

Welcome to the latest news from the CFA.

The AGM will take place on the Sunday at the Nats. (Time to be decided). There will be a properly "chaired" meeting (Chairman Richard Evans) to discuss any proposed rule changes. There will be a ballot box and votes will be counted in full view of the members.

I must receive any proposed rule changes (use form at end of this newsletter) by the last day of July so that I have time to circulate them prior to the AGM and arrange postal votes for those who can't make the meeting.

Please send to - M Lewis, 40 Uphorpe, DURSLEY, Glos. GL11 5HR.

Those eligible to vote must have entered the Nats. And one other CFA recognised comp. in the class concerned within the preceding 13 months. All comps. advertised in CFA newsletters are recognised comps.

As you will see from the following reports our sport seems to be having a very good season thus far. Long may it continue.

## Flying Sites

If you know of a flying site where the CFA could possibly hold a competition then please let us know. It is not practical for the Secretary to ask individuals so please do offer if such is available to you.

This particularly applies to F2D where so few sites seem to be available. If you know of a site please contact the CFA, Control Line Tech Comm or John James directly.

## The 1/2A Winter Warmer. Part 2.

Scratchwood 11<sup>th</sup> March 2007.

Bright with blustery winds, the weatherman said, so off we went again down to Scratchwood. 1/2A plain bearing Combat part 2.

This time we attracted a few more, Jeff Sizer came with a sackful of nice blue "Shadow's" but he was worried about his untried "ebay" engine. Brian Waters turned up with his ingenious "mobile toast rack" full of 1/2 A models. A new face Graham Chilvers down from Norwich with two lovely white taper wing designs that he'd built in a week. And just before kick-off, Harry Walker came down all the way from Chester with a handful of Predators, the latest two in green clear film with an extended tail.

12 entries in all, not bad at all, two life system again off we go, 11.0 clock sharp.

First round, first bout, Brian flew Jeff, who was really struggling with his engine and gave up after the crankcase split in two, giving Brian the first victory. Chop flew Roger next and put up a good show losing 2 cuts to one. Martin Vale against Richard Cooke saw Richard get things nicely together with a 2-0 win, using his mark one PAW 1.49 and his small neat. Mini Jaguar model. The next bout promised a lot and looked to be living up to expectations, Mike Waller took the first cut against Richard Herbert but lost on ground time after a mid-air. Harry against Chris showed how much Harry is improving, he looked much more confident than last year and flew well to win on ground time in a cut free bout. Graham Chilvers, flying for the first time in about 25 years against myself. Unfortunately for Graham his engines didn't run consistently causing him to lose line tension repeatedly in the stiffening wind. I got the win 2-0

Straight into round two and it was Martin Vale against myself; I managed a 3-0 win, Predator versus Russian RTF. Harry continued his run against Richard Cooke with one cut each but Harry had no ground time, Richard did. Chris and Chop next, again, chop got the only cut of the bout but lost on the ground. Roger was beating Mike 2-0 when a mid-air stopped proceedings, Roger won. Brian struggled to keep his chequered Hallam model in the air against Richard Herbert in the next bout, Richards super Herbie Foamie didn't have any such problems enabling Richard to take two cuts and win. Richard had a lucky escape though as the was a load bang just after the bout ended, as his Herbie and Brian's model came together. Not too much damage though. Poor Jeff Sizer he'd spent the last 20 minutes changing the piston and liner from his broken engine and putting it into his other one in the hope that it would be competitive. Unfortunately it wasn't. I lent him a model with an old mark one engine in it that was going great the weekend before (wasn't it Chop) but it didn't want to know at Scratchwood. Jeff gave up. (Sorry Jeff.)

So, after round one we'd lost 4 fliers, Chop, Jeff, Mike and Martyn.

Round 3.

Harry Walker beat Graham Chilvers, Grahams engine was playing up, Harry's didn't miss a beat. Richard Cook continued his good form against Chris Fisher winning 2-0.

Roger versus Brian waters saw Roger go through with Brian spending most time on the deck. My best engine started to slow down badly for some reason in my next bout and I lost to Richard Herbert by 3 cuts to nil.

Harry flew well against Roger but Roger came out the 1-0 winner after a mighty mid air took Harry's outboard wing off. The two Richards, Cook and Herbert flew next in a good bout that saw Richard H the winner by one cut to nil.

So, Four of us left in, Richard Herbert, Roger, Harry and myself. I really enjoyed my bout against Roger, I was using an old Schnuerly type 1.5 in a Predator which hadn't been that great up to press and Roger was using a Bluehead in another predator. His was a tiny bit quicker but mine was a bit more nimble. We had a good solid bout with three cuts apiece and not much groundtime, would it be a re-fly? No he won by one point. Richard beat Harry and it was Roger and Richard into the final again. Same as January ... Déjà vu?

The bout started well, both had excellent kit, Richards Herbie still looked impressive but Rogers Predator was no slouch either. First cut to Richard, however it was a big one, all of the streamer, Roger took his time and took one cut and tried for another. Richard crashed, it was all over.

So, Roger won this time, Richard 2<sup>nd</sup> and Harry 3<sup>rd</sup>. The weather was lovely, a bit blowy but not too bad, by the end of the day we were in T-shirts. Finished and packed up by 3.45. Thanks again to Alex Timperley for scoring and to Pam for keeping track of the lives. Great fun, if anyone fancies it we could do it again next winter.

Tim Hobbins

## VINTAGE COMBAT

### Scratchwood 8<sup>th</sup> April

The weather was perfect for the first Vintage comp of the season. The fact that it was Easter did not deter the 16 stalwarts who turned up to do battle. However Mick Tiernan withdrew before round one was underway, as he could not sort out his gear due he thought to a bad batch of fuel. In a typically generous gesture Mick declined the return of his entry fee.

The very first bout saw Simon Timperley swiftly removing Mick Lewis's entire streamer and this was soon followed by a rather firm contact with the very hard

ground. Unable to continue the battle Simon racked up numerous ground points, leaving Mick a rather bemused winner.

Bout two saw Graham Chilvers making a very welcome entry into Vintage Combat. His models (Andurils) and motors were well prepared but on this occasion his lack of recent experience meant he was no match for Roger Fisher (who is the National Champion after all!)

The Three Kings partnership of Brian Waters and Richard Cooke found the going very hard losing their bouts to Tim Hobbins and Richard Evans respectively. This just left one further bout in round one and it was probably the best of a rather lack lustre bunch. In a hard fought, very fast encounter Steve Tromans had a narrow win against a rejuvenated Bob Payne. Bob was flying a Squig while Steve stuck to his Reti (Russian built Yeti). Both models had fast Harrison 19's up front. Oh yes, and Chris Fisher had a bye.

At the start of the losers round Simon uncovered his "secret weapon", a DOMINATOR.

This caused a certain amount of amusement amongst those old enough to remember the design from its first incarnation. For those who don't know the model it is low on wing span and not too tight turning, however it doesn't lack line tension!

After a couple of re-flies Simon finally overcame Richard and proceeded to round two where he was joined by Bob and Chris who ousted Graham and Brian respectively.

The first bout in round two looked like being a real "ding dong" affair between Mick and Bob. Both were flying Squigs with Harrisons up front. Bob had the edge in speed but Mick's model turned better. Bob removed all of Mick's streamer just leaving the knot and Mick replied by taking a three-foot cut. On taking his second cut Mick not only managed to hit the (already mentioned) really hard ground but also broke the prop in the process. The three ground points lost here effectively costing Mick the bout, there being no further cuts.

The next bout was between Tim (flying one of his new Supermongers) and Richard Evans (who designed the Supermonger) Richard flying a Yeti was soon on Tim's tail and refused to be shaken off, however a moments lack of concentration saw him remove all of Tim's streamer apart from the knot. Now I've seen Richard get away with this so many times in the past I didn't for a moment think he would lose. How wrong can you be? Turning tightly into wind with a full streamer saw the Yeti fall out of the air. On reaching it I discovered the nylon tie wraps holding the tail in place had all sheared. With no spares in the pit box it was "game over"

Having watched Chris in his previous bout Steve Tromans seemed to have sussed out the youngsters flying style and was able to plot a relatively easy victory to make his way into the semi-finals.

Simon stuck to his plan and put the Dominator up against Roger. It appeared that this took Roger completely by surprise as he soon removed Simon's streamer at the string. Flying really well Simon was able to take a cut and give himself a great chance of a famous victory. It appeared the very least he would get would be a re-fly. Sad to say with a little time remaining Simon struck the ground losing a point and with it the bout.

Bob had some really bad luck before his semi-final bout with Tim as his Harrison had "tightened up" and was not usable. With his much slower number two motor he just could not keep up with Tim who went on to a simple victory. It was a cut each but Bob had been down for two extra points.

Steve had venturi trouble in his semi against Roger and spent a long time on the ground. This apart Roger was by now really in the groove and managed three nice cuts for one of the highest scores of the day.

In a repeat of their first round match Steve once again got the better of Bob to claim third place, Bob still suffering with motor problems.

So we waited with baited breath (not really) for the first Vintage Combat final of 2007.

Not the great final we all hoped for but not bad for the start of the season. Models and motors were evenly matched (both Roger tuned) and both lost the same number of ground points however Roger managed two cuts to Tim's one and took the honours. CFA Chairman Richard Evans presented wine to the top three flyers and we all left for home after a great days flying.

Mick Lewis

## Scampton 22<sup>nd</sup> April 2007

Again this venue held the promise of good weather and a turnout to match, one or two last minute drop outs left me expecting 15 competitors. I'd been up the week before to check where we could fly as control line had been banished down behind the bomb dump due to a noise complaint, but we were to be allowed to fly up in B dispersal, on a wide grassy area with parking all round. Luckily the army had mown the grass close giving a lovely flat surface to fly over. Perfect.

On the Sunday I got to Scampton at 9.00 to start checking in the early arrivals, among the first was Mick Tiernan, yes, I was surprised too. The army were a little less efficient than in the past and insisted on photographing every competitor for the database. Some gallery.

All entrants made it on time and everyone was settled by 10.00am. It looked to be a reasonably "fast" day and several models looked up to pace. I'd brought Sam and Pam to help out as it looked like a busy schedule, 15 for Vintage and 6 for F2E. We opted to do the first two rounds of Vintage first, and the draw was done.

To start proceedings, young Chris Fisher was in against Simon Timperely, both using Chris's dad, Roger's prepared engines. Simon was using his Dominator again, convinced of its reliability and strength, unfortunately the Dominator's bellcrank mount gave up the ghost and Chris emerged the winner. Roger flew Richard Evans in the next bout, two top seeds, both running fast agile models, in an entertaining bout Richard came out on top, taking 3 cuts to Roger's 2. In his second appearance, Graham Chilvers drew Jeff Sizer, Graham's new andurils against Jeff's quick looking Squigs, Jeff's experience showed and he won by careful flying even though Graham took the only cut. Next to fly was another top name, Richard Herbert against Chris Moore from Wolverhampton. Chris claimed not be well prepared and was using an old model built by John Allcock, a Chilton Warlord. It was a clean bout and Richard won but Chris flew very impressively and made Richard work hard for his point. Harry Walker, all the way down from Chester with father Geoff and girlfriend Gemma (who both fly C/L), against Mick Lewis next, Harry builds very nice models and is improving all the time, although Mick won Harry flew very well. Dave Wiseman, almost a neighbour of Harry's was in against Steve Tromans of South Bristol in the penultimate bout, again, two good flyers but Dave was a little sharper on the day and won 2-1. In the Last bout it was Mick Tiernan, and myself, I like flying Mick as he's a clean skilful flyer and knows every trick in the book, in fact he wrote most of them, It was a bit of a scrappy bout, I broke a pair of lines and had a disabled model for the last bit of the bout but managed three (lucky) cuts. However, despite this Mick won due to my not very slick line change.

Losers round next, first in was Steve Malone, who had a bye in the first round, against Simon, Steve is another top flyer and took two cuts to win. Graham and Roger next with Roger emerging the winner, mainly by virtue of the fact that Graham's model ran out of fuel when the bout was at a draw. Thirsty engines PAW's Graham. Harry lost out to Chris Moore who was still flying the old Warlord but was

now getting into his stride to take a 2-1 victory. I beat Steve Tromans after Steve's pod came off his RTF Yeti. Unlucky Steve.

We needed three eliminators to get the numbers down for the requisite 8 for the quarter final and the first bout, between Chris Moore, still with the yellow Chilton Warlord against Richard Evans with a Squig. Again, Chris made Richard work hard for his 2-0 victory. Jeff Sizer with a Squig and Dave Wiseman Anduril was a fast hard fought tight bout that Dave won 2-0. In the last eliminator I flew Roger as hard as I could but still lost out.

So to the quarter finals, I had a grandstand seat centre marshalling the Evans/ Wiseman bout and witnessed some excellent combat, Richard won. Steve Malone flew Roger next, again, another great bout, unfortunately Steve came out second best in a midair and despite his crew using copious amountsof Cyano to glue the two halves of his Yeti together, it only managed half a lap before the two wings parted company. Roger won with 3 cuts and no ground time against Steve's one cut. Mick Tiernan against Richard Herbert next with Mick losing after crash damage caused him to spend a lot of time on the ground. Mick Lewis wasn't taking any chances against Chris Fisher and took one cut which was enough to secure victory.

So down to the final four, the two Richards, Herbert and Evans were on first, its always a treat to see these two fly each other and this was no exception, Richard H's home tuned special against Richard E's Harrison, very close on performance it came down to the pilot on the day, and it turned out to be Richard Evans this time by 2 cuts to 1. In the other Semi, Mick Lewis flew Roger In a tough bout where Mick failed to see his critical second cut and harried his pit crew to get his stricken yeti into the air, unsuccessfully but also unimportantly, Mick won.. So, the final was to be Lewis and Evans once more. I wonder how many times this has happened over the years?

The weather was deteriorating fast and spots of rain sharpened everyone up a little. The Third/ Fourth fly off between Roger and Richard Herbert was another good bout with Roger emerging victorious with 3 cuts to Richards 2. And so, to the final.

Mick decided to grab a second string model, a repaired Yeti with his number 2 motor. ( Note Mick's number two is still faster than most peoples number 1) for quickness in the worsening weather while Richard opted to continue with his Squig/ Harrison combo that had helped get him this far. These two flyers may be from the same club but they never show each other nay quarter when there are league points at stake and so the bout set off at a cracking pace, it looked fairly even at one all then Richard got another cut and to his absolute delight managed to dummy Mick into the hard unforgiving Scampton turf. Mick's model was KO'd and Richard Evans was the outright winner.

Another good day, thanks to all who came, thanks to Alan Watson, chairman of Scampton club for allowing us to use the venue once again and providing a prize of a bottle of Scotch, thanks to Pam for the Hotdogs, Sam and Martin for centre marshalling, Gemma Alex and Edward for scoring and everyone else who helped out. See you in August hopefully.

Tim Hobbins

## F2E Diesel Combat

The 2007 F2E league kicked off with it's first meeting at RAF Scampton. There were 6 entries. Dave Wiseman's engines were going very fast ('til one was broken in a Midair) and one of the best bouts of the day was between Dave and Richard Herbert ,with Dave coming out on top. Harry Walker as a newcomer put on an excellent performance. I think that F2E is an excellent starting point for anybody wishing to start competing in Combat

As competitive engines and models can be obtained relatively easily with no tuning required. It is not as fast as F2d , but still very exciting. Of course for those who like to build ,anything goes and homebuilt models have place highly in the Nationals for example Richard Herbert and Nigel Etheridge. Although Stars are the most popular engine theres no reason why others such as Nelsons ( still available from Henry I believe) Dieselised glows or even a Good PAW 15 TBR could be used. Also PAW 19 PBs are allowed if used in a vintage legal model. Plug over – back to Scampton. Mick

Tiernan worked his way through despite de ribbing two models in the process, eventually winning.

Results

1<sup>st</sup> Mick Tiernan

2<sup>nd</sup> Martin Coe

3<sup>rd</sup> Dave Wiseman

## Old Warden 13<sup>th</sup> May 2007

Usually when I sit down to write a contest report I have clear memories of what took place but not so on this occasion. I can however quite clearly recall the feeling of rainwater running down my back and well remember my motor so full of water that on hitting the prop the blade shot off into the sodden grass.

Anyway with the aid of a few dried out score sheets I'll give it a go!

Possibly the best bout of the first round was between young Chris Fisher and Harry Walker. With one cut all after some excellent attacking combat a re-fly was called. Sadly in the re-fly Harry spent almost half the time on the deck and subsequently lost.

Tim Hobbins and Jeff Sizer also defied the conditions to put on some splendid entertainment. After a real "ding dong" I thought it would probably be scored one cut all although from my position as centre marshall I had judged Jeff to have taken two cuts very close together. On checking with the scorers it transpired that they had also seen the cuts as "distinct" and thus Jeff was declared the winner.

In the losers round Graham Chilvers managed a win over Brian Waters. Grahams winning score was minus 4 whereas Brian's score was on one of the score sheets that didn't survive the weather. Tim Hobbins was victorious over Harry Walker and Simon Timperley had a bye. In round two Chris Fisher beat Tim Hobbins and his dad Roger saw off Graham Chilvers (no score sheets survived for these bouts)

There was an excellent bout between Jeff Sizer and Steve Tromans. With his Chaos Jeff was both faster and tighter than Steve with his Russian built Yeti and managed two cuts to Steve's single reply. However when ground time was added up the bout was declared a draw.

In the re-fly it looked all over for Steve as he was one cut to nil down and flying a damaged model which could only do loops. Very close to the final whistle Steve managed to run onto the end of Jeff's streamer and take the bout by a single point.

By this time the rain was really heavy (the models were almost impossible to keep a grip on) so it was decided to fly the final second round bout between Mick Lewis and Simon Timperley and then call it a day!

Not long into the bout there was a minor coming together which stopped Simons motor. Mick's model appeared undamaged but it actually had an eight-inch (prop size) gash through both skins of the inboard wing. This meant that the model just would not turn and gave Simon a real chance of victory. Bits of streamer were flying everywhere. The official score was three cuts to two in Mick's favour but centre marshall Roger (Hawkeye) Fisher thought Simon also had three. Even at three cuts all Mick would have still been the winner on ground time. A most enjoyable bout in terrible conditions with Simon flying "out of his skin"

So Chris, Roger, Steve and Mick must continue the battle at a time and place yet to be decided.

Mick Lewis

## Festival of Flight Barkston 10<sup>th</sup> June

If you wanted to see windsocks at Barkston Heath "hanging like limp condoms" (in the words of Richard Evans) then you have missed your chance if you were not at the

Festival of Flight this year. With a magnificent entry of twenty (including two from north of the border) proceeding began promptly shortly after 10.30am.

The first shock of the day was in bout two when Harry Walker flew splendidly to defeat reigning National Champion Roger Fisher by two cuts to one.

Steve Tromans signalled his intent to "take no prisoners" by simply cutting Andrew Shields model clean in half. Steve that's not the way to improve international relations!

Stars of the round were without doubt Bob Payne and Alec Herring (good to see the NVCT making their return)

In an all action bout the scorers were made to work overtime in an entertaining duel. Eventual winner was Bob by five cuts to three. In the losers round Brian Waters flew really well against Roger Fisher just losing by three cuts to two. This should encourage Brian to greater things in the future.

Andrew Shields was no match for Richard Cook leaving it to Willie Wallace to carry the Scottish challenge into round two by defeating Graham Chilvers who is still seeking a quicker motor.

There were no real surprises in round two. Richard Herbert got past Dave Wiseman at the second attempt and Stuart Vickers saw off Harry Walker who had reverted to his "ground hogging" ways.

Richard Evans thought the removal of the centre section on his Squig had cost him the bout against Bob Payne but the scorers said it was a draw.

Thankful for a second chance Richard then took no less than six cuts off Bob before Bob held up the white flag. With a knot remaining I wanted Richard to make it seven and equal the most I have ever seen!

In the first quarter final Steve Tromans and Roger Fisher flew superbly to draw three cuts each. In the resulting re-fly Steve again managed three cuts but this time Roger could only reply twice. So Steve was into the semi-finals. Richard Herbert made it look easy against Stuart Vickers winning by four cuts to one and Richard Evans was just too strong for young Chris Fisher who is clearly improving as he gains experience.

The last semi-final place was taken by Mick Lewis who overcame a strong challenge from Jeff Sizer. Jeffs Chaos was both fast and tight turning but Mick just had a slight edge with his Yeti and won by two cuts to one.

So with three of the semi finalists coming from the South Bristol club it was clear that two would have to fly each other. It was decided to continue in the order on the draw sheet rather than do a re-draw. Hence Richard Herbert would fly Steve Tromans and Mick Lewis would fly Richard Evans.

The first semi saw Richard Herbert removing all of Steve Tromans streamer very early on in the bout. For some time Richard defended well and kept Steve at bay. Eventually however Steve evened up the score and then took the all-important second cut to reach the final.

Fast and tight with lots of tricky flying was the order of the day in the bout between Mick Lewis and Richard Evans. With Richard leading by three cuts to two and Mick chasing the knot there was an unlucky coming together which downed Richards model. It seemed that ground time would hand the bout to Mick and just to complicate matters the scorers did not hear the call for the end of the bout. However an estimate of Richards penalty points suggested that he was the victor by the narrowest of margins.

In the fly-off for third place at two cuts all and with Richard still having a knot to chase there was a mid-air, which demolished Mick's outboard wing. The

wing was subsequently removed by the hardworking pit crew but the extra penalty incurred in doing this was to prove decisive in the long run. With half a model Mick tried really hard to get the knot and got close on a couple of occasions.

So Richard took third place and Mick had to settle for fourth spot.

Having broken one of his best models in the semi-final Richard reverted to the Orcrist he had used in the first round! Perhaps this was a sign of over confidence?

Anyway the final got under way with Steve's motor off song. Being the gentleman that he is Richard waited until it sorted itself out before going into the attack. Things were shaping up well at one cut all when Steve gave Richard's tailplane just enough of a clatter to send him into the ground with no control system. Richard was all for waving the white flag at this point but his pitmen were having none of it. Out came the cyano and activator and after about a minute Richard was back in the air and on Steve's tail. Time after time Richard went through that streamer but nothing would come off.

When you beat Roger Fisher, Richard Herbert AND Richard Evans in successive bouts you really have "done it the hard way"

Hearty congratulations to Steve who has been flying exceptionally well this year and thoroughly deserves his success.

ML



Left to right. Richard Herbert(3<sup>rd</sup>) Steve Tromans(1<sup>st</sup>) Richard Evans(2<sup>nd</sup>)



**Reminder If you want to fly Vintage or F2E at Scampton on Aug 5<sup>th</sup> you MUST register with Tim Hobbins on 01652656099 at least ONE WEEK in advance.**

**ALSO**

**I can offer day or camping passes for the Nats in exchange for a few hours help with scoring.**

**Wanted** Any unwanted,unloved combat models. Contact Mick Tiernan on 01162375281

**For Sale** Ripstop nylon 5sq yds for £10 inc p&p White only.

Pre-formed leading edges 3 for £10 at comps(phone to order) or £4 each by post(inc p&p)  
Contact Mick Lewis on 01453542367

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Proposer..... Seconder.....

Class or classes.....

Proposed Rule Change:-

Signature Proposer

Signature Seconder