had little time to check out his gear and elected to use what he believed to be a very good model. Unfortunately the strength of the wind meant that he did not have enough up or down elevator and was unable to turn as tightly as Richard who was using his best model. Mick also struggled with a less than perfect engine run. The bout was VERY fast and furious, both models travelling at great speed downwind. With just the edge in manoeuvrability Richard was able to follow much of the time but Mick fought back gamely with dummies and wiggles. It was not enough to win however and Richard took three cuts to Mick's one.

The second semi was between Richard Evans and Mike Loughlin. These two have flown many times before and are normally expected to put on good show. This time was no exception but it didn't last too long. Richard had the model advantage and was following Mike through the usual plethora of outrageous manoeuvres, taking one cut along the way. Richard then came down due to miscalculation (Mike got him with a dummy!) and bent his pushrod. On taking off again it was apparent that the model was now amazing through loops but rubbish in bunts. Another landing and surreptitious wire bending put matters to right. Back up again Richard was able to return to the fray proper. Then, about half way through the bout Mike crashed and damaged his model on the inboard wing. He tried to continue but could not make the model stay out on the lines. He conceded defeat

Mike then beat Mick in the fly off for third place when one of Mick's models was totally destroyed. Mick had been leading two cuts to one but with a knot left. Mike had already had ground time and it looked as Mick had it in the bag....but then yet another massive mid air left Mick with just a nylon bag of bits.....

So to the final.....

Both Richard's were using very good kit and Richard E has finally got his R320's to perform properly. Yeti versus Supermonger. What followed was very fast, furious and vicious. Early on Richard E was dummied into the ground but was soon up again. He said

"Richard, you don't normally do those!" Richard H took one cut but then Richard E came back with two. Neither flyer was completely on top and there was a fair bit of jostling for position in the centre, each trying to stand in front of the other in order to cut the streamer which was blowing out of the circle. With less than one minute before the end of the bout there was a massive mid air and motor struck motor. Richard E's Rothwell and remnants of pod were ripped from his model. Super glue could not cure this! Richard H's model somehow continued to fly. And the result? An exact draw by milli seconds. Richard E's ground time had eliminated his cut advantage!

Both flyers now had to find new models and in one case find a new motors. Richard E used another of his Supermongers and Richard H a Squig. Another apocalyptic bout developed although this time Richard E probably had the better model and motor. With Richard H leading with two cuts to one a line tangle caused him to crash (very unusual) and lose one ground point. As soon as the signal to start was given Richard E struck back to make it two all. RE still had the knot to go for on RH's model but RH could now not win as he had taken the lot earlier on. So, a win for Richard Evans. Very close indeed. After two bouts these two were separated by just one point. Great combat.

Mick Lewis made presentations of trophies and wine to the winners of the event and also this years league. Finally Richard Evans made a surprise presentation to everyone's favourite confectioner (He's always handing out Kit Kats!) and fashion icon Moggs. A fluorescent yellow Oliver T/Shirt to match his jacket and accessories. It went down well.

Waterbeach	Vintage Combat Result:	2011 Vintage Combat League Result
	1st Richard Evans	1st Richard Herbert
	2nd Richard Herbert	2nd Mike Loughlin
	3rd Mike Loughlin	3rd Richard Evans

Here's to next year chaps. Hopefully in less windy conditions.

Richard Evans Chairman CFA



CFA and Oliver Tiger Clothing.

I have continued to sell the Oliver tiger T/Shirts and S/Shirts this year. It's great to see so many people wearing them in all model flying disciplines. Quite a few have gone abroad following a journalist wearing one in RCM and E. Emails just keep coming. Over the winter I shall be producing a new design featuring all the motors currently made by Tom Ridley. This will of course include the new 19 combat motor. The new shirts will be available next season.

I have also had several requests for CFA Hoodies, S/Shirts and T/Shirts. I'd like to do them all at once so let me know if you'd like one. If I can do a batch then T/Shirts will be £10.00, S/Shirts 15.00 and hoodies £20.00. If it's just an odd one they will cost more. Contact me! vickyrich@btinternet.com



Nats Pics



Left Pete Happle checks out Ken Maier's rear end. Honestly Pete Aussie ones are just like ours!

Right Brian Waters just before 'taking out' Richard Herbert.

Motors!



Left Richard Evan's Rothwell sporting Richard Herbert's bearers. Ouch!

Right Seen at the Nationals is this 19TBR by Derek Knight based on an Oliver Mk2. Could this motor soon become legal for Vintage combat?

Oliver Tiger Combat 2012

Several flyers have expressed a desire to fly some Oliver Combat so I intend to run two events in 2012.

Sunday June 3rd at the Free Flight Nationals

Sunday July 29th at Old Warden.

Hope to see lots of you there!

Well that's about all for this year folks so 'Happy Cristmas' and see you all in 2012.