

## CFA Newsletter 42 October 2016

### Tom Ridley

With great sadness I have to report on the passing of Tom Ridley. Vintage and Oliver combat both owe a great deal to Tom who resurected the Oliver engine brand in 2009. Many people use the JSO 19 which was originally worked on by the late John Oliver who also left us earlier this year. These two 'gentlemen' will always be remembered particularly when each year we fly for the trophy Tom so kindly donated in memory of his friend John. Expect further news on how the CFA intend to mark Tom's passing. The funeral is family only but many of us will be there if only in spirit.

### CFA AGM

This was held at the 'Nationals' on Saturday 20<sup>th</sup> August.

Thanks go to Roger Fisher who has been Competition Secretary since 2003. His position has now been taken over by Vernon Hunt. As Vernon was the only candidate there was no vote taken. The rest of the committee welcome him warmly.

Chairman Richard Evans  
Secretary Mick Lewis  
Treasurer Richard Herbert  
Competition Secretary Vernon Hunt

The meeting then continued with proposed rule changes.

### Vintage Combat Rule Changes for the 2017 Season

#### 4.8.4.1 (e)

Sentence 2 becomes

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.

Voting was 28 to 5 in favour.

#### 4.8.4.1 (h)

The following is added

Model	Designer	Sourse	Date
<b>Terminator XL</b>	<b>Stu Holland (Eire)</b>	<b>Stu Holland</b>	<b>1970</b>

Voting was 32 to 1 in favour.

The following rule change is being brought in on safety grounds and therefore does not need to be voted on. It was passed at the CLTC meeting on 1<sup>st</sup> October

Add the following line in red to 4.8.4.14 (j)

(j) He flies other than level in an anti-clockwise direction when only his model is in the air and there is no line entanglement.

If the centre marshal determines that this is impossible due to a line break/damaged model he must immediately declare an unsafe situation, stop the bout and order a re-fly.

Note:- Any flyer caught trying to invoke this rule by falsely claiming he/she cannot fly level will be disqualified under the 'ungentlemanly conduct' rule.

Darley Moor September

An unusually low turnout with no excuse that the weather forecast was bad because it was quite the opposite. What a lovely day to be flying combat. The cyclists using the track did mean however that space was rather restricted. Nevertheless everyone managed a few test flights before battle commenced. We began with fifteen flyers but were soon reduced to twelve when in only the second bout Sam Severne pitting for dad Karl managed to get her hand caught in the prop. I heard the motor falter and then pick up again as it was launched. Karl went on to record a good win over Bob Payne but was soon chasing his two girls to the first aiders who were luckily at the cycling event. On their return it was not good news and a visit to a local A&E was needed to have the wound stitched. Hence the reduction from fifteen flyers to twelve mentioned above (I'm told four and a half hours were spent in A&E) Moggs Morris was next up against Francis Roberts. Both flyers recorded a cut so it was all down to ground time with Moggs scraping home by the narrowest of margins. Every cloud they say has a silver lining and it was clear that John Allcock had not fancied flying Leanne Severne and was much happier to face John Spink instead. John A beat John S by two cuts to nil but only emerged the winner by a single point due to lots of ground time (you do the Math as the Americans say) I heard the rumour only yesterday that Stuart Vickers had beaten Richard Herbert by five cuts to four. Well Stuart did win and he did have a cut with no ground time. Richard on the other hand had a score of minus twelve. It doesn't take a genius to work out what happened does it? Moral is to never listen to gossip. Mick Lewis spent most of his bout against John Leggott running away after 'taking the lot'. John was unlucky not to equalise and came close on several occasions. Bob Payne was back on form against Nick Bridges winning by a clear eight points and his buddy Richard Herbert did something similar against John Spink. A single cut being enough to secure victory this time. Tony Frost had waited patiently to get into action after his first round bye and was soon a cut up on Francis Roberts. Francis then evened the score before ground time ended his involvement for the day. There was then a bout to bring the numbers down to eight. This involved Stuart Vickers and John Leggott and was first class. Eventually Stuart managed to subdue John by three cuts to two. A great bout! The last eight saw three men against their 'bogey' opponents. First up was Simon Miller against Stuart Vickers who he said 'always beats me'.

However this time Simon got the victory he had waited a long time to record by no less than four cuts to three. That was some bout! Then it was John Allcock against his 'bogey' Moggs Morris. Despite following for most of the bout John crashed out by two cuts to one. Following on was Mick Lewis against his 'bogey' Bob Payne. Bob had seen Mick off at the same stage in the Nationals and it was no real surprise that he did it again here. Bob had a cut and no ground time whereas Mick hit the deck in the first line tangle. However he was soon back on the attack only for another coming together to cut him completely adrift and that was that as they say. If you know how I can beat Bob please send answers on a postcard.....In the last quarter final Richard Herbert hit top form and that spells trouble for everyone. When the dust settled it was Tony Frost perplexed and licking his wounds. Five cuts to one is rather convincing but better luck next time Tony.

Simon Miller reached the final with a convincing win over Moggs Morris before Richard Herbert was at it again this time against Bob Payne. Only four cuts to one this time and what I did notice was that Bob, fearful of having to walk home, flew like the perfect gentleman. Perhaps the next time I fly him I'll disguise myself as Richard Herbert? Bob was soon back flying properly against Moggs to grab third place by no less than three cuts to nil. I hate to say it but the final was a disappointment for all those expecting something special. I'm sure the guys would have liked to put on a 'show' but the best laid plans etc. To cut a (very) long story short Richard won by taking the only cut but his flying during the day had at times been quite exceptional. A great days combat despite the low turnout and I'm off to see if the postman has delivered a postcard from Richard Herbert with a few tips for my next encounter with Mr Payne.

Mick

#### Darley Moor Vintage Combat 16/10/16

Well the British weather likes to keep us guessing doesn't it? I left home in Herefordshire at 6.30 am in pouring rain and on two occasions nearly lost my car on corners with deep standing water before I got to the M5.

At 7.30 I called Mick who I knew was travelling in the same direction and discussed which pub we would be sitting in at lunch time or even if we might be on the way home again by mid-day. The forecast was heavy rain until after 1.00pm making any comp unlikely to go ahead.

On arrival at 9.30 there were more optimistic combat flyers than I expected although most were still sitting in cars or huddling in groups in the under cover scrutineering areas.

And then, heavens above, at about ten the rain became lighter and by 10.30 the first sounds of Rothwell, Parra and Oliver were heard. A bright band of sky appeared from the south. The rain stopped and the clouds cleared leaving breezy but otherwise almost perfect conditions.

The wonderful Caroline Roberts was soon collecting entry fees from the twenty two stalwarts and then we had a competition! It was gratifying to see many of the top flyers present. I was particularly pleased to see John Hammersley there again. I did remind him (and myself) about the necessity of wearing the handle safety strap! (not so much a private joke)

In the absence of Richard Herbert's group, Vernon Hunt (now CFA competition secretary) stepped in and with his helpers was able to run one of the circles. As we were starting a little late it was still necessary to run two circles.

As per normal early bouts produced no great surprises but the soggy conditions produced some very mucky engines after crashes. "Dork" tubes an essential!

However, Tony Cookson beat John Hammersley and both of the Severne Sisters won their bouts. Dad Karl did not set a good example and lost to Frank Marshall.

John got back in by way of the losers re-fly but the suffering Moggs and Eamonn Forsdike became tourists, as they say.

At the end of the losers re-fly one circle was dispensed with. There was now time to complete all bouts in one circle.

Now it became serious!

John Leggot and Mick Lewis had a humdinger of a bout with John taking two cuts from Mick early on. Both models were going very fast and tight. Mick retaliated fighting back to make it two all but John then got another cut but crashed. It ended three cuts each but John lost on ground time.

Stu Vickers took out John Spink and Steve Malone disposed of Tony Cookson who could just not get on his tail. Sad to say Sam and Leanne both made their exit here.

So to the quarter finals and here we saw some classic flying.

Stu Vickers now beat Steve Malone in a bout where power dominated. Stuarts home tuned PAW's are really quick and combined with his Martin Kiszal designed Finale dominated the bout. Steve was using his best Ridley 420 motor but under pressure it slowed and Stuart took full advantage winning 2 nil.

Mick Lewis's bout against Simon Groom was over in about fifteen seconds when there was an almighty mid air and Simon flew no more. Mick's red Piranha was unmarked.

John Allcock suffered with a poor engine run and lost against John Hammersley. We think that John H might be coming back in style next year. Watch this space.....

The last quarter was between those two old adversaries Richard Evans and Vernon Hunt. Their last attempt a few years ago was not a classic, so would this be any better? Flying Supermonger against Supermonger the first minute was exciting to say the least with close manoeuvring and following near the ground, Richard's model just having the edge. And then, the combat flyers kiss of death, Vernon took all of Richard's streamer and crashed. He tried to take off again but then discovered that his bell crank had pulled out. The end. Third time lucky chaps? The crowd want a spectacle into the semis now and just four old stagers left. Well three really, Stuart is MUCH younger than the rest of us!

Mick Lewis now decided to go for the jugular and pulled a new Rothwell powered Finale out of the bag. It's his secret weapon. Of course that's what Stuart uses too. It's been gaining popularity this year. 3,2,1 go. There was nothing between the two models and it was a very close bout. However, early on Mick got in too close and removed Stuarts complete streamer. He then dummied Stuart from behind him but misjudged the corner and hit the deck. No problem, pitman Karl was right there BUUUUT the motor just did not start right away and a ground point was lost. Back in the air and Stuart now knew that all he needed was one cut to win. He went for broke and took the whole streamer to win by one point.

The second semi brought Richard and John together. Its difficult to believe this is only John's second competition in thirty years and the first time the two had flown in much longer than that. Again Richard had the slight edge in performance but within a minute they had both removed the opposition's whole streamer and a re-flight was called for. Do it again please.

Second time and very similar although this time it was Richard who THOUGHT he'd removed John's streamer and went into defensive mode. Suddenly he realised that there was a knot left to go for and renewed his attack. Great combat now. John now took Richards whole streamer and it was all down to that elusive knot. The red mist descended and Richard really went for it, but got John's Warlord XL instead! Sadly for Richard it was his model which was now unflyable giving the bout to John. Just you wait till next time!

Finals can be disappointing but this was not. Stuart had been going well all day and his model and motor performing very well. John was doing incredibly well with gear borrowed from Vernon but sadly for him could not quite compete with the opposition. A great bout with John getting very near to cutting Stu's streamer but not quite there. A win for Stuart, and about time!

Before the presentations a minutes silence was held for Tom Ridley. Only two weeks before he had presented Martin Kiszal with the new John Oliver Trophy for Oliver Tiger Combat. Tom had donated a new MK4 Oliver which had been mounted on a beautiful wooden plinth. A last act of generosity. RIP Tom.

After all the clearing up the presentation were made.

1<sup>st</sup> Stuart Vickers PAW 19 TBR Finale

2<sup>nd</sup> John Hammersley Rothwell R320/Para T4 Warlord XL

3<sup>rd</sup> (on toss of coin) Richard Evans Supermonger Rothwell R320

### 2016 Vintage League

1<sup>st</sup> Richard Herbert (as usual) Awarded in his absence

2<sup>nd</sup> Stuart Vickers

3<sup>rd</sup> Steve Malone.

Trophies and bottles of wine awarded, nice words spoken and kisses from the girls (for just a few of us after Mick had given them a little encouragement with a bottle each) These girls know how to charm the old chaps!

A great day!

Richard Evans still Chairman CFA.

### From Tim Hobbins

Over winter I'm going to re start building Vintage Models for sale again seriously, I've got all automated so hopefully this will speed things up a bit. This time I'll do a bit of variety. Starting with finished frames, which will have the controls and the centre rib caps in but not the tank. Pod will be ready to fit and shaped and so will the elevator. Ready to install tank and cover but will probably stand a bit more sanding if you're fussy.

I'll build all the main contenders, Shoguns, Liquidators, Supermongers, Finales, Devices, Piranas and anything else that folk may want.

#### Covered models,

I can do nylon (ripstop) covered models but I'm afraid I won't be able to dope them cos dope knocks me about so they'll need doping and proofing. Happy to do Olly models in Hobbyking film and Vintage models in Solartex.

Guide prices. These prices are for CFA members only cos I intend asking a bit more from the wealthy R/C types.

Covered Models in Solartex. ( Orange is nice, have orange...) £40.00

Covered Models in White Ripstop, £36.00

Covered models in clear film ready to apply that hideous tissue stuff on top £34.00

Olly Models in Hobbyking Film, Yellow is really nice, purple elevators maybe? £36.00

Balsa Frames with controls and Pod £27.00

Also doing some really cheap practice models with removable tank if anyone is interested.

I'll post by hermes at cost,

If anyone is interested and would like more info, I can send pictures of construction etc so Email me on [tim.hobbins@btinternet.com](mailto:tim.hobbins@btinternet.com) or call me on 07940730202, if I don't answer leave me your number and I'll call you back.

This sort of thing..

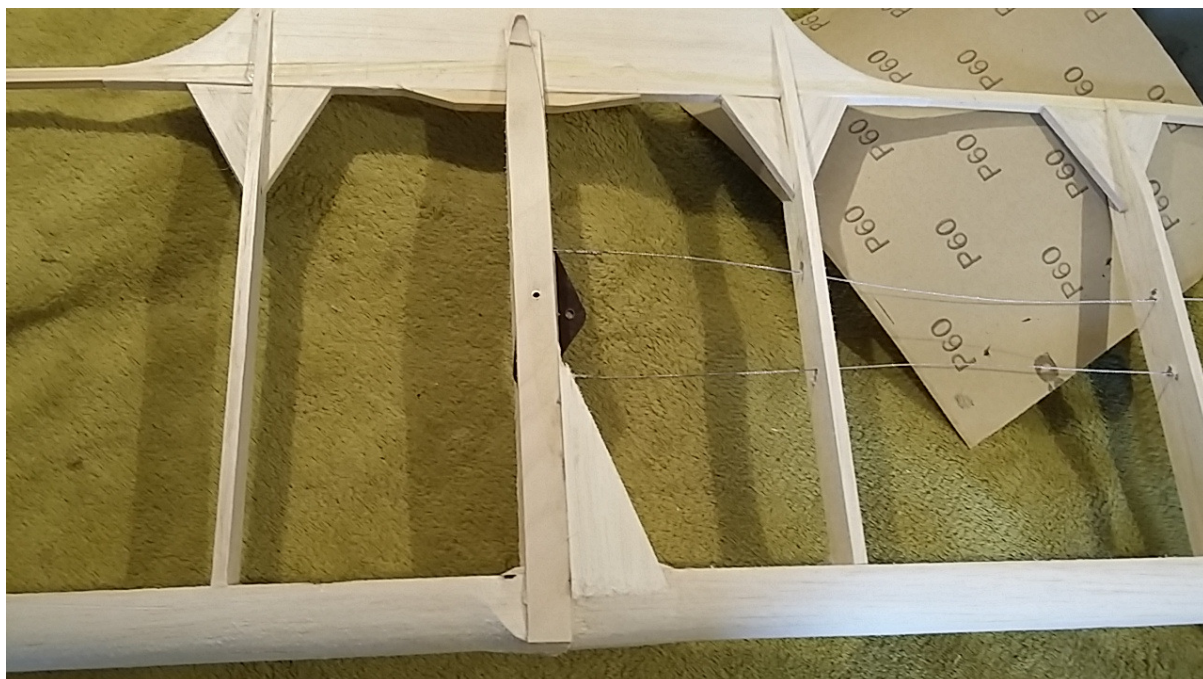




Liquidator XL, minus pod gusset.









Device 73

*This from Mike Waller*

Shogun, Liquidator XL, Chaos and Yeti kits available at comps.

*This from Nick Stowe*

Taipan 8x6 props @ £3.25 each

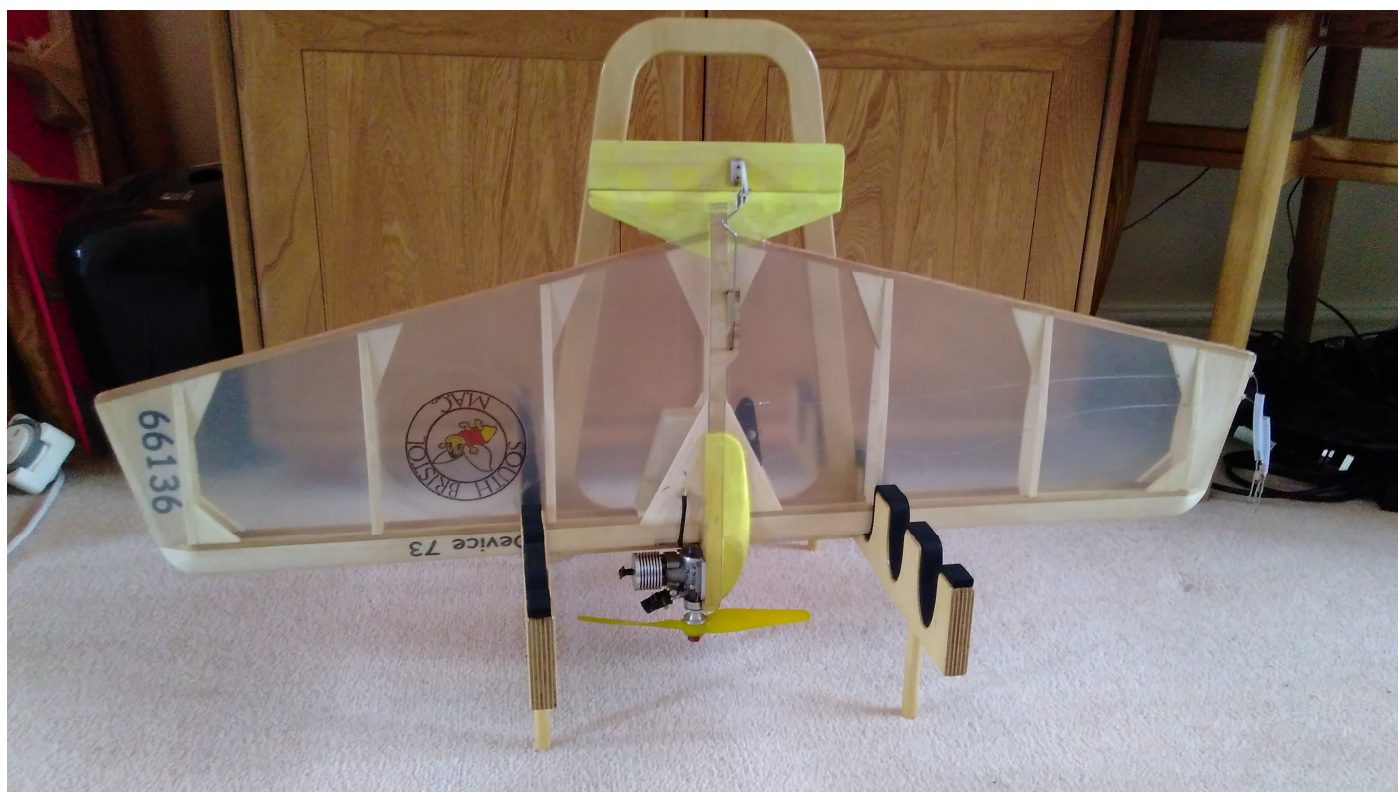
Device 73 complete kits @ £26

Epoxy or tin plate tanks @ £16 each

4 model carrying cradle @ £30

6 model carrying cradle @ £35





From Mick Lewis

Part kits

Ironmonger, Ironmonger 69, Supermonger, Anduril (not the banana), Squig, Piranha XL and Finale all at cost price of £14

Supermonger and Piranha XL in stock. Anduril will be available soon. Any others to order please.

Shaped leading edges @ £4 each (solid-I no longer do hollow unless you want 100)

RAM white nylon props @ £2 each

Don't miss the season in pictures sent along with this newsletter.

## Calendar for 2017

The only dates I have at the moment are for Old Warden.

These are May 13/14, July 22/23 and September 23/24.

I will set September 23 as a Nationals finishing day in case of bad weather.

July 23 will be the Jack Marsh competition. For those who don't know the Jack Marsh cup was until this year awarded to the National Champion in Oliver Tiger Combat.

It has now been replaced by the Peter Freebrey Memorial Cup which has been donated in his memory by his long time friend Vernon Hunt. Richard Evans is the first winner.

The John Oliver Memorial Trophy will be flown for on September 24.

We will continue to use Darley Moor and hopefully sample the new BMFA site near Melton Mowbray.

The South Bristol Gala at Berkeley is at the planning stage. Scampton as always depends upon the RAF.

More information as it becomes available.

Well is that all for now?

If I've forgotten anything I'm sure someone will give me a gentle reminder. (be gentle with me as I'm just past my prime!)

*cheers,*

*Mick*