



CFA
NEWSLETTER
2019



“VIEW FROM THE CHAIR”



Welcome to another small but packed CFA Newsletter.

Here we are almost at the end of 2019, another season finished.

Soon be Christmas !!!

We had I believe the earliest start to the season with our first competition on the Sunday 10/3/19, unfortunately due to bad weather it was cancelled as was the last competition 6/10/19 both at Buckminster, the BMFA National Flying Centre. We did try to re-schedule the last one but this time at Darley Moor a couple of weeks later but that also had to be cancelled due to bad weather.

The F2E fun competitions of which we only managed one and F2D practise and try out days were organised in conjunction with the F2D group of flyers and the CFA, they ran on every Saturday prior to the Vintage competitions at the BMFA NFC and are meant to be fun with a serious twist. In fact this year the F2D pilots organised some of their competitions on the Saturdays in a bid to boost number and this seemed to work quite well. So much so that F2D has already included the dates into this years flying. They have also had BMFA funding to bring over Audrius Rastenis to give expert F2D Training also at Buckminster. Check the diary elsewhere in this newsletter.

The vintage season went well apart from the cancellations, although I think entries were down very slightly over last year 2018.

We had very few problems over the course of the year. The only real issues we do get normally is clarification of rules during the course of a competition. As you know we are in the process of tidying up the rules over the winter break, this will make them easier to understand and more importantly, easier for the officials to police.

We don't want rules that impinge on our enjoyment what we do want are rules that make us safe and allow us to continue to have fun without outsiders forcing rules on us. What I would call preventative maintenance. So keep your eyes and ears to the ground for the new rule book, when you have it, read and, more importantly understand it. You will only have yourself to blame if you get on the wrong side of them and get penalised. This year we had another successful demonstration weekend at Weston Park there were about 15 CFA pilots giving combat demo's and Tim Hobbins built a couple of trainers and outsiders were encouraged to give control line a go.



A lot of the spectators had never seen combat before and some had never seen control line models and some couldn't work out how they flew. Where are the buttons? Was one question I was asked, whilst the confused spectator pointed at the handle. ??

Any way 2020 will see us return to Weston Park for our third year and you will see it is now in our CFA Combat Calendar. See the CFA Calendar elsewhere in this newsletter. It is quite an enjoyable event, evening flying, fireworks, full size LED lit aerobatic gliders.

Oh, did I mention the beer tent and music. I can't close without mention of this years Nationals at Blasted Heath, this year it was most definitely not blasted, not with wind anyway but, with wall to wall scorchio. What a great weekend. We managed to run Vintage, F2D, Oliver, F2E and 1/2A and found time at the end for a trophy/medal presentation, with our own podium and even Ian Pallister BMFA Chairman was in da house.

It was my first Nationals in charge and, boy o boy did I learn a lot. Now before I go any further, I would like to thank Mick Lewis who ran the Nationals for the previous 13 or 14 years. He did a fantastic job, it is a formidable task.

There is a lot of stuff to organise and next years event will start early 2020 with the CLTC meetings and the paperwork. Although I had help from Mick in the form of advice in the months leading up to the Nat's, I was not prepared for the task, I got by with incredible help from all the relevant CD's for each discipline and help from scorers and marshall and down to those that just picked up rubbish. So thanks to all of you.

And on that note, from us all on the CFA Committee, Richard Herbert, Dave Wiseman, Vernon Hunt, Simon Miller, Mike Waller and Myself, here's wishing you all a fantastic Christmas and a happy & prosperous New Year,

See you in the centre. Tony Cookson. CFA Chairman

PS - I and a few other combateers will be at the Barton Cold Turkey team racing event on the 29/12/19, maybe we will see you there.



BUILDER/MODEL OF 2019

Johnathon Crabtree wins the award for builder/model of the year again, Johnathon has become the new 'Yoda' of model building,,,, get building for next year!



NEWS

The CFA will soon be on Instagram and YouTube! Details as follows:



#CFA #controlline #controllinecombat
#vintagecombat #F2D



Search = Combat Flyers Association



Search = Combat Flyers Association

All,

I would like to apologise for the lack of newsletter this year. Work and family have got in the way, both taking priority over model flying and CFA work. I only managed to get to 2 competitions this year + the Nats. I am hoping to move house in 2020 so my time will be further limited moving into the new year.

This will mean that I am once again going to struggle to get to competitions and produce the newsletter. If you are willing to write reports or take on the production of the newsletter for the first half of the year please get in touch.

In 2019 we asked people to write reports and for one reason or another they have not been forthcoming. Please, if you agree can you take notes and produce the report. It has meant that we have a sparse newsletter this year.

Thanks in advance,

Mike

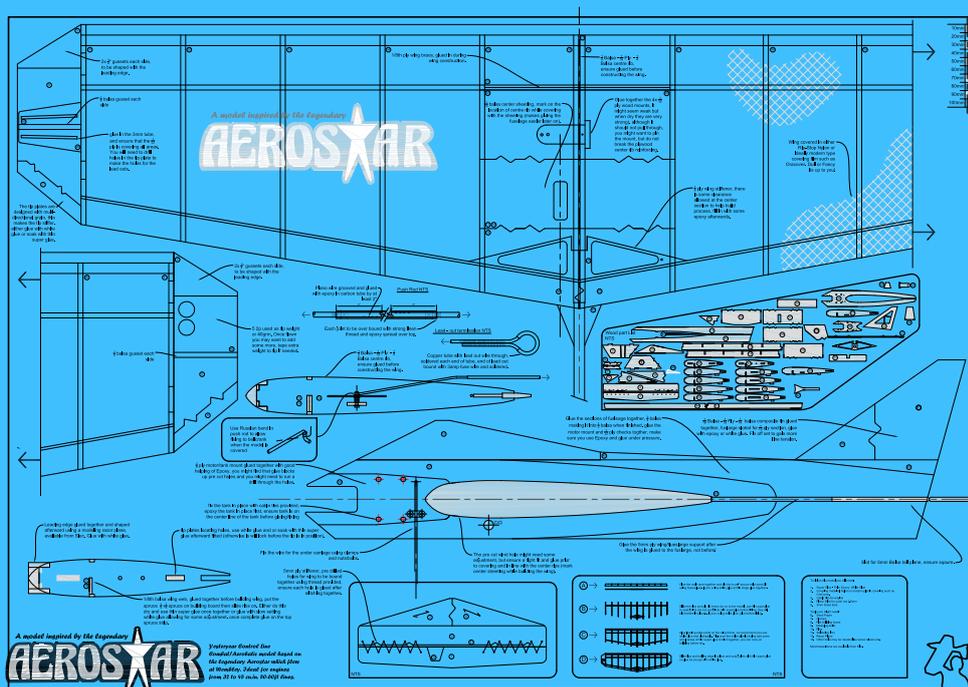
Vernon Hunt is producing a new kit inspired by the Aerostar; he has had help from Richard W with the concept of this model.

The kit design was developed by Vernon Hunt, Mike Waller, Steve Waller, Tony Cookson, John Tuner and Simon Groom - a real team effort! We went through 3 prototrypes to ensure that we had a model which was quick to build (I got my frame together in only 2 hours), it had to be strong to withstand combat and easy to fix, all whilst keeping the weight to a minimum. Using the latest 2019 3d prototyping software and working with Slec LTD we believe we have produced a legenday kit which we hope those that purchase will be happy with. Richard W attended Weston Park and I was very happy when he said he was impressed with the kit and thanked us for the hard work.

The whole idea of selling kits is to fund the building of the team models and to help promote combat and control line. The team already has invested in the models and the selling of the kits means that some of this investment will be recouped. There will be more events in 2020, those that have a kit can join in the fun!

The kit comes with purpose made pre-wired bellcranks, pre-soldered tanks made by our freinds at Yuvenko and Co, hand selected laser cut balsa wood, pre-cut and drilled ply wood, vinyl stickers/details by graphic designers and a full plan. You will need glue, some wire and a covering of your choice.

And I have to say it is a blast to fly, it pulls like a kodiak bear and it took me back to those yesteryear times.



Mick Lewis has been in contact, he has the following for sale:

RAM 8x6 nylon props £2.50 each

Leading edges £4 each

1000ft reels of 0.0159 (0.40mm) 7 strand stress relieved lines £45

Contact Mick on combatflyers@talktalk.net

**1ST F2D CENTRALISED
NEC 13TH APRIL 2019 -
GRAHAM IVES**



For the first time in a long while we had more than 10 entries for a UK only F2D competition, 12 people having put their names down to fly. It was also the first F2D qualifying competition (other than the Nats) to have been run away from Albermarle for some time.

The weather was up and down with two 10-degree swings in temperature through the day, however the main them was it was absolutely freezing, about 3-degrees for most of the day.

Unfortunately, Gordon had to go home so we ended up with 11 flyers actually entering the competition, the "new" entries being made up of people who had flown before but had not flown in a while because the comps were all held in the North.

This meant that we had 16-year-old motors and models all the way up to the latest Super Fora's and Super Master Motors.

Harry was flying his very nice F2D models which are an adaptation of the Audrius Rastenis design from Lithuania. Everyone else was flying the traditional F2D triangles or the more modern fan tail models either Rastenis or Trifinov style. The traditional triangle models rarely seem to be used in Europe nowadays.

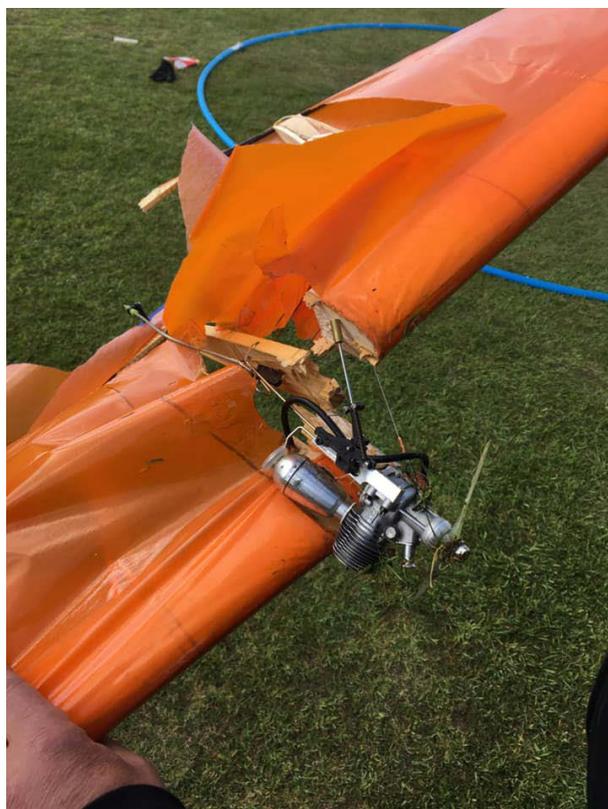
Gordon, and Alan had set out the circles the day before and Dave Wiseman had brought all the scoring equipment. Vernon turned up to centre Marshall and Tony Cookson acted as CD and outside circle judge, and surprise of the day was that Lez Scurfield travelled down from Newcastle to score. Thanks everyone for your efforts.

We had a pilot's meeting at the start of the comp to help point out key differences between Vintage and F2D rules to try and prevent people making infringements that could get them DQ'd.

Sometimes the flying at the first competition of the year can be a bit random, with everyone being rusty but still just as aggressive as normal. Today was a little different, everyone seemed to be just enjoying themselves and flying combat, as Harry put it, everyone had a laugh and Team Qualification points happened without anyone really noticing.

Gordon had taken the time to setup a draw system to allow us to maximise flying by having a round robin format. The aim is to run about 20 bouts in the day with everyone getting (in this case) four flights each, rather than a two-life knockout system in which some get more than four flights, and some only getting two flights.

Pilot	Position	Team Points
Harry Walker	1	5
Andrew Shields	2	4
Mike Whillance	2	4
Dave Wiseman	2	4
Graham Ives	3	3
Mark Legg	3	3
Mike Waller	3	3
Ben Johnson	4	2
John Crabtree	4	2
Nigel Thorpe	4	2
Alan Bunker	4	2







The standard of flying was pretty good for the first comp of the year, but the cold played havoc with some people's engine settings which is very unusual for F2D engines. This decided the result of several bouts.

There were very few rule breaches given the differences between vintage and F2D rules, and the fact that F2D rules are applied to all people, all of the time no matter what extenuating circumstances may have resulted in the infringement. What was noticeable was that people who are more used to flying vintage when needed to get the spare airborne, would get the spare model airborne but then no go back to the downed model to make it ready to go back up again, probably a symptom of being used to having only one model to look after.

As you might expect the majority of the experienced F2D pilots came out at the top of the results table but not all of them dominated and no one came out without any wins which tends to be another advantage of the round robin format.

With everyone having more fun on their mind rather than just focussing on points there wasn't a great deal of carnage, most people having only one or two models damaged, most of them being repairable.

It seemed that the day was a success for everyone I talked to about it, and with Vintage being on the following day those who do both it means fewer trips up and down the motorways which his always a bonus. The aim was to involve more people who might want to be involved but were put off by having to travel for over 3 hours, to have some more fun for everyone, and to mix up the flying styles a bit to help people develop their flying further. I think that most if not all of this was achieved. Certainly, a good few people had some fun that they wouldn't have otherwise had. We have another F2D comp on the 3rd August at NFC so let's hope that one is as successful.

F2D team selection rules are that a pilot's top 5 competition results will count. However only a maximum of two non-domestic (World Cup) competitions can count in those 5 results. We have 6 UK competitions in the calendar, so if you can't go abroad you still have 6 chances to compete in the UK and get the maximum number of scores in.

Here is the current league table for F2D, of course the positions are the same as the first comp's results because that is all we have had at this point in time, but it shows the competition that are to come in the UK and the comps that Pilots are currently planning on attending in Europe this year.





CFA F2D April NR

159 views · Apr 21, 2019

👍 2 💬 1 ➔ SHARE ⌵ SAVE ⋮

<https://www.youtube.com/watch?v=VTj2CDJiXTk>

**BUCKMINSTER APRIL
19 - VINTAGE COMBAT**



The weather for the first Vintage competition of the season was cool, damp and a bit breezy at times, but perfectly flyable and to be expected at this time of year, and indeed any other time of the year. The site was also being used for the R/C Freestyle Masters. I saw at least 2 very large models re-kitted in spectacular fashion. It makes a broken rib or a snapped leading edge on our combat models seem a bit trivial. A few of us had been flying F2D the day before, so we had a good contingent of those pilots involved in Vintage as well. This is a good opportunity to thank those of you that encouraged us rusty F2D types out of the woodwork to fly on the Saturday (You know who you are). Everyone had a great time, and the competition had a great feel about it.

29 pilots entered Vintage. 2 circles were in action and we were flying in our new spot at the National Centre. It's a nice area and there is certainly much more room to spread out than we had before.

I was first on in Circle 2 against Mick Lewis. My memory is a bit vague because I'm writing this several months later from notes I jotted in a notepad at the time (sorry Mike). I seem to remember we had a re-fly after we both took all of the streamer. Our second attempt was quite close again, but Mick came out on top. All of the Hawks except Dave Marshall lost in the first round. We do this just to make sure we get our moneys worth by having the extra bout in the losers round. We're not daft ya' know. Dave flew very well against Simon Miller to get his win. I don't think there were any huge surprises or up-sets in the first round, most of the big guns had made it through.

Simon Miller recovered in the losers round against new Hawk Peter Harvey. Peter is involved in F3D Pylon racing, but it's great to see the enthusiasm he has developed for combat. I believe I'm correct in saying that he is a genuine 'noobie', not a returnee of any kind. Graham Ives and Harry Walker had a pretty good scrap, with Graham getting the win. I drew my team mate John Leggot and was fortunate enough to win. I can't say I'm a fan of the new completely random draw system, but I do understand that it has good intentions behind it.

After the 'losing losers' had been expelled from the competition, it was time for some eliminators. I watched Richard Herbert and Mark Woolcomb battle it out, and it was a good one. In fact, I wrote 'Excellent' in my notepad. Mark won 2-1.





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NEVER MIND
THE HAWKS
THERE'S THE
FATHERS AND SONS

ACX

2 7452

Witford Industrial Estate
Nottingham NG11 7EP

Facebook



Dave Chalk, Steve Malone, Ian Perkins and Paul Edgecombe were eliminated together with Richard.

Into the second round and there was a clash of Richards, as Evans and Perks drew each other. Mr Evans won 2-0. I scribbled a note that Richard had some lengthy down time early on. I don't know which Richard though. It's probably for the best that I never made it in journalism.

I managed to draw a team mate again, this time Dave Marshall. When Dave is on form, he really is rather good. We had an excellent first bout which resulted in a refly. I managed to snick the refly 1-0. We both thoroughly enjoyed the flying, but I think we'd rather not be knocking each other out unless we're getting to the end of a competition. Mark Woolcomb was knocked out at this stage by John Hammersley, as was chairman Tony by Dave Wiseman.

The quarter finals were drawn. Mick beat John Hammersley. Alan Bunker beat Dave Wiseman. Simon Miller and Nigel Thorpe had a nasty tangle resulting in Simon hitting the deck. It took a while to clear and so Nigel won. I flew Mr Evans. Richard took all of my streamer. I got a cut back and then spent the rest of the bout trying to chase him down for another. Richard hit the deck with a few seconds remaining and came out the winner.

Mick and Alan starred in the first semi-final. Mick took all of Alans streamer very early on, but Alan had quite a bit of down time and so couldn't capitalise on it, sending Mick through to the final. Thorpe vs Evans was shaping up quite nicely until they had an almighty smash. I don't think Richard was able to re-launch and so Nigel got his spot in the final.

The 3rd/4th flyoff was quite a scrappy affair which I marked as 1-0 to Richard. By this time, my pen was running out of ink and this page in my notebook has had a soaking of diesel fuel. However, by carefully holding the page up to the light and squinting, I can tell you that Mick won by 2 or 3 cuts.

1st Mick Lewis
2nd Nigel Thorpe
3rd Richard Evans
4th Alan Bunker

Well done everyone and thanks for a fun couple of days.

John Crabtree



CFA ACCOUNTS 2019

outgoings		income	
trophies	895.47	Buckminstr	1025
Ground fee Buckminstr	592	Darley	220
wine	190.1	Bristol (streamers)	20
streamers	437.84	Old Warden	0
tent	200		
misc	160.95		
total	2476.36		1265

COMPETITION CALENDER 2020

- Sat/Sun 14th/15th March - Buckminster (F2D/F2E/Vintage)
- Sat/Sun 25th/26th April - Buckminster (F2D/F2E/Vintage)
- Sunday 10th May - Old Warden (Vintage)
- Fri/Sat/Sun 29th/30th/31st May - Buckminster F2D Training with Audrius Rastanis
- Sat/Sun 30th/31st May - Buckminster (F2D/F2E/Vintage)
- 14th June - Bristol Gala (Vintage)
- Fri/Sat/Sun 19th/20th/21st June - Weston Park (Demo/Show)
- Sunday 26th July - Old Warden (Jack Marsh Oliver)
- Sat/Sun 8th/9th August - Buckminster (F2D/F2E/Vintage)
- 29th/30th/31st August - BMFA Nationals Barkston Heath (TBC) (All Classes)
- Sat/Sun 12th/13th September - Buckminster (F2D/F2E/Vintage)
- Sunday 20th September - Old Warden (John Oliver Trophy)
- Sat/Sun 10th/11th Oct - Buckminster (F2D/F2E/Vintage)
- Sat/Sun 24th/25th Oct - Buckminster - **Combat Reserve Date**

All dates are provisional. Saturdays at Buckminster are practise and competitions days for F2D & F2E. There should also be the opportunity for vintage practise as well. There will be a charge of £8 per flyer (unless you are a season ticket holder, then no charge) for the day, payable to the BMFA.

Fees for CFA competitions remain at £15, this will include the £8 to go to the BMFA at Buckminster competitions.

'Rules are for the obedience of fools and the guidance of wise men' - Douglas Bader



UPDATED RULES 2020

As the song say's "It's a new Dawn, It's a new Day it's a new Life, and I'm feeling Good" and looking forward to the new season of Combat Capers :)

Also this season we can look forward to an updated set of Vintage and Oliver rules.

Over the past few years various changes and additions have been approved at the AGM and they have not been incorporated into the rules plus a number of "Spurious rules" seem to have been adopted and yet no written trace can be found. So it was decided by the committee at the end of last season that the rules should be given an overhaul to get rid of any

ambiguity and improve the clarity for future competition.

After several drafts had been prepared with some obscure rules removed, new rules incorporated, gender terms corrected, safety element considered, and better clarity observed we have finally produced a set which is ready to be launched and used for the upcoming season.

So on behalf of the committee I have pleasure in attaching the 2020 Vintage combat rule book (which makes ideal reading if you cant get to sleep at night :)

Dave Wiseman

4.8.4 VINTAGE COMBAT

4.8.4.1 The Model

(a) *This is a limited performance class and performance levels are restricted by strict control of model design, engine design and engine modification.*

(b) *A vintage combat model must be built in accordance with a design which was in common use prior to and up to 31st December 1974 or was kitted prior to that date. Only models which are on the approved list may be used.*

The rules (including approved models and engines) shall be frozen at the start of every year. Updates/ changes and additions shall be approved at the AGM for the following year, the only exception to this will be if there are changes required on safety grounds NB A complete list of approved models and engines are available from the CFA and are to be treated as an addendum to the Vintage combat rule book

(c) *Models MUST be an accurate plan view of the original. The following alterations are permitted:*

(1) *Addition to or omission of sheeted areas, i.e. centre sheeting.*

(2) *Changes to wing section or internal structure or degree of asymmetry of wing (i.e. whilst retaining the original wing outline, the engine pod and elevator may be moved inboard or outboard to give a different degree of asymmetry to the wing.)*

(3) *Additional booms or replacement of wire booms with wooden ones and vice versa and spacing of booms (noting that the original elevator size and hinge moment must be maintained.*

(4) *Recessing the engine into the leading edge.*

(5) *A balanced elevator may be changed to a conventional elevator and vice versa. The elevator must retain the original outline.*

(6) *Such changes must be carried out using constructional techniques that were commonly used at the time that the model was in use. The use of carbon, Kevlar or boron fibre reinforcement is not permitted. Modern adhesives are permitted. Neither Styrofoam nor any expanded foam may be used.*

(7) *Models must not exceed original overall dimensions or be more than 6 mm smaller on any dimension. Elevators must be dimensionally accurate.*

(8) *Fins and fences may be omitted or altered.*

(9) *Where the original model had an upright engine, this may be converted to 'sidewinder'.*

(10) *Any model that exceeds 36" wingspan or 11.5" elevator hinge moment (leading edge to elevator hinge line) will not be allowed to compete. In addition, any XL models must not exceed 328 sq inches wing area including the elevator.*

(11) *The curvature of the wing tips must remain the same as the original (+3mm – 6mm to the original plan shape, with the overall span limitation overriding the plus tolerance. The outer most wing rib position is optional as the correct tip outline will tend to position the end ribs.*

(12) *There is to be a three year transition period from October 2019 up to and including October 2022 to allow people to use up any old models or continue to use the previous tip design modification when repairing*

a model. After October 2022 the plan view must be correct and no deviations to tip shape will be allowed.

(13) It is permissible to strengthen the engine pod in excess of plan

(14) External gussets may be used around tail booms, the dimension of the hypotenuse of such gussets may not exceed 20 mm.

(15) Metal bearers are not allowed.

(d) The following alterations are NOT permitted

(1) filling in between booms unless specifically permitted, as in the case of Yeti 1. Where any dispute arises, the designer's opinion will be given priority.

Note

By allowing a model to compete in the first round the Contest Director (CD) signals his acceptance that the model is 'legal' and it will be considered to have been processed. That model may not subsequently be disqualified unless 'illegal' parts are added. Combat damage that occurs during a competition will not be grounds for disqualification unless safety is compromised. The CD will point out any illegalities observed prior to a bout and will give the competitor(s) the opportunity to make the infringement good.

(e) The model shall be covered in a material that was available at the time that the model was in use, i.e. tissue, glass cloth, nylon fabric, silk fabric, terylene netting or a combination of them. In addition, heat shrink fabric coverings, such as

Solartex, Glosstex, Polytex and Fibafilm, may be used but heat shrink plastic film coverings, such as Solarfilm, Monocote or Micafilm, are not permitted.

Vintage class models may be covered in film (any film; Mylar, Laminating Film, Hobbyking Film, Oracover Etc.) as long as they are then covered again in either Icarex or similar kite material or any synthetic or organic tissue (polyspan, Esaki, Modelspan Etc) to give an authentic vintage appearance. In the case of the second covering being tissue or similar non-fabric material (everything except Icarex or similar kite material), it must be stuck directly to the film underneath at all points to prevent peeling. Models shall not be all white. As a minimum at least the elevator must be coloured.

(f) The name (and mark no.) plus the year of the model must be clearly visible on the upper flying surfaces.

(g) No design will be added to this list until it has been proposed, considered and accepted at the AGM. No modifications to plan will be permitted other than at the above meeting.

(h) The approved list of Vintage Combat models is as follows:

MODEL DESIGNER SOURCE DATE (Please refer to the "Approved model and engine" list provided by the CFA as an addendum to the Vintage combat rule book)

IMPORTANT NOTE

Simon Miller is running the mail order Vintage Combat Model Plans service. This scheme is highly recommended and for more information and price lists, please send an A5 SAE to: Simon Miller at 19 Mill Rd., TILLINGHAM, Essex, CM0 7SY or email Simon at admin@combatflyers.co.uk or call on 07762301246 It is strongly recommended that potential competitors ascertain eligibility of a design for the intended class before commencing building, by contacting Simon Miller.

With all 'approved' models on the list, the dimensional requirements of 4.8.4.1.(10) take precedence.

Competitors should note that there may still be models on the list that are now ineligible and should check accordingly.

4.8.4.2 Engine

(a) The engine shall be a diesel of 3.2 cm³ maximum displacement if constructed with ball/roller races or 3.5 cm³ maximum displacement if constructed with plain bearing crankshaft. Engines permitted under this definition (any mark or model unless otherwise stated) are as per the "Approved Model and Engine" list provided by the CFA as an addendum to the Vintage combat rule book)

(b) The engine must be fitted with a domed safety spinner nut.

(c) Only suction fuel feed systems are permitted.

(d) The propeller for engines above 2.5cc must be a commercially available 8in by 6in thermoplastic item. The propeller for the Fora Junior must be a commercially available 8in by 4in thermoplastic item. The propeller may not be reworked except that one blade may be modified for balancing purposes. All other 2.5cc engines may use any commercially available thermoplastic item.

(e) The engine must contain the manufacturers original crankcase, liner and crankshaft, in the original materials. These components may be modified by removal of metal and/or chroming. Such modifications may not reduce the weight of the motor (minus spinner and spray bar) by more than 5 grams. Ceramic products may not be used.

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

This to be measured without the streamer and with the handle on the pilot's chest.

Any flier found to be exceeding the speed limit must demonstrate to the Contest

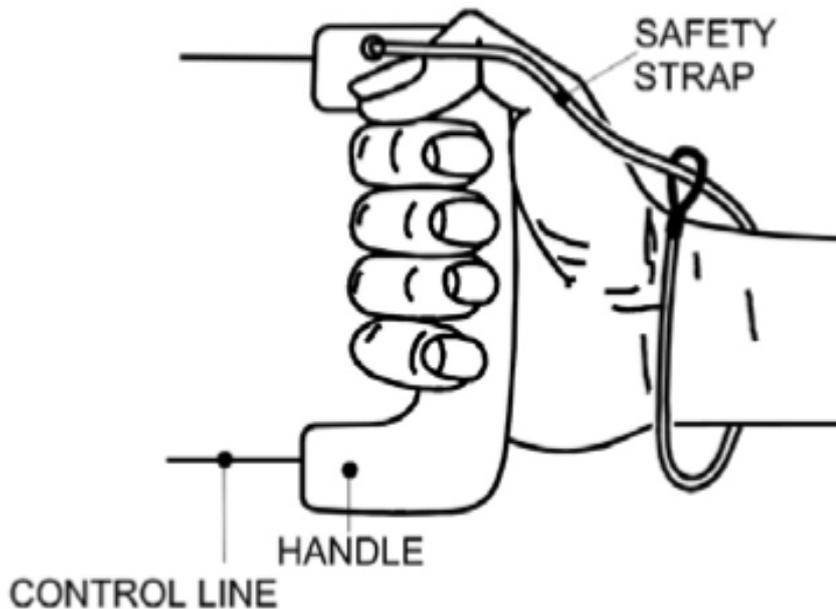
Director that he is within the speed limit before being allowed to re-fly the bout otherwise he will be eliminated from the competition.

4.8.4.3 Lines

(a) Control line length must be 15.92 metres plus or minus 75 mm. It is measured from the inboard face of the grip of the control handle to the longitudinal centre line of the model.

(b) The longitudinal centre line shall be defined as the axis of the propeller.

(c) Only two-line control is permitted and each of these lines shall be multi-strand and of a minimum diameter of 0.385mm. No free ends capable of entangling an opponent's lines and no line splices shall be permitted. Line connectors at the handle end may have a maximum diameter of 13mm and must be sleeved as must the thread on any adjusting screw. A safety strap connecting the competitor's wrist to the control handle must be provided by the competitor. This strap will be subject to the full pull test separately to the line pull test and must be worn at all times while his model is flying. See drawing.



HAND AND SAFETY STRAP FIGURE

- (d) The Lines between the Handle and the Model must be of the same type, size and diameter eg identical lines.
- (e) Lines may not be joined at any point between the handle and model and must be one continuous multi-strand wire apart from each end where they are connected to the model and the handle.
- (f) Line changes during the combat period shall be permitted.
- (g) A line pull test shall be applied to the assembled handle, control lines and model. Replacement lines must be pull tested by the Circle Marshal before the model is relaunched. Failure to do so will result in disqualification. The pull test shall be equal to 125 Newtons (12.5kg) held for 5 seconds.

4.8.4.4 Combat Site

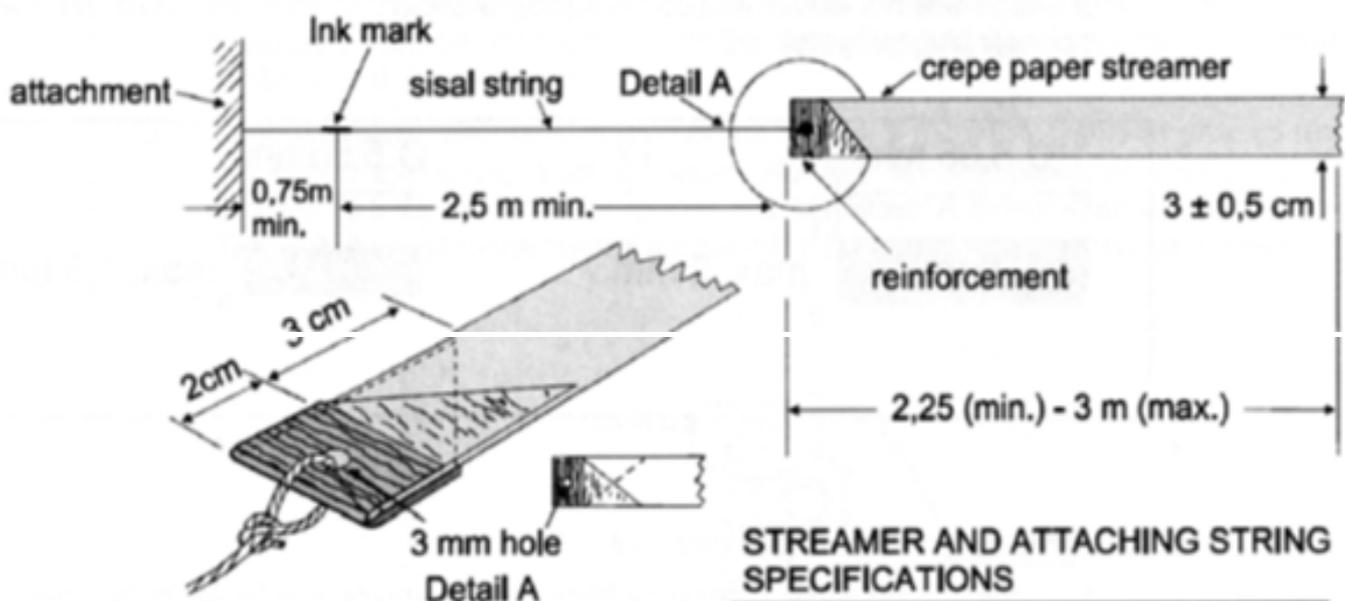
A combat site must consist of two concentric circles which shall be marked on the ground.

- (a) The flight circle: radius 20 metres
- (b) The centre (piloting) circle: radius 2 metres.

The flight circle must be laid out on grass. The centre piloting circle may be laid out on grass or any other material having a maximum radius of 4 metres.

4.8.4.5 Streamers

The streamer shall consist of double weight crepe paper (80 g/m²) or any replacement of equivalent strength including forestry flagging tape, not less than 2,25 m or more than 3 m long and 3 +/- 0,5 cm wide, fixed to a sisal string of 2,5 m minimum length. All streamers must be of the same BMFA Control Line Rules 72 Effective January 2019 length. The attachment end of the streamer shall be reinforced on either side by tape approximately 2 cm wide affixed diagonally to the length of the streamer with one at right angles to the other and extending for a maximum of 5 cm. An additional fibre/fabric reinforced tape 2 cm wide is affixed across the streamer (see detail below). The streamer must be attached through the longitudinal centre line of the model via a suitable streamer attachment. The colour of the streamer must be different for the two competitors in the heat. Each pilot/Mechanics shall be issued with a streamer at the start of the heat by the centre marshal. A second streamer will be available from the centre marshal when needed.



4.8.4.6 Number of Models

A contestant will be allowed to use one model per bout.

4.8.4.7 Mechanics

Two mechanics are allowed per contestant. During the combat period the pilot and the mechanic(s) must

wear protective headgear fitted with an effective retaining strap. In exceptional circumstances of wet or windy weather an additional helper may be used as a streamer holder and must perform no other task during the bout. The helper must wear protective headgear. Whilst it is permissible for pilots to wear the baseball style 'Bump' caps, mechanics should wear more substantial protective headgear

4.8.4.8 Officials

- (a) A contest shall normally be run by a Circle Marshal, who shall be the overall timekeeper, and one scorer per contestant.
- (b) The Centre Marshal must wear protective headgear.
- (c) The scorers should hold their stopwatches so that observers can read them.
- (d) The total time of each pit stop should be written down and the penalty points calculated after the bout. Should a timekeeping error be made a scorer should advise the centre Marshal immediately so that the bout may be stopped and re-flown.
- (e) The Circle Marshal will be considered to be part of the course and any model or line contact with him will be treated as if it had contacted the ground. It is the flier's responsibility to avoid the Marshal, not the Marshal's to avoid the models or lines.
- (f) Times and scores are public information and should be freely available.

4.8.4.9 The Bout

- (a) A contestant's flight commences after a 30 second period for engine starting. The last 10 seconds to the launch signal shall be counted down by the Circle Marshal.
- (b) The flight shall last four minutes from the launch signal and its completion shall be signalled by the Circle Marshal.
- (c) The engine must be started by flicking the propeller by hand.
- (d) A combat bout may be ceased when both streamers have gone at which point the centre marshal signal a 10 second count down to bring the bout to an end
- (e) A pilot who has no streamer left on his model may ask the centre marshal to cease the bout if they are confident that they have won the bout and no longer intends to attempt cuts of his opponent's streamer. If their calculation are wrong and they have actually lost the bout the result from the scorers will still stand.

4.8.4.10 Scoring

- (a) Scoring will commence at the launch signal and finish at the completion signal.
- (b) One point will be deducted from a contestant's score for every full period of 15 seconds that their model is not airborne during the flight period. Ground time is not accumulative and the stopwatch must be zeroed each time the model becomes airborne.
- (c) Four points will be added to a contestant's score for each single cut of their opponent's streamer or string with knot.
- (d) In the event of a mid-air collision, if the streamer falls to earth attached to any part of the model or engine it will not be counted as a cut. If, however, the streamer falls separate to any part of the model a cut will be recorded.
- (e) In the event of a mid-air collision if the streamer becomes detached from the streamer attachment because it was not securely connected then this will be deemed to be a DQ for failure to attach the streamer securely. IF however there is any element or proof of string still attached to the streamer attachment and or Model then it will be deemed to have been a cut and the opponent will be awarded 4 points for that cut

4.8.4.11 Attempts

Only one attempt will normally be allowed to complete a combat heat except for when:

- (a) A streamer breaks in the air due to being faulty. It must be clear that the break was not caused by an attack from the other model.
- (b) If either the Centre marshal or scores stopwatch fails to operate once the bout has started
- (c) If, as a result of a line tangle, an opponent's model aircraft cuts its own streamer in flight or the streamer, unless only string remains, becomes wrapped around the model aircraft and/or the lines, the heat shall be re-flown.

4.8.4.12 Conduct

- (a) A pilot must remain inside the centre circle while his model is flying except at the moment of release of his model by the mechanic.
- (b) After a mid-air collision the heat shall continue as if both models had been grounded at which point the pilot may leave the centre circle to assist in pitting their model provided they informs the centre marshal prior to leaving the circle.
- (c) Mechanics may only enter the flight circle to retrieve a downed model when there is no line tangle and the second model is in level flight or to help clear a line tangle when BOTH models are grounded.
- (d) Line tangles when just one model is airborne must be cleared by the pilots and centre marshal prior to a mechanic entering the flying circle. The centre marshal will indicate to the mechanics when the line tangle is cleared and that they may then enter the flight circle.
- (e) If during the servicing of a grounded model the mechanics break or cut the streamer it must be replaced with a new full-length streamer prior to launch.
- (f) If following the servicing of a model the streamer should become entangled and subsequently fails to unfurl the pilot must immediately land to have the streamer untangles or replaced. No additional penalties other than ground time will be incurred.
- (g) Ground time will be calculated from the point that the unfurled/tangled steamer was identified until the point that the model has been relaunched.

4.8.4.13 Offences

The following are offences and each and every occurrence will result in a penalty
Point/s deduction

- (a) If the pilot(s) accidentally steps out of the centre circle with 1 foot during a combat bout the Centre Marshal will instruct the pilot to re-enter the circle and issue first time a warning, if this happens a second or subsequent time then a penalty of 2 points will be awarded against the competitor. Any cuts taken during the period will not be counted and attacking during the pause may lead to disqualification.
- (b) During the bout the mechanics enter the flying circle at an oblique angle or cut across the flying circle to reach a downed model. One penalty point will be incurred for each offence even if more than one mechanic is involved.
- (c) If the mechanic(s)/pilot do not immediately, or after a line disentanglement, withdraw a grounded model to outside the 20 metre circle prior to servicing it one penalty point will be incurred
- (d) If the model is launched prior to the launch signal one penalty only will be incurred.
- (e) If a pilot leaves the centre circle without informing the Centre Marshal whilst his opponents' model is in flight, one penalty point will be incurred.
- (f) Where in the opinion of the Centre Marshal a competitor deliberately lands to avoid combat they will be penalised 4 points for a first offence. Subsequent offences will be taken care of under rule 4.8.4.14(q).

4.8.4.14 Cancellation of the Flight (Disqualification)

An entrant will be eliminated from the heat and his opponent declared the winner if:

- (a) A pilot performs any manoeuvre after launch and before the Centre Marshal indicates the start of Combat
- (b) A pilot deliberately attacks the streamer of his opponent's model prior to the Circle Marshal's signal to commence.
- (c) A pilot's model fails to become airborne within two minutes of the signal to launch.
- (d) A pilot attempts to fly a model which at the time of launch does not have a strong effective control mechanism, or does not have a secure engine attachment, or does not have a running engine.
- (e) A pilot interferes with his opponent or forces his opponent to leave the centre circle.
- (f) A pilot deliberately flies in a dangerous manner which could cause injury to any third party.
- (g) If a pilot unintentionally or intentionally puts both feet out of the centre circle while his model is airborne, they will be DQ on safety grounds
- (h) If a competitor is not present at their allotted flight time, unless the competitor has the express permission of the Circle Marshal.
 - (i) If pilot flies in such a manner as to inhibit their opponent, or their opponent's mechanics, from clearing any line entanglement.
- (j) A pilot flies other than level in an anti-clockwise direction when only their model is in the air and there is no line entanglement.
- (k) At the start of each bout and after a restart when one or both models have been grounded, both models MUST fly level and anticlockwise, No manoeuvres on take-off until the centre marshal declares combat and combat MUST NOT commence until a signal is given by the Circle Marshal (either audible or a physical indication. Attacking the opponent's streamer before this signal will result in disqualification.
- (l) For any other flagrant breach of the rules.
- (m), Removes the safety strap from their wrist/hand, for any reason, while the model is flying. (loosing grip on the handle is permissible provided that the handle is still connected to the pilot via the safety strap).
- (n) A pilot deliberately attacks or interferes with their opponents continuously level flying model which clearly has no streamer left. They may however, follow closely.
- (o) A pilot fails to clear any line tangle prior to relaunching his model.
- (p) A pilot flies level (upright or inverted) at a height of less than 6 feet for more than two consecutive laps whilst the bout is under way unless instructed to by the Circle Marshal. the Circle Marshal will warn a flier that they are approaching this limit.
- (q) Where, in the opinion of the Centre Marshal, fliers collude to arrange a result they will both be disqualified from the event by the Centre Marshal and will be allocated points toward any league positions or the Knokke Trophy.
- (r) A competitor who does not present them self, or an adequately competent replacement, in adequate time to judge the bout following the bout following that in which they have flown, may be removed from the subsequent draw. The organiser is at liberty to adjust this order but, in any case, a flier will be expected to judge as many bouts as he flies or to provide a suitable replacement to do so.
- (s) If the streamer becomes detached from the model during combat but not as the result of a mid-air collision the pilot will receive a DQ for not attaching the streamer securely.
- (t) If at the end of the bout there is no remnant of string attached to the model via the streamer attachment then it would be deemed that the string had become detached and the pilot will receive a DQ.
- (u) If it is found that a competitor has tied extra string to his streamer attachment or model other than the streamer used to compete in that bout, that competitor will be DQ'd
- (v) If following a collision with either the ground or another model resulting in a grounded model, If the model is subsequently launched and fly's outside the contest circle without coming in contact with another model this will be deemed to be a flyaway due to an unsafe model and the pilot will receive a DQ on safety grounds.

NB, For the avoidance of doubt any instructions given by the center marshal shall be either audible or physical and it is the competitors responsibility to be aware of these instructions.

4.8.4.15 Contest Procedure

- (a) Contestants will normally compete with each other in a knockout competition.. The losers of each of the first-round flights will be allowed to compete in a further loser's re-fly round.
- (b) Pilots from the same team and or club will be kept separate for as long as possible.
- (b) Draws will completely random and held in public and if any member of the organising club or team are involved in the competition then the draw will be made by an unbiased outsider.
- (c) The winners from the first round will be drawn randomly with winners from the loser's round to provide a second round of contests. After losing twice a competitor should not be reinserted. Eliminator rounds should be run to arrive at the correct numbers for quarter and semi-finals to proceed.
- (d) The rounds will continue until eight contestants are left so that quarter, semi and final round provide an overall winner

COMBAT KITES - REVIEW



'Kites' I hear you say!

While at this year's nationals I got into a chat with Peter Harvey about practicing and what are good methods for getting airtime and training methods. This took me back to the early 00s when a lot of people (esp F2D pilots) used combat kites to get airtime. I recited the time when myself and Martyn Vale spent 5 hours flying combat with our kites, getting in airtime before the nationals.

The advantages of combat kites are they get you airborne when its too windy to fly, they don't need refuelling and can go faster than most models (in the right conditions). If there are 2 of you, you can attach streamers which do not cut so you can practice hitting streamers without changing them. The downside is you have to fly in the wind window, handles have to be slightly bigger and you can end up in a mighty stringy mess!

Talking about them made me wonder why I am not using them again, I have several large fields near work, a large hill side park next to my house. To help Peter I did some research and found he website which makes the original combat kite and a YouTube video –

http://kites-by-chymon.tripod.com/?fbclid=IwAR-38jsFPi-ZkWF1vmGjnPiypfN1_IGP22Upmz-384mxw096hgy87yvlvVQbA

https://www.youtube.com/watch?v=mUaU0YB-hdQw&feature=youtu.be&fbclid=IwAR176nLyl-HIYcwwhSE2EplCgGVTuvB1EHa7Qha_sX7x-8yZCznEcAj2c8QWs

These kites are tried and tested, I have owned several in the past and they work really well. They take some time to adjust and need a good blow, but you can see the speeds you get are extremely fast.

Another option which I have experimented is in Prism Kites Neutrino. Prism kites are one of the best designers/manufacturers of kites in the world, being a kite nut, I own several of their kites. I had used their old design Micron as a combat kite before, the Neutrino supersedes the Micron. With a holiday coming up and 2 young kids who love kites I decided to buy one. This is what I found.

The kite comes in basically 3 different colour ways, all quite fresh and distinctive, they make them in a stacked version, unless you like kites this is not the version you want.



The kite folds down into a handy sized bag, once together the back rolls up and clips on you belt or something with a useful carabiner. The good thing about prism kites is attention to detail, they have made the line storage into a handle which acts like a control line handle, slightly big but it does work, you might need to experiment to get a size that you like, this one worked fine on my kite.

The kite folded out with spars installed is extremely stiff and designed to take some knocks. Prism are known for customer care and service of parts are needed.

In the air the kite moves fast and I was able to simulate the movement of a combat model well, I left off the streamer but the stream attaches by a pop stud, easy removed. After 40 mins I was re-sold on the value of combat kites, being able to rock up on a windy lunch time and get 40 minutes flying is great. I am going to do a bit more experimenting with line and length in the future.





OLD WARDEN MAY 2019



Old Warden seems like a long distant memory now, well it was 6 months ago! All I remember is that Tim Hobbins was flying like no other and went through to win. We also saw the return of Dave Harrison, another legend returns! Anyway I have 3 hours of footage to make into a video, which I will publish soon!











F2D 2ND ROUND



First and most importantly thanks to Lez, Martin and Dave R who provided scoring and centre marshall services. We had 6 pilots and they were involved in either pitting or flying every bout. So, without Dave, Lez and Martin, we wouldn't have had a competition. Thanks Chaps

Our Pilots were:

Alan Bunker,
Graham Ives,
Jimmy Pinkerton,
Gordon Price,
Andy Shields,
Mike Whillance

With every pilot involved in every bout, everyone has limited time for minor repairs, engine changes, line changes etc. as a result we are all required to come to the competition with 4 models ready to fly so we can run through 2 rounds without stopping, and then have a break and do the next two rounds etc.

Round robin was decided upon to give people more flying, where the 2 life system may leave some people getting only 2 flights in the competition, Round Robin provides everyone with the same number of flights, so no one loses out. The model mix is pretty standard nowadays, it might seem a narrow range to vintage flyers, but this is now more mixed in the UK than it used to be. Models range from the more modern modern (and in some ways less modern) Rastenis, Trifinov and Prokofiev models to older "Triangle" types in use with people trying to get rid of old models.

All Engines were Fora 15s, some being 2009, 2012, 2014 Standard motors, but also some Short and Long Liner Super Foras, and no the Super Foras didn't always win, it's not all about horsepower in F2D!!

The day was nice and warm, no wind to speak of and we have a big empty field to ourselves, it had all the potential for an enjoyable day, and it seemed to be just that with everyone smiling through the day.

With only 6 pilots it's pretty tiring even with only 12 bouts in the competition, you always seem to be on the move and under time pressure to get things done, especially as our centre marshall had to leave at two o'clock.



We only had one re-fly which was good, but this was the result of bout 1, between Andy and Graham both the original bout and the re-fly decided on small margins or decisions, the first round Graham was ahead on cuts but came off worst in two mid airs – 6 points difference (3 seconds ground time too much) – re-fly as we need more than 10 points difference. In the re-fly Andy tried to take cuts for about 2.5 minutes with a badly damaged model against an undamaged model, a small decision but a costly one. Gordon and Mike's bout was the fastest 4 cuts I have ever seen, 2 all in about 2 seconds, well done scorers, I was watching and I wasn't sure what happened, Mike eventually came out the winner with Gordon having had some ground time.

There was some good flying through the day, and not many midairs or crashes however the midairs seemed to have more impact than unusual. There was an unprecedented amount of engine damage in mid airs, 6 engines majorly damaged in total, most of them being smashed crank cases. This is one of the risks in all classes of combat but engine damage is rare in F2D, even with light engines. This level of engine damage is unusual in events with 100 pilots, never mind one with only 6 pilots. We had the shortest amount of air time anyone can remember, when Jimmy had missed some damage to an engine and brought it into a bout. The damage wasn't seen until the bout had started so that model was out of action and he was down to one model. When number 2 came up, there was a mid air taking out the other engine and model. Result decided with only 10.6 seconds of air time, perhaps a new record? Despite all of the damage there was still a lot of laughter which, after all is the main reason we are doing this isn't it?

Alan Bunker flew well against Gordon, Mike and Andy but unfortunately the wins eluded him, however for once, not one pilot won every bout that they flew, this flattens out the points for team placings in the league. However the down side of the round robin system is that if you have a bad day, the losses seem to be relentless. Normally you are limited to 2 losses under FAI rules, but under round robin it is possible to lose every round which isn't good for your confidence.

In the final bout we saw Jimmy Pinkerton, our oldest F2D pilot, now flying in his 70s, and our most decorated current F2D pilot Mike Whillance. Mike is extremely thorough when setting up his equipment, this comes from years of experience, around 50 years of international combat experience. During that time, he has won the British Nationals 13 times – more than any other pilot. Mike has been in the British team as a pilot on most years since 1980. He has placed many times in the top 10 at world and European championships, and in doing so has helped the combat team win many team medals. Mike has been European Champion twice in 1993 and 2005 both in Hungary. The result of this bout you might expect a forgone conclusion?

So, the clock is counting down 5..4..3..2..1.. Launch, Mike does two loops and crashes into the ground 10 feet in front of Alan (Pitman number 1). The result decided.....DQ for Mike for not flying level, and also probably for launching an uncontrollable model. Immediately the blame..... I mean analysis starts, Mike glaring at Alan, the mechanic with a "what did you do you useless pitman" look on his face.

Mike, clearly disappointed and realising that Alan couldn't really have done anything wrong quickly gave up on that approach and walks to the model answering many peoples question "Have you got the lines on the right way?" with a grumpy, "Yes, of course, the controls jammed". At this point Mike returns to his quiet, thorough, analytical approach to find the root cause of the issue. Which he admitted 15 minutes later was, and I quote "yes, I put the lines on the wrong way", funnily enough that was the main subject of conversation as everyone packed up and went their separate ways. Everyone seemed to be more positive at this event than they have been in previous years, there was lots of conversation about the previous comp at the NFC. I think that the first competition of the year had a massive positive effect on the mood amongst all the pilots flying at Albermarle, this can only be a good thing for me.

As for the F2D class, 4 F2D pilots have one international in Barcelona to attend (which is a friendly and tough competition) and one more competition at Albermarle before we return to the NFC, but already I for one am looking forward to the NFC competition on the 3rd August. Happy Days!!



COOL WALL





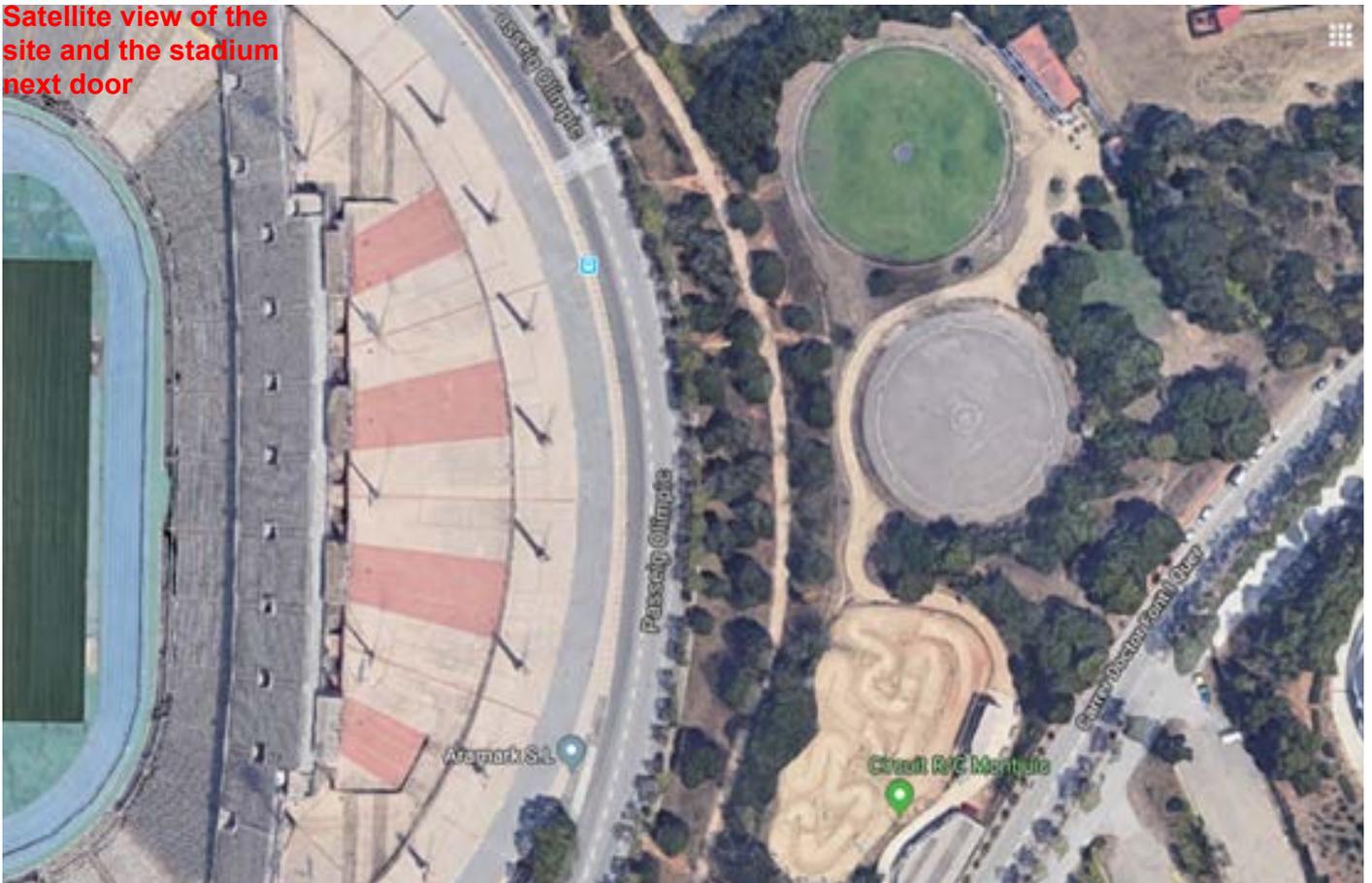
BARCELONA F2D 2019



So, it was time, three brave British pilots had decided to endure the hardship and difficulty of 30C temperatures, a flying site with all the amenities you could need, including a bar/café serving cold beer and great food. It was going to be a tough weekend but we were sure we were ready!

They have an awesome site here in Barcelona, just across the street from the 1992 Olympic stadium and the early street Formula 1 circuit. They have an off road car race track, a tarmac circle, and a grass circle, all with permanent safety fences protecting spectators.

Satellite view of the site and the stadium next door



On site they have a workshop with lathes, milling machines, grinders, workbenches, an excellent bar/café, a large upstairs room which was this weekend a dormitory for some, and permanent toilets. Coming to fly here is always a great occasion because everyone is really friendly and helpful.







We arrived at the site on Friday to use the circle to setup and test equipment, this went well, the models always fly differently here and sometimes engines can behave differently also as we aren't used to flying in temperatures this high. Some tweaking was done and everything seemed fine at the end of the day.

The first day of the competition saw 24 entries, from Spain, Gran Canaria, Italy, France, Latvia, Russia and the UK.

Flying got off to a bit of a rusty start to say the least, the first bout being very random. 5 bouts in Gordon had drawn Nicolas Antunez (ESP Junior) and managed to get through that with a win without too much of a mess, Graham drew Emiliano payan and lost on ground time to 2 poor engine runs.

Mike saw off Benjamin Vasquez in his bout and most things were looking good for the brits.

The two Russian Juniors and their teacher Yury Mikhalkov had a bad start with them all losing their first round, but most of the other favourites won.

A lot of engine testing was done, and Graham found that only one of his engines was working reliably in the heat. Offers of equipment from Mike and Gordon were gratefully received and one of Gordons epoxied together engines was finally bolted into a model and worked reliably.

Round two saw some a really strong bout between Jose Luis Lopez and Fransico Mons, two of the top Spanish Pilots. Both flying really fast models and some great tight flying from both of them, a hard fought match with Fransisco coming out on top.

Gordon lost to Raul Mateo, another top Spanish flyer. During the bout a lunge from Raul saw Gordon's model cut off the lines hitting the safety fence in front of some spectators, luckily the only damage was to 4 people's nerves. 1-0 to the fence!

Graham managed to scrape a win against Manuel Matteo in a scrappy bout and Mike seemed to breeze through his bout with Emiliano Payan. Mike was looking good, one of only 6 pilots to have two wins at this point.

Gordon drew Fransisco Mons in round 3 and it started off looking to be a stormer with Fransisco going fast and Gordon even faster, the wind was picking up at this point and things were close to the speeds we see at the Nationals in the wind. Gordon's model then flew away in a line tangle, shutoff activated and the mode landed in the car-park next to the circle. Gordon lost the bout and that was the end of his competition.

Mike went next against Pedro Antonio and things went well for him again, two pitstops were required for Mike, and a shutoff change in one of them, pitting was good, flying was good and Mike was starting to look really strong at this point. Graham went last against Jose Luis Lopez a fit, strong, mobile pilot who can fly in a very physical way as well as being a great pilot. Graham crashed after a midair and conceding a cut and came with number two, skimming the ground after 2 minutes and no cuts, stopping the engine and that was the end of that! Jose Luis dumped his model with 40 seconds to go when Graham came back up. More practice required 1-0 to Jose Luis.

One of the Russian Pilots managed to hit the fence when his model was launched but he was holding the handle for the spare, oops! 2-0 to the fence.

Only two pilots on two lives now, Antonion Giandrini from Italy, and Mike Whillance.

The Banquet was held on Saturday night in town and Bar El Coyote, some strange Spanish ritual carried out at the party with a cauldron, reminiscent of hubble, bubble, toil, and trouble. Lots of Tapas and some singing and dancing, a bit of a laugh really but it went on until late leaving us brits a bit weary the next morning.

Mike flew against Alberto Parra in the first bout and managed to beat Alberto 2-1 and some ground time. Things were still looking good for Mike.

Jose Luis had a bye because there were an odd number of pilots in Round 4, when this happens the pilot with a bye needs to fly first and last in the next round (they only fly the last bout if they have a life left). Jose Luis lost to Xavier Rivera from France in the first bout, and because Mike was meant to fly in the last bout against him, the bye effectively transfers to Mike with him having to fly twice in the next round.

Antonio was now on one life, meaning Mike was the only Pilot now on 2 lives. Mike was now looking really good.



The Best Centre Marshall
in the world called Vernon
ever, behind a cage.....



Senior Podium - Mike Whillance 1st, Yuri Mikhalkov 2nd, Xavier Rivera 3rd



Junior Podium - 1st Nikita Bezosik, 2nd Nicolas Antunez, 3rd Nikita Doroganich



BUCKMINSTER SEPTEMBER 19 - VINTAGE COMBAT



Well this was going to be my last vintage competition, probably for a year, with heavy work load, family life and house move planned for 2020, so I thought to myself that I was going to make the most of it.

We turned up early with the expectation of having engine issues, both my T4s have been playing up and a new Rothwell still running in. We did manage to locate the issue with the T4s and managed to get a good setting. By this time the competition had started and I managed to get to my bout, ready to fly Malc Pinnock. Malc is a solid flyer and it was a close match, I managed to progress through to the next round.

Luckily missing the losers' round gave me some more time to trim some new models and I was on my way, the recent practice with my combat kite meant I felt more at ease flying models and I was up for it.

I flew Nick Stowe twice and Nick was flying well, he gave me a good run but a big mid air meant that I managed to progress after 1 re-fly. Nick has been using ready made models to good effect, they looked good flying, a real boon to those of us that struggle for time and or struggle building good models.

On to my old mate Francis Roberts, I have known Francis for a long-time being family friends so this was an odd one, a close bout and I was once again through to the last 4. He was even flying one of my old models.

*All I can say is that I got my arse kicked at this point and managed to get 4th place. Well done to Richard Herbert for winning, and to Roger Fisher for getting through to 2nd (using a fora I think although I could be mistaken). Eamon Foresyde came home to 3rd.
Mike*







109023







Red Bull
RACING
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Combat #1
NFC Bu...
Sept...
Vint...

FIRST-AID

Please can all members take a few minutes to watch these films on basic CPR and how to use our defibrillator.



SUPPLIERS

Supplier	Contact details	Comments
Poundland	Local high street	Inexpensive glue, clamps, After Eight Mints etc.
Skycraft	www.sky-craft.co.uk/	Dope, thinners, Diatex
Ebay	www.ebay.co.uk	Bike spokes, link clips, glue, old engines, all sorts!
Bucks Composite	www.bucks-composites.com/	Glue, glass fibre, high grade epoxy, carbon fibre
Permagrit	www.permagrit.com/	Sanding blocks
Slec	www.slecuk.com	Balsa, ply, glue, modelling knives, control line comonents etc.
Model Technics	www.modeltechnics.com	Fuel
Balsa Cabin	www.balsacabin.co.uk/	Balsa wood, Contest grade Balsa wood, covering, glue
Southern Model Craft	www.southernmodelcraft.co.uk/	Fuel
Pegasus Models	www.pegasusmodels.co.uk	Koverall
Bic Pens	Local high street	Doke Tube
Ripmax	ripmax.com	Silicone Tube for dock tube
Cornwall Boat Supplies	www.cornwallmodelboats.co.uk	Lead out wire
Parra	www.control-line.eu	Combat supllier, T3/4 engines
PAW	eifflaender.com	Combat engines

SMC	www.sussex-model-centre.co.uk	Model shop, covering, CL models, glue etc.
Hyperflight	www.hyperflight.co.uk	Carbon fibre tube
Zazzle	www.zazzle.co.uk	Cool tissue paper (takes dope) to make models tarty.
Yuvenko & CO	yuvenko-combat.com	F2D and f2E models
YMS	aerohobby.ca	Combat suppliers, models, lines, CNC bellcrants, horns - loads of stuff



We can supply you with any product from FORA and PROFI and anything from the Technohobby website.

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Have your FORA Junior stripped, cleaned and serviced for £15 (any spares needed extra), send to Mark Greenwood!

Arriving very shortly 2.5cc and 19 Combat " K12 " engines, for Oliver and Vintage combat £180

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Note: must be combat related and able
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All plus p&p or see me at comps. Mick Lewis - combatflyers@talktalk.net



Anduril 69



Piranha XL



Supermonger



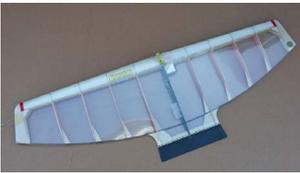
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Stablemate 40" Profile Stunt for .25-.29's	£45.00
Peacemaker 36.5" Profile stunt kit	£45.00
Talisman XL 36.5" Profile stunt kit	£45.00
Ringmaster Junior Profile stunt 1.5cc	£45.00
Tanks Available 35cc 50cc and 70cc	£10.00

Coming in March, Midi Slow by Dave Clarkson and Eclipse, Australian slow combat model,



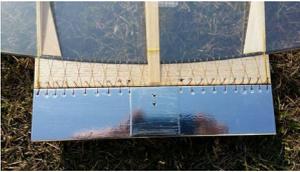
Models F2E "Ras-tenis" DIESEL 2.5cc with metal tank spars fiberglass, foam EPP, carbon elevator



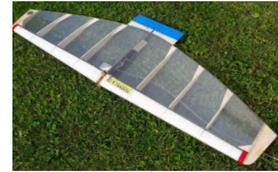
Model F2E Andrej Beljaev wooden DIESEL 2.5cc with metal tank



Model F2E Wakker-man wooden DIESEL 2.5cc with metal tank



Models F2E Trifonov wooden DIESEL 2.5cc with metal tank



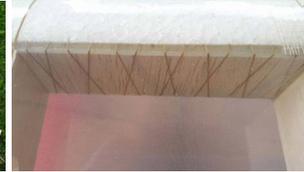
Models F2E Trifonov carbon DIESEL 2.5cc with metal tank



Models F2E Trifonov wooden DIESEL 2.5cc with metal tank



Model F2D "Trifonov" carbon



Models F2D "Trifonov" fiberglass, foam epp



Models F2D "Ras-tenis" wooden



Models F2D Andrej Beljaev with carbon trailing edge and full kevlar wrapping



Shut off, a pod or a carbon rod. can be installed on any models

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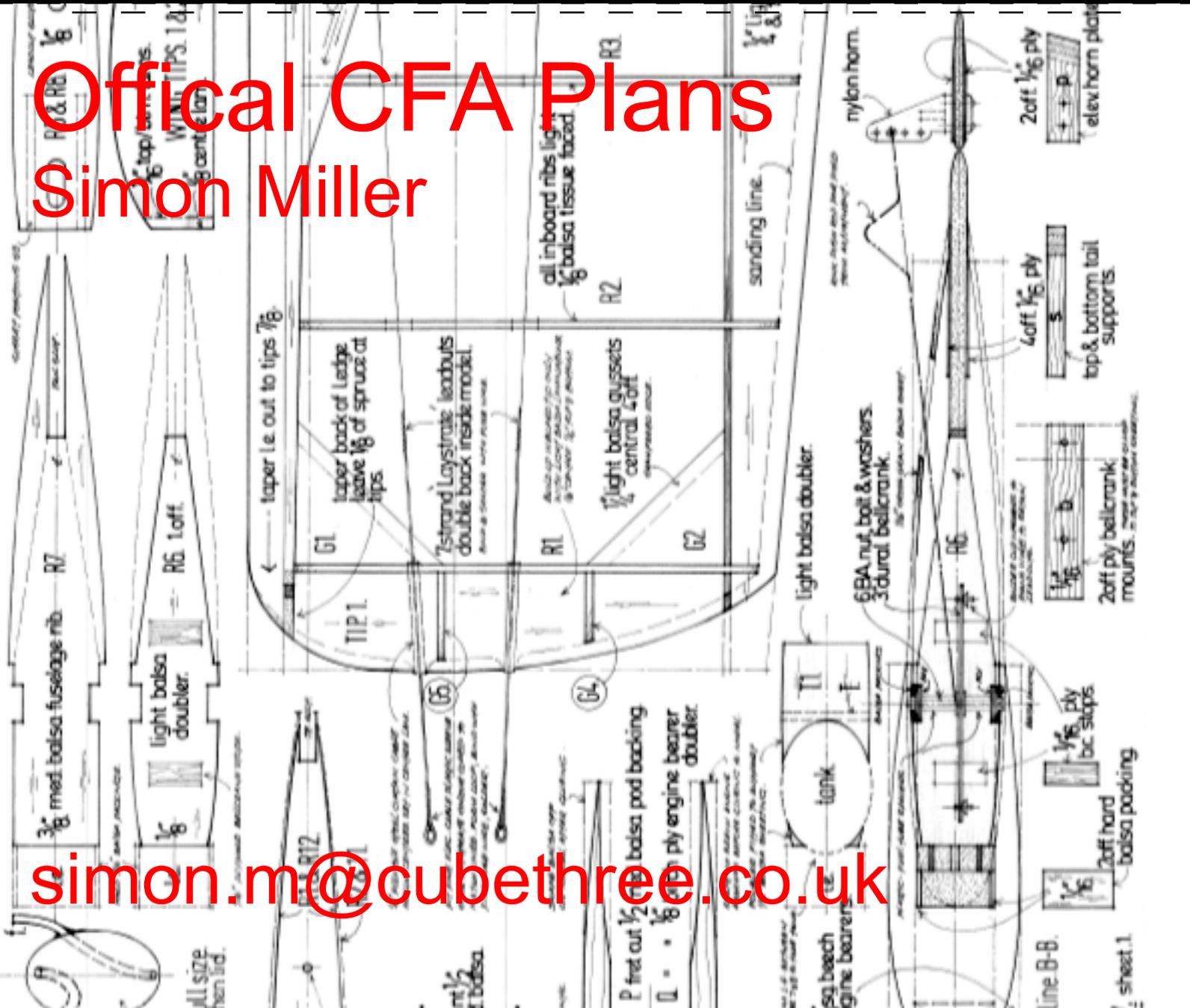
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