

Nationals Control Line Areas

Some of you may already know that due to problems with fuel spillage last year the team race area has been moved to the concrete near to where the trade stands were. The trade stands will be somewhere else but at this stage I don't know where!(exciting isn't it?) Anyway we will be in our usual place so no worries.

I will be emailing the Nationals information so if you have not included a second SAE it will not be a problem. If you have they will be available from me at combat control and you can use them elsewhere.

South Bristol Gala Vintage Combat 22nd June 2014

It didn't seem possible. After two weeks of sunshine and light winds in the UK, the weather did NOT change for the annual event at Berkeley. In fact it was probably the best of recent days with intermittent light cloud cover and at times flat calm. Perfect for model flying. And it was HOT . There were plenty of participants in shorts although thankfully no one was seen shirtless!

To the host club's great pleasure the anticipated large entry actually materialised. Twenty four fliers braved the travel from as far away as Wales, Norfolk, Surrey and Lincolnshire, some making a weekend of it staying in B&B or camping.

Because of the sheer volume of air time needed to complete the event in one circle and somewhat limited practice space, organisers Mick Lewis and Richard Evans decided not to participate but saved their models for another day. There was plenty to do anyway.

Practice was allowed from 10.00am and of course at that very moment several engine started up and the sky was soon filled with an assortment of Squigs, Shoguns, Liquidators etc. The contest started at 11.00 on the dot.

The first round did not bring any great surprises and most fliers with form got through unscathed. However, Tony Frost from the host club was dismayed to lose 3-2 to Tony Cookson in only his first year of combat. Stu Vickers added insult to injury by taking three cuts from Eamonn Forsdike's fast Banana Anduril before removing the whole his tail and elevator. Richard Wright and Martin Kizel had a great ding dong but at the end Richard's model was reduced to the proverbial nylon bag of bits. Richard managed to get back into the main event through the losers re-fly as did Bruce Dobson. Bruce is another very keen convert to our sport who certainly has an animated flying style! Watch this space!

During the Frost and Heasman bout we were treated to a fly past by two WW1 fighters who had been performing nearby at Weston Super Mare. We did miss the Lancaster though.

The first head to roll came in the Eliminator round when Roger Fisher lost 2-1 to Martin Kizel. Roger committed the cardinal sin of taking the whole streamer at one go which as we all know is the combat flyers kiss of death. Martin replied with two good cuts. It was a very clean and fast bout between Roger's Assagai XL and Martin's Shogun. Roger is still using PAW 19PB motors which in his hands are very competitive against the usual Rothwell/JO19 competition.

Into the last sixteen and exits here from Tim Hobbins at the hands of another "new" flyer, Darryl Hinton from the host club. Darryl is producing some very attractive tie and dye models in true

Vintage style. We also now lost one of combat's great characters, Moggs Morris. Now a septuagenarian Moggs's flying is sheer entertainment and your writer had him down for at least the semi finals. That "beginner" Tony Cookson took him out. We'd better all watch out for "that" Tony.....

In the quarter final, Darryl's run of success came to an end when an on form Mike Waller beat him with a very manoeuvrable Piranha XL. A word of advice Darryl, peg your bell cranks. They stay in place longer!

Mike's club mate Mark Legg retired with a broken model and there was exit also for top flyer Stuart Vickers. In a super bout, Chris Fisher flying a good old Chaos took two cuts after Stu had, guess what, taken the whole streamer at one go. Very fast clean flying here and a joy to watch.

So, we're nearly there folks. The semi finals drew together, first Mike Waller and Martin Kisel. This was certainly not the best bout of the day! One cut all and lots of ground time accompanied by Martin's achievement of flying a very badly damaged model gave him the victory. Enough said. In the other easier on the eye bout Chris Fisher took two nice cuts from Karl Severne to win. Karl has not been mentioned so far but his flying has been getting steadier and his models definitely much more competitive.

The fly off for third place lasted little time. Against Mike Waller, Karl dragged a brand new unflown Barbarian XL out and on the first crash broke the booms and removed the engine. Did I say his planes were more competitive? This one isn't any more!

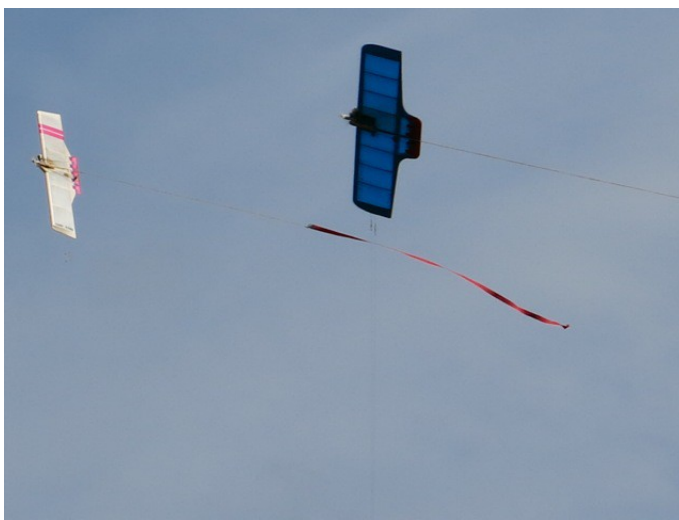
At about 5.30pm a crowd gathered for the final which was excellent. Martin flew a Rothwell powered Supermonger against Chris Fisher with (the same) PAW 19 Chaos that he'd been flying all day. Martin just had the edge and followed Chris closely for much of the bout but only managed one cut. That was all he needed to win. Four minutes of airtime and little time on the ground for either pilots. A great end to an almost perfect day of Vintage Combat.

Soon afterwards the prize giving was held and trophies were awarded. Martin also got the Scotch and the others bottles of wine. A few words of praise were spoken and votes of thanks made. Your writer finished off saying "Even though I haven't flown, I've just had so much fun today!" Which was true.

One last thought: Combined with his runner up position at the recent Darley Moor International, Martin Kisel must be well in the lead in the Vintage Combat League. There will be some who will be very interested in that!

Richard Evans
Chairman CFA.

P.S. The quarter finals, semi finals and final can all be found on U Tube and make great watching.







Old Warden Oliver Combat 20th July

The Saturday saw thunderstorms nearly all day in Gloucestershire so my weather expectations for the Sunday at Old Warden were not great.

I left home at some unearthly hour in damp overcast conditions but I need not have worried as the Sun was shining warmly by the time I got to my destination. I was told by Ken Sheppard that we could proceed to our flying site at 10am but needed to clear the field by 6pm. With only a relatively small number of entries expected this would not be a problem if the storms stayed away.

The eleven flyers were given free entry by the CFA to defray the cost of entry to the Shuttleworth site.

Flying began around 11am when 'Moggs' Morris took on Graham Chilvers who managed to hit the ground a couple of times, what they call at Wimbledon 'unforced errors'. Graham's quick Ridley Mk4 is not a great starter so he lost on ground time without a cut being taken. Next up was Graham's East Anglian team mate John Spink who fared little better. Opponent Chris Fisher did however manage the first cut of the day to proceed into round two.

The two Richard's Stitson and Herbert had a good bout which was closer than the seven point margin would indicate. Having said that the result was never in doubt as Richard H took two cuts and unlike his opponent had no ground time.

Old hand John Allcock, flying his first competitive bout in over ten years, was much too strong for young Alex Reid. John was complaining that he kept hitting the streamer 'but nothing is coming off'. A glance over at the score boards revealed that something had 'come off' no less than four times.

John was using a Copeman well known to me in the seventies which he had been given by the late Frank Smart. This motor the DS5 (stands for diamond special) was passed around Glevum club members when they needed something 'quick' to fly against the 'aces' of the day. I used it against Richard Evans at Spaarndam in 1972. But that's another story (want to know more? Ask Richard)

Good to see it is still competitive with the best around to-day.

Jon Taylor had no luck against Roger Fisher as with things 'hotting up' a less than hard contact with the hard stuff shattered his spray bar leaving Roger to fly out time and into the next round.

Jeff Sizer had received a 'bye' in round one so had to fly one of the first round losers. Out of the hat popped Richard Stitson who was hoping to improve upon his showing against Richard Herbert. It was soon clear that he was having a much better time of things than previously and he ran out the winner by two cuts to one after Jeff removed the whole streamer very early in the bout.

This meant that in order to get his minimum of two flights Jeff had to join the remaining losers in the next draw.

He was drawn to fly against luckless Jon Taylor who spent half the bout on the ground with an engine which was 'taking the day off' it seemed. So Jeff was into the second round by the scenic route!

Alex Reid who had suffered four cuts at the hands of John Allcock in round one took his anger out on opponent John Spink by spanking him by four (this is not a misprint) cuts to one. Graham Chilvers received a bye at this stage which meant he would have to fly in the elimination round down to the last eight. With nine flyers remaining only one eliminator was required and for a second time the name of Richard Stitson was randomly drawn.

It really would not have mattered who Graham's opponent was he still would have lost as his motor stubbornly refused to be beaten into submission. He was not well pleased and promised it would be returned to its maker without delay.

So we were now down to the last eight flyers and the draw had put the two Richard's against each other. This was quickly changed as they had flown in round one. Richard Stitson would now fly the Darley Moor champ Chris Fisher. Chris was flying very calmly and was too strong for Richard who hit the ground a couple of times. After four minutes Chris had a cut but all Richard had was ground time. What should have been a cracking bout between Roger Fisher and John Allcock went 'all to cock'(sorry about that one!) when with John leading by two cuts to one Roger's motor went (as Moggs described it) 'booyng' Anyway something serious happened to it and it would not perform any more. Richard Herbert took two cuts out of Alex Reid's streamer but with time running out Alex got a super little cut which had it happened sooner would have made things far more interesting. Moggs Morris then seemed to let Jeff Sizer 'off the hook' by hitting the ground when all he needed was a second cut for victory. You were just trying too hard I think Moggs? So we had our semi finalists and a coin was tossed to decide who would fly who. It came down tails which meant Jeff Sizer would fly Richard Herbert leaving John Allcock to fly Chris Fisher. All that needs to be said about the Sizer/Herbert bout is that a mid-air collision demolished Richard Herbert's Anduril. The bit with the motor on flew off across the field but luckily not too far. Jeff's model was just about flyable and saw him into the final. In the other semi John Allcock did what we all dread doing and removed all of Chris Fisher's streamer in one go. This seems to happen quite a lot with Chris I've noticed (I must ask him for his secret) What also happens as well is that he then replies with took cuts to win the bout. True to form this is exactly what happened this time to put him through to the final against Jeff. In the fly-off for third place Richard Herbert was still down on his luck as in a coming together his whole control system was ripped from his model. John Allcock took third place with out breaking sweat (not strictly true as the day had turned sultry) So to the final with Chris Fisher taking on Jeff Sizer to be crowned champion of Old Warden. Although Chris managed to take two cuts to Jeff's single reply a broken line cost him a little too much ground time and Jeff was the winner by the narrowest of margins. Back in the car park trophies and wine were presented and thanks given to everyone who had helped make it another great day of combat. Reminders were given about forthcoming events and we all got homeward bound. I've since heard that at 6pm the heavens opened but thankfully by then we were long gone.

Scampton August 3rd

A bright mainly sunny day and quite warm. Sounds ideal for combat doesn't it? However throw in a wind generally pushing 20 mph and sometimes gusting far higher and it becomes clear that accurate combat was virtually impossible. One flyer actually described it as a 'Demolition Derby' and that probably sums it up for the vast majority of the competitors. Anyway a good turnout of 19 flyers with the Nats being only 3 weeks away shows the strength of the class at this moment in time. All were out to enjoy themselves and s*d the weather. Was this good practise for things to come on the blasted heath come bank holiday weekend? I for one certainly hope not! The first two bouts saw Darley Moor members Stuart Vickers and Alec Herring (who we do not see nearly enough of these days) go out with damaged models. Alec lost to Mike Waller whose JSO19 was on song and Stuart was 'spanked' by John Spink. Richard Herbert had put a brand new Taipan on his motor to give more controllability and although slightly slower than Richard Stitson always looked in control despite the tricky conditions. Richard H taking two nice cuts for victory.

Martin Kiszal was then up against Pete Happle and determined to do better than his team mates had done. Not this time though as Pete Happle demolished Martins Orcrist mid way through the proceedings and Martin joined Alec and Stuart in the losers.

Jeff Sizer did not have it all his own way against Richard Wright whose model was clearly warped and we all know the problems trying to fly a warped model in a wind. Even so Richard got the only cut of the bout and was unlucky to go down by the narrowest of margins.

All I will say about the bout between Trevor Heasman and Francis Roberts is that sometimes a motor just refuses point blank to start. Never mind Francis just blame the pit crew (you just can't get quality staff these days!)

A good bout followed (best of the day so far) between Tim Hobbins and Mark Legg.

Although Mark took the only cut ground time of well over a minute saw Tim progress to round 2.

Tony Cookson fell victim to the weather in his bout with Mick Lewis. Lots of ground time saw Mick left to get dizzy by having to fly level for lap after lap. A similar story followed when Richard Evans flew Chris Moore. Lots of ground time soon cancelled out the early cut that Chris had got. Many a winning score had been a negative one so Richard's score of zero was quite impressive!

Richard Stitson was then drawn out of the losers to fly against Graham Chilvers who had been given a first round bye. This turned out to be yet another case of the flyer with the only cut losing by clocking up far too much ground time. Graham then threw in the towel and decided, as did Richard Wright to call it a day.

The losers round saw the Darley Moor brigade redeem themselves when Alec Herring disposed of Chris Moore. It must be said that Chris is consistent with his ground time as he once again almost made it into double figures! Martin Kiszal then won with yet another negative score against Mark Legg who matched Chris Moore for ground time. Cuts were becoming as rare as rocking horse droppings but we lived in hope that things would improve as the day wore on.

Francis Roberts had a zero winning score against the 'luckless' Tony Cookson who spent most of the bout grounded. And still actual cuts failed to materialise.

So into round 2 where skill would come to the fore and bits of streamer would scatter over the field. Well forever the optimist that's me.

Guess the winning score when Stuart Vickers beat Trevor Heasman. You are correct! No streamers were hurt in the making of that bout as they say. Trevor just had lots of time trying to start a difficult motor while Stuart got dizzy. Happily I can now report a bout with cuts actually being taken. The lucky guys were Jeff Sizer and Francis Roberts. Three cuts in all with 2 of them going to Francis who flew 'out of his skin' and was heartily congratulated by Jeff at the end of hostilities.

Tim Hobbins and Richard Stitson had been watching closely and decided they would 'have some of that'. As Richard was only airborne for about a minute a cut apiece seemed good value. Tim into the quarter final on ground time.

Mike Waller was soon a cut up in his bout against John Spink but shortly after that his joy evaporated as he was unable to get back up after a mid air whereas John had no such problem. Shows the advantage of a seventeen ounce banana built like a 'brick.....'

Have a look at John's bananas sometime they are works of art.

Richard Herbert and Martin Kiszal entertained the crowd with a very good bout. Both had some engine problems but whereas Richard's were soon sorted Martin's (most unusually) persisted through the bout. A cut each with Martin losing on ground time at the end of an enjoyable 4 minutes.

Richard Evans removed Alec Herring's streamer quite early on and spend time defending. Alec threw a couple of excellent 'dummies' which saw Richard hit the deck. Despite his best efforts Alec could not get the cut he needed to equalise the scores and went out of

the competition. Mick Lewis and Pete Happle had byes in this round.

Stuart Vickers then tried to do what his team mate Martin Kiszal had failed to do in the previous round and defeat Richard Herbert. Sadly for Stuart he set himself up for defeat when he removed all of Richard's streamer in one attack. This left Richard plenty of time to get the 2 cuts he needed to win and take his place in the semi-final.

It was then John Spink's turn to be a loser with the only cut of the bout when he took on Pete Happle. With far less ground time Pete joined Richard Herbert in the semi-finals.

After seeing how Francis Roberts had beaten Jeff Sizer Mick Lewis was expecting a real ding dong of a battle. However Francis had changed models and for some strange reason kept hitting the ground. Another dizzy pointless win for Mick.

Richard Evans always had the edge over Tim Hobbins and took 2 cuts without reply to make it 3 South Bristol flyers in the last 4.

This meant that one from Brissle would fly Richard Herbert and the other 2 would fly each other.

Alan Watson our host from the Scampton club drew out Mick to fly Richard Herbert leaving Pete to fly Richard Evans.

Richard Herbert took an early cut off Mick Lewis before a horror of a line tangle saw Mick on the ground trying to clear his lines. When he got back into the air he removed all of Richard's streamer at the first attempt. That sealed Richard's victory but they continued the action just for fun. With time running out Richard got his second cut just for good measure. The second semi between Richard Evans and Pete Happle saw some more good combat than the score would suggest. Richard took the only cut and won the bout with both scores being in keeping with the day (negative)

Pete was not keen to fly off for third place as he had some broken toys whereas Mick still had his first round model in tact. So a coin was tossed and Pete was declared third on the day.

That brought us to the final between the two Richards. Early on there was nothing in it with each one taking the advantage from time to time. Richard Evans took an early lead but when he hit the ground his prop bent somewhat. Although the pit crew tried to bend it back it slowed the model by 10mph. This gave Richard Herbert a real advantage and he soon levelled the score. Richard Evans hit the deck again and this time the prop was finished and to all intents and purposes the bout was over.

So the Richards rule yet again it seems. Richard Herbert had flown superbly all day and was a worthy winner.

Trophies and bottles provided by the Scampton club were presented to the first three flyers. Strangely Richard Herbert did not choose the bottle of Scotch saying something about his wife preferring one of the other liquids on offer. This left Richard Evans grinning from ear to ear as he happily snaffled the scotch away. Pete Happle was just delighted to be getting a bottle, the contents being less important than his third place result.

So fun for all despite the gale. Let's all hope for a calmer time when we meet up to battle it out at Barkston later this month. From me happy repairing and see you later, Mick.



For Sale at the Nats

From Mick Lewis

Various part kits of.....

Supermonger,Piranha XL @ £14

Anduril 69 @ £12

Squig @ £10

Leading edges (solid or hollow) @ £4

RAM props @ 3 for £5

1000 ft of 15 thou 7 strand stainless steel line (42 lb breaking strain) @ £40
(this is probably the last I will import)

From Stuart Vickers

Control Line Handles @ £25



Alex Reid has put together lots of pictures taken on July 20th at the Old Warden Oliver event.

Rather than include it here I am sending it as a separate document.

Well I think that's all folks so see you at Barkston.

Mick