

Welcome to the last newsletter of 2012.

Aeromodeller

The first copy should have been out this month but has been delayed until December. It should contain the Nationals combat report which would formally have appeared in Model Flyer. Keep your fingers crossed that the new American editor deems it worthy of inclusion.

I have received the following email from John Davidson.

Dear Mick,

do you recall prior to the Nats I sent you a message about us compiling a list of items-- some of us might find difficulty obtaining . As the flying season is coming to an end I would like to offer my services to do this . I am thinking if you could send out a message to all fliers past and present asking them where they obtain things like nylon , dope nuts /bolts etc, etc and all we need for combat in general . If you would like to forward their replies I will tidy up and consolidate the information in to a usable format for submission to yourself for approval . Including this information in the CFA website could be a consideration . I have several contacts in the USA/Canada who fly vintage , they also might find this useful .

Keep your lines tight - thanks - John

Please feel free to email your suppliers to me and I will forward them to John so that he can compile a list.

Old Warden Vintage Combat 09/09/12

Following a truly dreadful June and July and a very pessimistic forecast for the Bank Holiday Weekend, the Nationals were blessed with excellent weather. Surely we couldn't expect another good day for the last Old Warden event of the year could we? Well, as it turned out yes. Apart from some occasional light cloud we were treated to strong sunshine all day. And it was hot! Nearby Cambridge reached 29C and I expect we got near to that temperature ourselves.

The previous day I had expressed the opinion that the entry would be quite low. "Too soon after the Nats", I said. Wrong again! Twenty four were entered, as many as we've had in years. I think there were only twenty nine at the Nats. Willie Wallace was down from Scotland (an eight hour drive, there's dedication!) bringing Richard Haughton with him for his first attempt at Vintage in years. Sion Burns from Majorca was still here, having stayed on after the Nats, Graham Winch and Paul Edgecombe made their debut and Graham Chilvers reappeared after several years of absence.

Time was short as OW events have to finish by 5.00pm and a brisk start was made. No major conflicts occurred in the first round, there were several quite exciting bouts and results went more or less with the form book. However, Moggs Morris squeezed a 2-1 win over Martin Kiszal and Pete Happle did the same to Bob Payne. Graham Chilvers managed to dummy Richard Evans into terra firma early on in their bout but then had some problem with his JO19 powered Banana Anduril allowing Richard to close 2-0.

The losers allowed six flyers back into the main draw. More "entertaining" flying and also some interesting annotations were made on the score sheets by Moggs. Apparently, in the

Kiszel/Severne bout, Moggs "Couldn't hear the engines as Tornado jets are strafing us" then soon after " Second wave of attacking Tornados. Scorers need danger money" A pinch of salt may be required here methinks....

Not to be outdone, Pete Tribe then responded with "I couldn't see anything in this bout. I was blinded by Moggs's dayglo T/Shirt!" In the Winch/Haughton bout Graham's model was cut adrift and landed just a metre from Pete. His comment?"Nearly hit by model off lines. Too nonchalant to move" I'll drink to that! At least no one was hurt.

So, after two elimination bouts where Sion beat Willy and Richard Haughton beat Bob we were left with... sixteen fliers. It was about 2.00pm and had taken three hours to lose eight fliers.

An excellent bout started the second round. Richard Herbert took on Nick Bridges and the flying was not as one sided as might have been thought. Richard won but Nick put up an excellent fight, performing as well as we have seen him do. Well done Nick. Next time eh? Martin took out Roger after a head on where Rog's elevator horn was removed. Strange to say, the Shogun just carried on flying level with no control! Mark Harrison disposed of Graham (the scorers comment here was "retired very damaged" We assume it was the model, not Graham)and Moggs beat Stu Vickers ("Moggs flies again")

Our Leader, Mick Lewis had a very torrid time against "Elder Statesman of Combat", Pete Tribe but emerged the winner with a badly broken Supermonger. Richard Evans was glad to have chosen a good model to fly against Richard Haughton as he was led a merry dance. Remember, this is Richard H's first attempt at Vintage for at least twenty years and the final score of 3-2 showed how close it was. Our chairman did win though. Phew.

With time ticking away the quarter finals loomed. Richard Herbert again flew very steadily with his Piranha XL against Martin Kiszel's Supermonger winning 3-0. Another excellent performance. Mick Lewis finally stopped Mogg's winning ways with 2-2 draw but unfortunately he badly damaged another of his better models . Richard Evans eventually beat Simon Miller after some very aggressive flying from Simon. Towards the end, Simon's model had little turn left in it, but he was leading on cuts. Richard had to run a four minute mile in order to finally catch up and take the crucial streamer. Mark Harrison then beat Chris Fisher 1-0.

And so to the real nitty gritty... the semi finals. Mick and Richard E spun a coin for who was to fly who. Mick drew Richard H and Richard got Mark Harrison.

Unfortunately for Mick, his best Supermonger was broken against Moggs, but his next best was good also. Sadly his motor was not on top form and chose that moment to play up. In the bout Richard had the edge from the beginning but they both took good cuts. Mick then crashed and something happened to the prop which made it seem as if it was starting backwards. Pit man Pete made several attempts to improve it but eventually launched it anyway. Needless to say it was slow. Mick still continued to do very well, took another cut but Richard did the same. Two cuts all, and that's how it stayed. Richard won due to Mick's downtime. In fact, Mick's prop being badly distorted accounted for his R320's poor behaviour.

In the second bout Mark and Richard had a fair old ding dong with Mark giving his customary "Come on baby" and "Wowee" at crucial points. This normally means that he is enjoying himself! The bout seemed very close in the air with lots of following and dummies being performed but Mark took the whole streamer at one go and as we all know, this is the combat flyers nightmare. Richard knew he had to get two to win but without really

being aware of it, took four cuts before both flyers realised that there was no point in continuing and flew level. A win for Richard

The fly off for third place was relatively short and ended up with Mark being disqualified for allowing Mick's lines to become tangled in his split ring on the handle. A pity, it was shaping up well.

Ah, yes, so to the final. Richard and Richard have not flown against each other this year but Richard E had won the last two encounters at the end of last season.

Both flyers rejected their Piranha XL's in favour of a Yeti(Richard H) and, guess what, a Supermonger! Both R320's were going very well and in fact, there was precious little in performance between the two models. What followed was two minutes of very closely fought combat. There was following, dummies, consecutive loops and bunts, extended inverted laps, in fact all tactics available to Vintage flyers. But after those two minutes, and still at nil nil, there was the inevitable direct coming together. Richard E completely lost his inboard wing with leadouts cut off at the bellcrank . As his model was lying there in pieces there was nothing he could do except concede defeat. Richard H's model had just a few scratches and was back in the air very quickly. Ho hum... Excellent combat with a not unheard of result!

Results, therefore:

1st Place Richard Herbert. R320 powered fixed tail Yeti

2nd Place Richard Evans. R320 powered Supermonger

3rd place Mick Lewis. R320 powered Supermonger

4th place Mark Harrison R320 Banana Anduril

Prizes were awarded back at the cars, kind words said, and appreciation voiced for another great day of combat.

Just a few final thoughts then: Vintage Combat is on the UP with new contestants appearing at each event. The Oliver JO19 is beginning to make it's presence felt although, I believe, it still needs a little sorting. The early promise of the Piranha XL is fading! Some of the newer recruits to Vintage are beginning to show promise. Watch out for some upsets next season.

Here's to the last event of 2012 at Waterbeach

Richard E

Waterbeach

Oct 14th

Too often the league has been decided in advance of the final comp of the season however not so this year. Both Richard Evans and Stuart Vickers were able to claim the title depending on the results of the day. It would also be possible for Mick Lewis to get the runner up spot but he would need to put in a really good performance to do so.

Hay there!Yes there certainly was a lot of it in huge rolls all over the usual flying field.

After some hurried negotiation it was agreed that the grass area near the runway,although rough,was the only viable alternative site.

Flying started just after 11am with the first of the eighteen entrants taking to the air. To set the tone for the day this was a very close bout with Roger Fisher edging out the much improved Richard Wright by a single ground point both having taken a brace of cuts. Pete Happle then suffered the same fate as his mate Richard when he took off into wind and forgot to take a quick backward step to maintain line tension. The resulting ground point lost could not be recovered as air time resulted in both Pete and opponent Mike Loughlin sharing two cuts.

The shock of the round then followed when Moggs Morris defeated Stuart Vickers. If I just say that Stuart spent more time on the ground than in the air you can fill in the gaps for yourself. Steve Malone made hard work of beating Bob Payne but Dave Wiseman sailed through by three cuts to nil against Frank Marshall who had engine problems.

A real tussle followed between Simon Miller and Nick Bridges taking two re-flies to sort it out. After three really good bouts Nick nicked it (couldn't resist saying that!) by a single ground point. Nick's Rothwell was really howling due apparently to Nick removing a 'speck of muck' from the venturi (must check mine!)

Having sold his Rothwell on eBay Tim Hobbins was hoping his Ridley Oliver 19 would not let him down. Sadly he did not get the consistent run he had been used to with his Rothwell and this contributed to his below par performance against Mark Harrison who took full advantage of the situation.

It was good to see Jeff Sizer return to Vintage Combat in his bout with Mick Lewis. After removing the whole streamer early in the bout Mick had a lot of defending to do. Jeff took one cut but could not muster a second and lost by a single ground point.

Karl Severne suffered a quick disqualification in his bout with Richard Evans. Hopefully he has learned a lesson about split rings on the handle. Richard's line had forced its way into Karl's uncovered split ring and that was the end of what should have been a really good bout.

(I can thoroughly recommend the line connectors made and supplied by Stuart Vickers at just £1 each-try them!)

In the losers round Frank Marshall's problems persisted. He had no less than fourteen ground points (is this a record?) allowing Jeff Sizer to progress into round two.

Stuart Vickers then went some way to reviving his hopes of winning the league when he defeated Simon Miller in a good clean fight to take his place in round two.

Even allowing for the two minutes ground time Richard Wright was a worthy winner against Tim Hobbins who was still having all sorts of problems with his gear. Richard managed three cuts without reply to confirm his rapid progress this season.

Karl Severne then made up for his disappointment of the first round by defeating Pete Happle by a single cut to nil. Pete's Piranha XL was fast and tight but perhaps not quite 'steerable' enough?

So we were down to fourteen flyers meaning that two would get byes in the round of the last sixteen. The lucky ones (or were they?) turned out to be Mike Loughlin and Stuart Vickers who had to sit out the round and watch everyone else enjoy themselves.

Roger Fisher then ended Nick Bridges' involvement in proceedings as at two cuts all Nick contacted the soft stuff and spent quite some time thereon.

Steve Malone then put a clear seven points between himself and Moggs Morris by taking two cuts and having no ground time. Moggs managed a cut but lost almost as many points on the ground ensuring his demise.

Bob Payne had two cuts without reply against Dave Wiseman but threw away what could have been a splendid victory when he lost all eight points to ground time.

Dave made no mistake in the re-fly and went through.

Mark Harrison against Jeff Sizer was a scrappy affair. Most people thought Jeff had nicked it but the scorers are the ones who matter and they gave it to Mark. Ever philosophical Jeff said 'well I didn't deserve to win'. Better luck next time then Jeff?

Karl Severne against Mick Lewis was a cracking bout. Half way through it seemed that Karl would likely be the winner as it was two cuts all and Mick had lost a ground point. However there was a knot left on Karl's model and with time rapidly running out Mick took it to clinch victory.

Mick's team mate Richard Evans followed against Richard Wright (did I say how much he has improved?) Anyway he got two cuts off Richard Evans which is not easy however Mr Evans went one better to take the bout three to two.

So we were at the quarter final stage at last.

The first bout saw Roger Fisher up against Dave Wiseman. A splendidly clean bout with no ground time for either flyer. Dave seemed to have a distinct advantage with his Rothwell powered Shogun and came out a worthy winner by two cuts to one.

Steve Malone then managed to creep past Mark Harrison after a re-fly. Not a great bout this one in contrast to what we had witnessed in the previous encounter.

There followed two crunch matches as far as league points were concerned. First up was Mick Lewis against Stuart Vickers. Mick's Rothwell powered Supermonger had a clear advantage for both speed and turn. Making the most of his advantage Mick was soon two cuts up but on going for a third there was a coming together which left Stuart's model wrecked. So Mick came away with a three nil victory much to the delight of team mate Richard Evans who rushed over and shook him by the hand.

So this result meant that Richard would win the league regardless of his performance against Mike Loughlin and Mick would finish runner-up.

At the start of the bout between Mike Loughlin and Richard Evans the latter's motor was not set properly. Instead of landing to have it re-set Richard thought it would 'Come on' Mike took full advantage of the situation and was a cut up before Richard landed for a 'tune up'. With his motor now on song Richard took a cut and then another. So he was leading by two cuts to one when there was a very hard coming together which left Richard's model in tatters and gave the bout to Mike. 'I've only just repaired that after the Nats final' bemoaned Richard.

The mid-air theme continued in the semi between Steve Malone and Mike Loughlin but this time it was Mike's inboard wing which came off worse leaving Steve to fly on into the final.

Dave Wiseman and Mick Lewis seemed evenly matched when half way through the bout at one cut all both were towing just a knot. Mick was soon into the attack and took the knot. Sadly his brakes failed and he continued on into Dave's model which was not to fly again!

There was a thriller of a fly off for third place with Mike Loughlin and Dave Wiseman going at it 'hammer and tongues'

First advantage Mike then advantage Dave. When the dust settled it was three cuts each but sadly for him Dave had lost a single ground point.

And so to the final. Mick Lewis thought his birthday had come early when Steve Malone removed the whole streamer in virtually his first attack. Instead of taking his time Mick rushed in for the kill only to repeat Steve's mistake. So a re-fly would have to take place.

This time before any streamer chopping had taken place there was a coming together.

Mick's model looked intact while Steve's pit crew were removing his damaged outboard wing. Thinking Steve would be easy pickings with only one wing Mick urged his pit crew to throw him up. However closer examination revealed a direct hit on his tank. He was going nowhere leaving Steve to fly his damaged model on to victory.

The prize giving followed rather hurriedly as we were told we would only be let out of the military establishment if we were at the gate by 5pm. I've never seen combat guys move so fast! Anyway there was just time to present trophies for the days flying and the league along with the customary bottles of wine. Everyone was in good spirits even though the 2012 season had ended and the winter lay ahead. Let us look forward to the 2013 season

and hope it is equally successful as the one just ended.
I'm off to start making six hundred streamers and repair a few broken toys. See you all next year!

Mick Lewis



First 4 at Old Warden where the temperature reached over 20 degrees!

Others at Waterbeach where it was somewhat colder!



Richard Evans receives The Frank Smart Trophy and a glass one to keep as a reminder.

At the Nationals (seems ages ago!)



Oh I almost forgot to say **HAPPY BIRTHDAY** to the CFA which came into existence at a BMFA Council Meeting in January 2003.

I believe we have had a successful first 10 years.

Here's to the next 10 when we hope to see the younger (under 60) element taking us forward to even greater things.

Have a good winter, a Merry Xmas and a Happy New Year. See you in 2013.

Mick Lewis (Secretary)