



# CFA NEWSLETTER

WINTER 2018





“VIEW FROM THE CHAIR,”



Welcome to this months newsletter. And there we are then, the end of another years competitions, where did that go !!

What a great year, fantastic attendance at all the competitions with the need to run 2 circles at every event. The weather had been scorchio all year right up to the weekend of the Nationals at Barkston Heath.

The event we had all been waiting for, last year we were definitely spoilt but this year it was forecast to be wet and windy. I arrived at Barkstone on the Friday and sat in my van in the holding area waiting to get on the airfield and yes, it was raining hard but, by the time we were allowed onto the airfield (5pm) it had stopped raining.

Saturday the rain stayed away and we ran the Vintage first round up till 7pm, knowing that the forecast for Sunday was going to be wind & rain.

On Sunday we did manage to run the event up till 12 noon but the rain was getting too bad. So at 12:00 we (The Committee) retired to the organisers tent for the AGM, whilst all the rest stood out under brollies getting damp.

This years National Championships will be the last one that will be organised and run under the Contest Directorship of your long standing CFA Secretary, Mick Lewis. Taking over from Mick is Richard Herbert. I'm not 100% sure how many Mick has CD'd, 14 or 15 years ? At this point I (and I'm sure you will all join me) would like to thank Mick for all the hard work he has put in over those years, I can honestly say that after 1 year as the new CFA Chairman, I now know how much work is involved, so much so that it has definitely affected my flying this year, how Mick did it and still continue to be at the top of his game is testament to his ability. I hope he can relax now and enjoy his flying, you may also see him smile a bit more.



Any way onto the AGM. We had 1 proposal for change of secretary and 6 for rule changes (see below) and all but one were voted in favour, the only one that was not voted in favour was no.7. "changes to elevator sizes"  
Proposals for 2018 CFA AGM

1. Proposed by Tony Cookson seconded by Vernon Hunt Richard Herbert to become secretary of the CFA.No other nominations so congratulations to Richard.

2. Proposed by John Allcock seconded by Chris Moore The draw, for Vintage and Oliver classes, after the first round and losers round, is completely random. This includes members of the same club.

3. Proposed by Richard Herbert seconded by Roger Fisher The speed limit for Oliver becomes 29 seconds for 10 laps.(with no rounding allowed)

4.Richard Evans seconded by Ian Perkins I propose the inclusion of the Warmonger MK3 XL and the APS Ironmonger FAI XL in the plans list.

5. Proposed by Tim Hobbins, Seconded by Gordon Price InF2e, only when the Fora Junior is used any commercially available thermoplastic propeller may be used with no reworking of the prop except for the removal of material from one side to balance. No Venturi restriction.

6. Proposed by Tim Hobbins seconded by Richard Berry Vintage class Models may be covered in film (any film, Mylar, laminating film, Hobby King film, Oracover etc. 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. 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.

7. Proposed by Alan Bunker seconded by Tim Hobbins The elevator may be stretched in the fore/aft direction only but no point on

the trailing edge must be more than 50mm from the hinge line. The hinge line width and trailing edge profile of the elevator can not be changed from the approved plan. Any model where any point on the elevator trailing edge already measures 50mm or more from the hinge line may not be modified.

After the AGM, the rest of the day was wet and windy, some retired to the beer tent (bit early for me), some went off site and one (Harry Walker) in particular went off to Grantham for food/shopping. I went to my caravan for food, dry out and to relax, I just happened to be camped near some of the other combat flyers and I could see and feel how windy it was, when I turned to look out the window behind me, I could see Harry Walkers tent had been flattened, it was only the water on the floor inside that was holding it on the ground. I did message him and we straightened it up best we could. But as I said the wind had caused damage all over the airfield and a few other tents suffered worse fates. Even the fencing and timing gear for the team race circle had been blown over and damaged.

Monday at the Nat's was flyable but there were some of the combat classes that could not be flown, namely, 1/2A, F2E and Oliver, normally these can be re-flown at future events on the calendar but due to a mix up in the rules/admin allowing this to happen, we had to abandon these for this year.

Results for this years National are as follows.  
Vintage Nationals 1st = Stuart Vickers 2nd = Simon Miller 3rd = Richard Herbert 4th = Mick Lewis  
F2D Nationals 1st = Graham Ives 2nd = Harry Walker 3rd = Andy Shields 4th = Dave Wiseman

We had 55 entries this year in Vintage, next year I am considering the use of 3 circles plus the one used for F2D / F2E.





After the Nationals the remaining two Vintage Combat events of 2018 were held at Buckminster and the Vintage league title was closely fought by 4 flyers, the No.1 spot was only decided at the last meeting. 2018 Vintage League Positions 1st = Richard Herbert 2nd = Chris Fisher 3rd = Simon Miller 4th = Johnathon Crabtree

In between these last two Vintage meetings there was supposed to be the John Oliver / Oliver Combat meeting held at Old Warden this sadly had to be cancelled due to bad weather, fortunately we were able to re-schedule this and held it at Darley Moor. Results below The Rescheduled 'Oliver' Combat Competition for the 'John Oliver' Memorial Trophy, and Last CFA C/L Combat Competition of the Season was flown at Darley Moor Motor Cycle Circuit, Ashbourne, Derbyshire on Sunday 28th October. There was a Low entry of 15. More than likely, due to the Weather, which had taken a marked change since the previous weekend.

1st Place -Richard Evans, 2nd Place - Chris Moore, 3rd place John Crabtree, and 4th Place - Ian Perkins. Best All-rounder for 2018 - Neil Haywood.

There we have it. 2018 done and dusted.

I hope you've all had a great year. Next year should prove to be better, we are currently putting together the 2019 calendar, there will be some extra F2D & F2E events held on Saturdays at Buckminster and Darley Moor, you've all got winter to get ready and get practising, so what are you waiting for.

On a safety note, If you all remember last year we had an issue with fly away's so we made the decision to increase the line diameter and to increase the pull test weight and hold the pull test for 5 seconds, also the pull test is done before every bout and on line changes during a bout, although we haven't eliminated the problem this decision has significantly reduced line / lead out failures.

This is very good news indeed and shows that the CFA are pro active in it's approach to safety. Please make sure you are using the correct size lines 0.38 minimum, please make sure your lines are in good condition, ie, not kinked and ready to break, please make sure that your models are safe to fly, check lead out wires, belcranks, belcrank mounts, engines are secure, engine pods are secure and wear safety helmets.

We want to keep our hobby self governing, we do not want rules imposed on us by others and in this we all have a part to play, we have a duty of care for ourselves and most importantly for others.

And on that note, I'll bid you all a fantastic Christmas and New Year Keep It Safe.  
CFA Chairman - Tony Cookson







# NEWS UPDATE

Does everyone know who makes our streamers? Believe it or not little elves are not employed to make them!

Nick Stowe made all the streamers this year, it's not a great job and without Nick giving his time up for free we wouldn't have had streamers to run the competitions. The committee has discussed this and voted unanimously that Nick will be given free entry to CFA run events in 2019 as a vote of thanks.

The CFA has asked Nick to write a section on streamers for this newsletter. Read on later!

Congratulations to Neil Hayward for winning the Donald Ellis "Tryer" award for 2018! Neil has been putting in the hard yards into flying in his first season whilst also getting to grips with flying combat. This award was provided by Tim Hobbins of Hobbins Hobbies and prizes donated by Donald Ellis (nice one guys).





IT has been noted that unofficial plans have been passed around or sold, some between flyers and some from Ebay. Please remember to use Simon Miller for all plans, he is maintaining the official Plans Bank and providing plans for all models. It would not be a good move to build a model which for whatever reason is not the same as the original.

Simon can be contacted via email - address at back of Newsletter.

Graham Ives has provided us with an update on F2D final league positions for 2018, well done Andrew Shields!

Name	BMFA	1st. Cent	2nd. Cent	Bulgaria 17/18 May	Kiev	3rd. Cent	Barcelona	Dutch 4/5 Aug	NATS 24-26 Aug	GB W/C	Lugo	4th. Cent	Domestic Total	Total Points	Best 5 Results
Andrew Shields	SAA06203	3	6			3		3	4			5	21	24	21
Graham Ives	88421	5	3	2	3	4			5	4	4	3	20	33	21
Mike Whillance	88347	3	5	6	2	3			1			4	16	24	21
Dave Wiseman	65487	4	4	1	2	4	4		3	2	2	3	18	29	19
Gordon Price	SAA03304	3	3	2	3	5			2	3	5	3	16	29	19
Harry Walker	143639		3	3	2	3			5				11	16	16
Alan Bunker	SAA8557	3				3			2			3	11	11	11
Jimmy Pinkerton	SAA00066		4			3							7	7	7
Notes:															
Bye win does not attract team point															
World cup points in RED are not included in the total															
Best 5 results to count. 1 World Cup event may count. Only 1 attendance point to count from world Cup events.															
Kiev- Dave W, Gordon bye win, point deducted from official score sheet. (Ivan Chrony)															



Well done to Richard Herbert for winning the Vintage Combat League 2018, for the 4th year in a row!! Well done to Chris Fisher (2nd), Simon Miller (3rd) and Johnathon Crabtree (4th).





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# ***Retro Combat Karl Severine***

As we all know the combat fraternity are looked upon as being the maniacs of the aeromodeling world, well winter 2017/18 was no exception. It was suggested to have a couple of combat days at the new National Center at Buckminster.

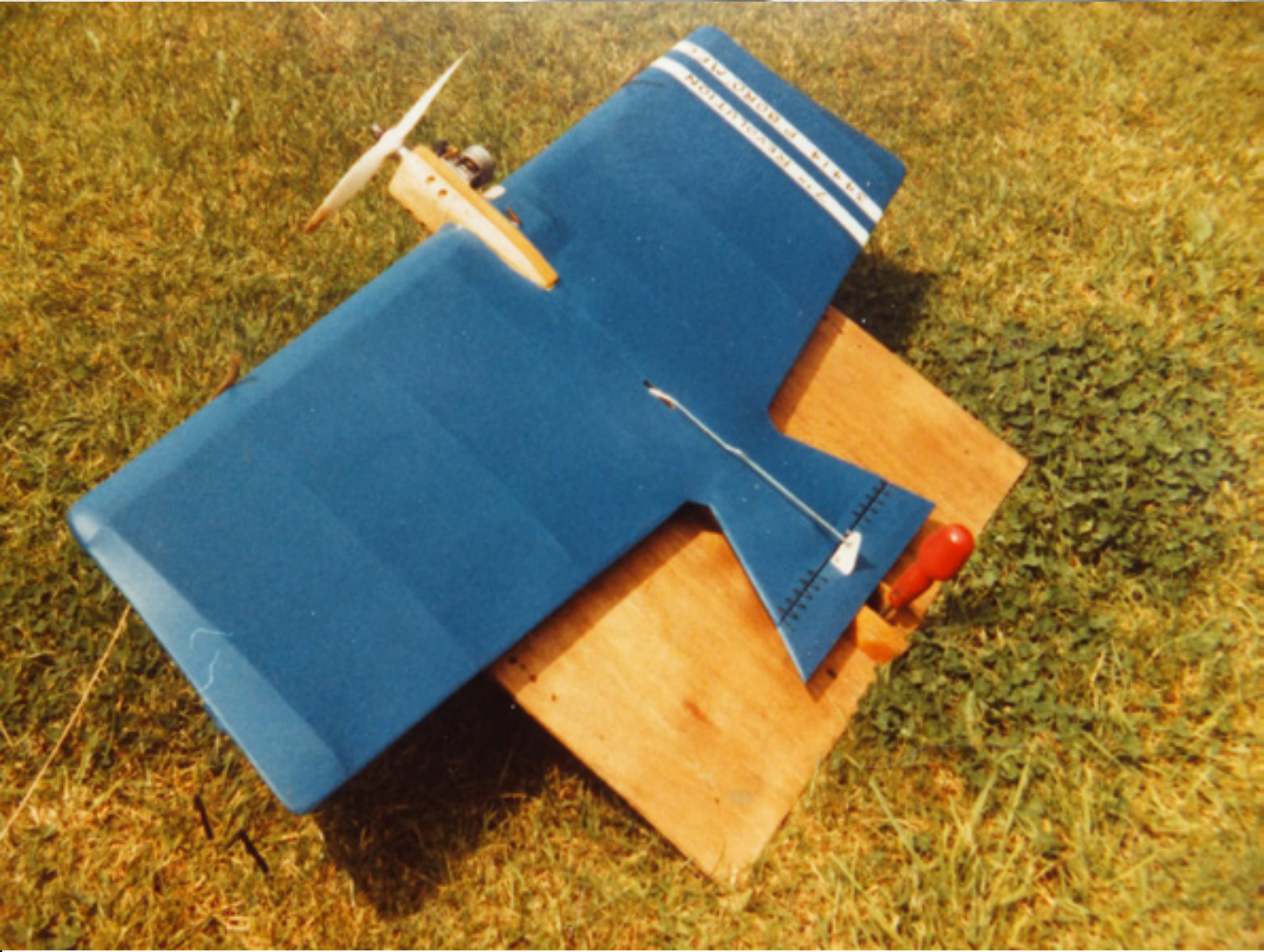
Through various discussions of what to fly it was decided that we would put two legendary combat models against each other with sensible engines and a speed limit, they would be Neil Gill's 5th Reveloution and Richard Evans Vertigo.

Unfortunately the weather did not help with the first competition being delayed, when we did arrive at Buckminster on a VERY cold and quite blustery day numbers were down but 16 keen (mental) flyers attended and the first of two competitions were flown.

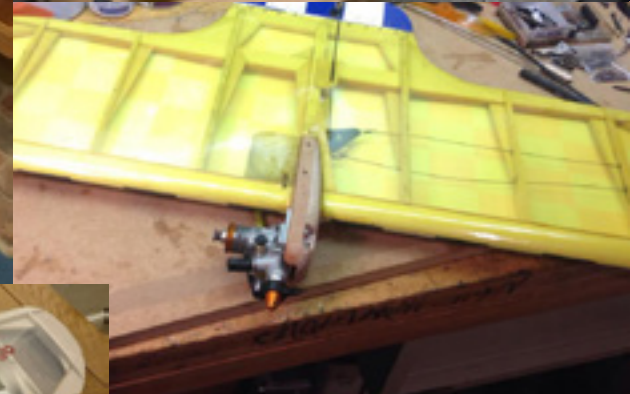
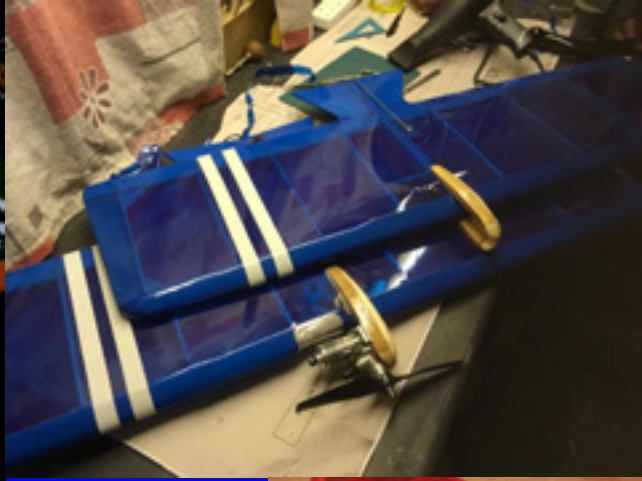
There was a good even mix of the two designs and not much to separate them in performance.











The fun started with the build updates on Facebook!



At the end of the day 5 flyers were in plus figures the highest +28 the lowest -46 showing conditions were trying.

At the second competition in slightly better conditions the quality of bouts improved and as did the scores.

Some very generous prizes had been donated for the top four flyers.

1st was Richard Herbert

2nd was Johnathon Crabtree

3rd was Richard berry

4th was Roger Fisher











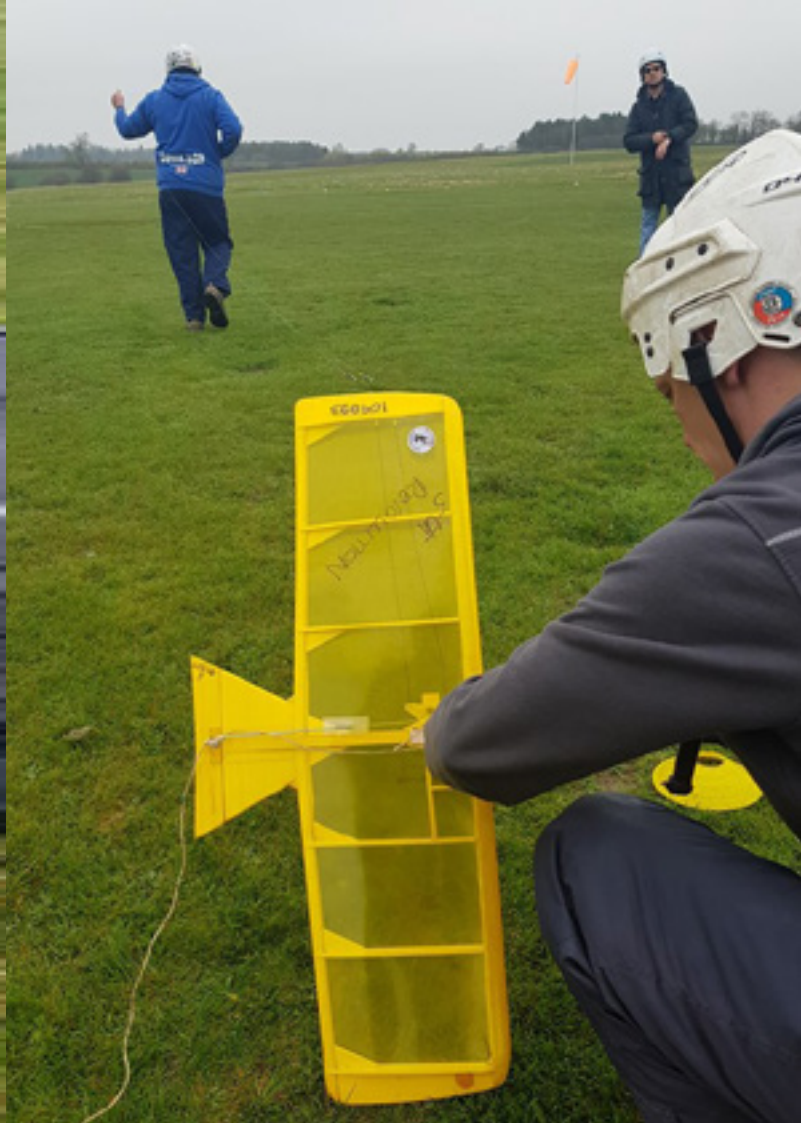






















The Vertigo came about in 1974 when most people were almost exclusively flying Dave Wood's Titan. Large taper wing models were dominating the combat scene.

I had been included in the Team Trials for the 1975 Euro Champs and wanted to use a model that was my own design. It would have been easy to just fly what everyone else was using.

After the 1974 season I decide to do some experiments with curved wings. I'd always liked Mick Tiernan's Banana Anduril and that was my point of departure.

During the autumn I built three or four models of varied proportions but all having the curved trailing edge. I made one with a particularly extended trailing edge but found the model too sensitive without moving the engine 2/3 cms ahead of the leading edge. At 38" span they were all bigger than the Titan.

I resorted to using film on all the models. Some were Solarfilm and some Fascal which is a sticky drafting film the USA. Fascal is/was much stronger than Solarfilm. Once I had chosen the most appropriate dimensions I built half a dozen models over the winter. I was pretty pleased with the results. The Vertigo was built of very soft light wood with preformed hollow leading edges and only small amount of spruce as strengthening. I think they were all sub 15oz.

At this stage we were all still using Oliver Tigers. In fact I don't know how they pulled these big models around. George Copeman built two beautiful new Mk 4's for me in anticipation of myself getting in the team. At the Team Trials in the spring of 1975

sixteen flyers were invited and everyone flew five times, the top three flyers were myself, Vernon Hunt and Mick Tiernan. Everyone flew a huge model covered in film.

The Vertigo was at least as good as anything else there.

With Mick Lewis and Bob Horwood as my pit men I won the Euro Champs in 1975 with the Vertigo. Strangely I used a Super-monger for the first four rounds until it was destroyed. It was more than adequate. The Vertigo won the semi for me against, I believe, Ingemar Larson, and the final against JP Morelle from France who's partly cardboard (!) model fell apart in the air after we had both removed each others streamer. Not the most auspicious win but a win nevertheless!

Very soon afterwards Richard Wilkens' foam models with ST G20 glows completely took over the combat scene. Rob Morgan won the Nats with an Oliver Tiger powered "Jaguar" (Very like a Titan). It was the last time a diesel would win the British Nationals until Vintage Combat arrived in '89/90.

Although "foamies" dominated the scene for many years, the Cosmo club used the Vertigo powered by fast glow engines. I was exceptionally pleased to see the model in use again over last winter.

I even had a fly of Karl Severn's model. It was very nostalgic!

**HISTORY OF THE VERTIGO - BY RICHARD EVANS**







**VINTAGE COMBAT AT THE BMFA  
NATIONALS - A HAWKS EYE VIEW -  
JOHNATHON CRABTREE**









## Vintage Combat at the BMFA Nationals 2018 – A Hawks Eye View

Having had unusually good weather at RAF Barkston Heath over the past few years, particularly last year, it was a return to form for unsettled conditions over the Nationals weekend. The forecast looked dodgy and as the weekend progressed it turned out to be fairly accurate. We arrived around 6pm on the Friday, and the campsite was noticeably less full than usual. I suspect the forecast had deterred a few from attending.

Base Camp Crabtree was established by half past 7. We washed down a curry with a beer or 2 and then had a fairly early night.

### Saturday

Saturday dawned. It was cool (around 10°C) and breezy at times, but perfectly flyable. The temperature rose steadily throughout the day, and the afternoon was quite pleasant at just under 20°C with nice sunny spells.

The following is a recollection of the bouts I saw. My apologies if you were in a particularly good bout and don't get a mention. I'm afraid I didn't see it.

Vintage had 55 entries. Round 1 started at 11am on Saturday. I was on first in Circle 1 Vs Brian Waters. I had never met Brian before, so I had no idea what to expect in the bout. Combat started and I got the feeling that perhaps Brian was a little rusty. After a couple of ground hits, Brian managed to stay up and we had a very gentlemanly bout from there on. It ended 3-1 in my favour.

Mike Whillance and Eamonn Forsdike had a bit of an epic in Circle 2. They had 2 bouts drawn at 1 each, and then another drawn at 3 each. The deciding re-fly saw Mike 2 cuts up for the win. Both pilots had got their moneys worth by 11:30! Not bad at all and very entertaining to watch.









Graham Ives and Roger Fisher also fancied an extended time in the circle. At the first attempt, they both took all of the streamer and with no ground time, and so they had a refly. The refly was a solid bout which Roger won by 1 cut.

As for the Hawks, Tim Hobbins beat Harry Walker, Rich Berry beat Dave Wiseman, but John Leggot lost to Chris Fisher after a refly. John Allcock lost to Mark Legg. Johns chrome bored PAW wasn't behaving as well as I have seen it in the past, despite Johns meticulous preparation.

The losers round got underway without delay, leaving those pilots clinging on to their Nationals dream, whilst the rest of us could take a bit of a breather.

The best bout I saw in the losers round was John Alcock vs Dave Wiseman. It was fast and furious, the wind whipping both models up to speed, and with lots of low down chasing. It was a pleasure to watch and although it ended up 2-0 in Daves favour, I think John came away knowing he had played a big part in a very good bout. I got the impression that John thinks Dave is his bogeyman. Next time John.... next time.













## Sunday

### Vintage Round 2

Sunday was forecast to be the worst day and so it turned out to be. It was cool and very breezy. Some models and pilots seemed to cope better with the conditions. It's the whole package I think that leads to a good windy weather setup, i.e. a good model, a powerful motor and a flying style appropriate for the conditions. It's something I need to work on.

Chris Fisher and Andrew Shields had an excellent bout, with lots of extended following and inverted chases, coupled with a lovely centre circle ballet. It ended up 2 cuts a piece, but Chris lost on ground time.

Tony Frost and John Davidson put on a good show in difficult conditions. The wind was really blowing during their bout, but both of these seasoned old hands flew very well. John won, 3 cuts to 1.

As the morning progressed and the wind speed increased, it was difficult to fly accurately and weak spots in model design and piloting technique were being exposed, however John Leggot was on form against Dave Wiseman to secure a win.

My bout in this round was interesting. Unfortunately, my opponent had forgotten to put his wrist strap on. Whilst we were separating for combat, the centre marshall spotted it and a disqualification was issued. We both landed our models and proceeded to vacate the circle.

A few moments later we were called back for a refly. There is no provision for this that I can see in the rules, so I queried it with the officials who had ordered the refly.

Honestly, I wasn't satisfied with the answer but I let it slip. If I had gone on to lose the bout, that could have been a difficult situation to deal with for all parties, and an unnecessary one. If we aren't flying to the rules, then it sort of infers we are flying to rules laid down in precedent. Does that mean that the

next wrist strap infringement results in a refly? Personally, I think Vintage really needs to tighten up on this. This is my opinion and we are all entitled to one, furthermore I don't have any ill will to any of those involved.

The AGM was scheduled for around noon. I'm sure the details and results of the AGM will be covered elsewhere in the newlsetter.





It was steady driving rain by this time, and on conclusion of the meeting, flying was cancelled for the remainder of the day. With most of Sunday lost to the weather, unfortunately 1/2A, F2E and the remainder of Oliver had to be cancelled. Hopefully, by the time you read this, those events will have been rescheduled and possibly flown.

I returned to Base Camp Crabtree to discover that our tent had started letting in water. It's been on Nationals duty and the occasional camping weekend for around 10 years, so I can't complain. The old man and my mother in law suggested a trip out to Grantham for food and to escape the weather. We ate at the Hop Sing Chinese Restaurant. It was typically dodgy décor, but the food was excellent.

Eliminators

I'm afraid I didn't see much of the Eliminators, but I did see Dave Riley Vs Stuart Vickers. The bout progressed for a minute or so with no cuts and then an almighty smash disabled Daves model. Despite a valiant repair effort and changing lines, Dave lost on ground time.

### The last 16

I and the other Hawks bowed out of the competition at this stage. I was drawn against Martin Kisel. The difficult conditions got the better of me and my model..... I hit the ground twice. Disappointed with myself, the red mist descended and I proceeded to take 2 large cuts from Martin in quick succession, but none of his streamer remained after that. Martin waited, planned his attack, and then took 2 of the smallest cuts you'll ever see. Expertly done.





Stuart Vickers and Alan Bunker decided to have a warm up by drawing 1-1. The refly started promisingly but Alan lost after spending a fair amount of time on the ground. Mick Lewis and Tony Cookson had a fast aggressive bout but with only 1 cut each. Tony lost on ground time.

Gordon Price Vs Richard Evans showed contrasting flying styles. Gordon displayed a defensive flying style not seen all that often in Vintage, after taking 2 cuts from Richard. Gordon evaded very well, exerting a long arm on the edge of the circle to only concede 1 cut to Richard. Gordon was through to the quarters.

### Quarter Finals

Stuart Vickers had a smashing (literally) bout against John Davidson, which resulted in John's model detaching from the lines (it zipped past my head no more than a few

feet away so quickly that I didn't even have time to flinch). Thank goodness we all wear helmets. It's my intention to start wearing safety specs as well. Some might think it's over the top, but personally, I value my vision too much, and will not be risking it, especially when prattling around with toy aeroplanes! Anyway, after the model got away, the line change was too slow, and Stuart was through to the Semis.

Other victors in the quarters were Richard Herbert against Martin Kiszal, Simon Miller against Gordon Price and Mick Lewis against Simon Cassidy.













## Semi Finals

Stuart was up against Richard Herbert in the Semis. It was an excellent bout, both pilots chasing each other upwind, downwind and overhead. It was clear they knew how to handle the conditions. It finished 2-1 to Stuart.

## 3rd place flyoff and Final

The airfield had emptied considerably by this time, but the combat boys and girls were still at it. There was however a reasonable spectatorship around the circle. Mick Lewis had lost his bout against Simon Miller and so was up against Richard Herbert for the 3rd place flyoff. They flew an entertaining bout which Richard won 2-1.

Stuart Vickers and Simon Miller had reached the final after quite a testing competition. Simon was sporting a nice yellow Banana Anduril, presumably with a Rothwell. Stuart had a battered old Finale with a PAW. If you ever get the chance, go and have a look at Stuarts gear. I think it's brilliant. If Mad Max did combat, he'd be using Stuarts stuff. Despite appearances, it works extremely well. Stuart won the final. It wasn't a classic, but it was well fought all the same. Simon spent quite a while on the ground after a nasty tangle and could not quite recover.

Well done Stuart, a humble and well deserving champion in my opinion.





Just before I finish up the article and while I have a voice in the newsletter, I'd like to mention the subject of teams. As I come to the end of my first full season in Vintage, I'd like to thank the members of the Hawks team, particularly Tim Hobbins, Rich Berry, John Leggot and Dave Marshall. They've been super supportive and helpful. They're a good bunch to hang around with. It can be difficult to get going in a game like combat without that kind of support.

Whilst the pilot takes all the glory, I think most of us recognise that it is actually a team game. Some of us do it in teams like the Hawks or Feltham Up or SECA or whatever, others do it in more loosely knit groups. Whilst that is the case, I would like to say that I am more than happy to help out anyone,

whether they are in another team or not. Just come and ask. I say this after having a couple of conversations at the Nationals. I got the impression that some people were viewing us as a sealed unit. We are not. The Hawks exist because we fly together occasionally, we want to improve collectively and we all fancied a T-shirt. It does not exclude us from helping anyone with pitting or whatever they need. Just come and ask, and if we can, we will help. I can't speak directly for other teams, but I suspect they have similar sentiments.

See you in the circle soon,









2018 C/L NATIONALS F2D  
GRAHAM IVES





## 2018 C/L Nationals F2D

We all chose to get moving with F2d as soon as we could because the rain was coming, and no one was looking forward to that. We only had eight entries this year, not the lowest entry in F2D but it would have been nice to have more:

Jo Michels  
Harry Walker  
Gordon Price  
Andy Shields  
Alan Bunker  
Graham Ives  
Dave Wiseman  
Mike Whillance

It was really good to have a none UK flyer again this year, we hope you enjoyed yourself Jo (and Nino) and will come back again.

Looking at the plan for the weekend, with the high vintage entry it looks like we could have done with a third competition circle, which as I remember it we used to get room for, maybe this is something we can request for next year, maybe?

We don't have enough pilots to run all the bouts, pit and score at the same time so when the rain set in on Sunday, our dedicated scorers had (understandably) limited motivation to put up with the weather and when the AGM started that motivation ran out, meaning that we couldn't continue. We have a lot to thank our scorers and CDs for in F2D, i.e. the ability to fly F2D comps at all – so thanks to everyone who has helped in the last few years since John James went to fly F2C after 15 years of running F2D comps – John is a real miss, but we all appreciate his efforts over the years.









Except for bout one, the rest of the bouts scored well with pilots taking 3 cuts which in that sort of wind is unusual – maybe we are generally getting better, maybe we are getting luckier, I don't know?

We managed to run 2 rounds before the CFA meeting at which point, we lost our scorers – Beer o'clock then!

At the end of RD2 we had lost Mike and Jo, it was a shame that Jo didn't make it further but at the end of that day it seemed the standard of flying was good and clean too..... yeah, we were surprised too!

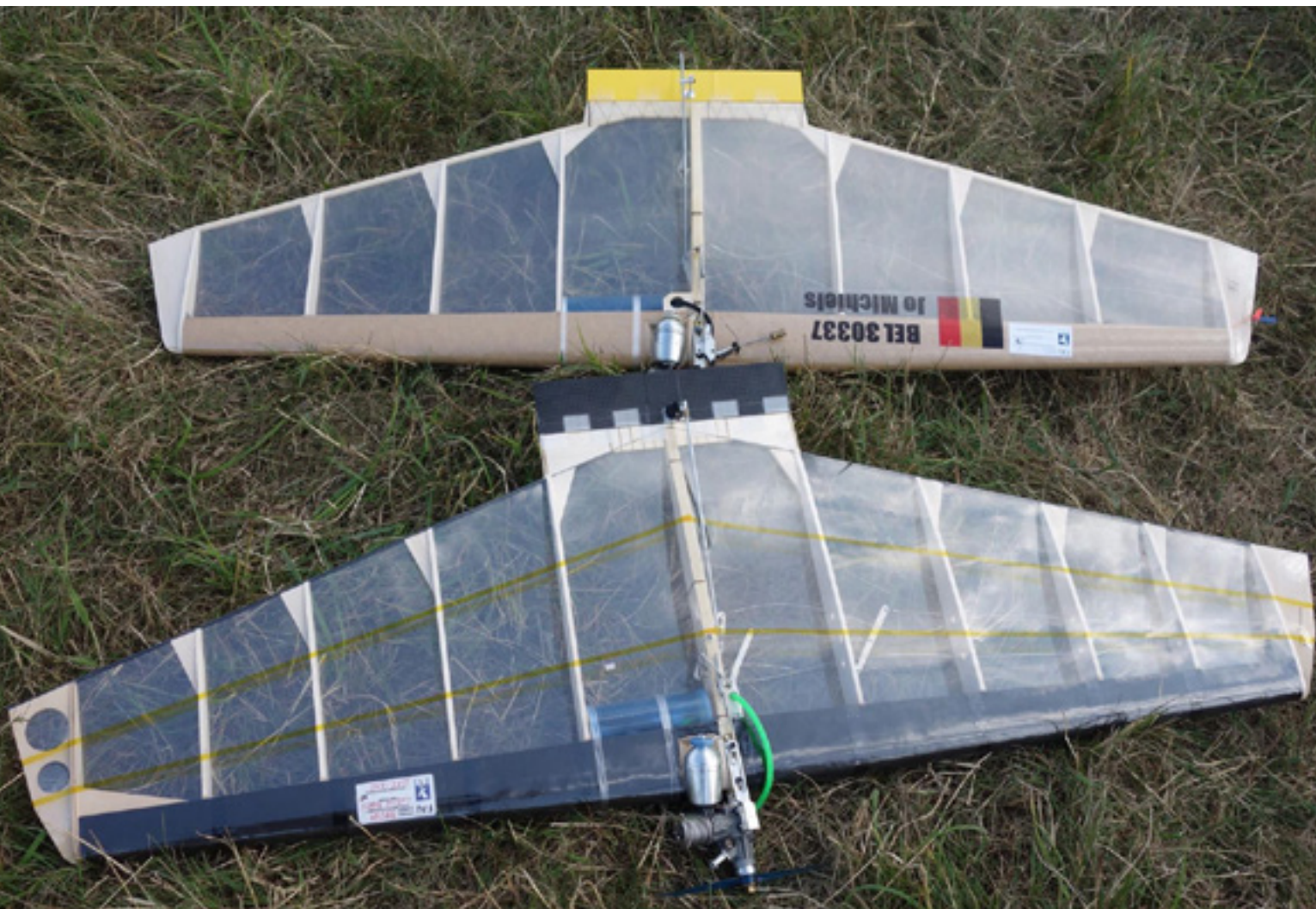
Again, on Monday, the standard of flying was high, with many bouts scoring 2 or 3 cuts to each pilot, plus a couple of cuts on streamer parts being carried on other models / lines making for some very interesting bouts to watch but scoring difficult.

At the end of round 3 we lost Alan and Gordon, Alan having made a good account of himself at only his second F2D comp, and his first nationals.

This left only Dave, Harry, Andy and Graham for the last 3 rounds, all on one life except Graham. That was to change after Graham's lines went early on and the model crashed about 50 metres away. The shutoff hadn't activated because of the length of lines on the model keeping it open, a DQ for him therefore. This meant that things got a little unusual for those used to a straight eliminator style. Harry beat Dave but Graham was still in as he had only lost one life.

This meant that Graham, Andy and Harry were therefore left. The draw gave Graham a place in the final with Andy and Harry flying off to get there too. A great bout between two naturally good pilots gave Harry a place in the final.

The final was a storming bout, fast and hard with no quarter given by either pilot with a lot of cuts, 3-2 plus another 3 or 4 taken from old cuts hanging on streamer knots, line tangles and a couple of mid airs. A lot of manoeuvring with Graham trying to use his reach and Harry trying to get him to come back into towards the centre so he could take cuts.





This felt like the fastest bout of the day. Harry had run out of his stronger, heavier models which Graham had not, Harry's models probably had the edge on flying performance but the determination of the pilots and the speed the strength of models and where they landed came into the results. It must be said that Graham was the luckier of the two pilots as although he was ahead on cuts Harry's streamer was all gone but Harry still had half a streamer to go at, so could have foreseeably got another 2 cuts had his models landed closer to his pitmen.

The flying of the all the pilots was very close and very good in my opinion, with the slight-

est bit of luck having a major effect on many bouts and in some cases being the only difference. Most of the flying was clean with harder tactics only being employed when necessary which isn't always the case at the nats with it being so important.

Having recently come back from the world champs in France, I can safely say that the standard of flying wouldn't have been out of place in a World Cup competition or World/Euro championships. A great job was done by everyone, except the person who booked the weather, who was that?







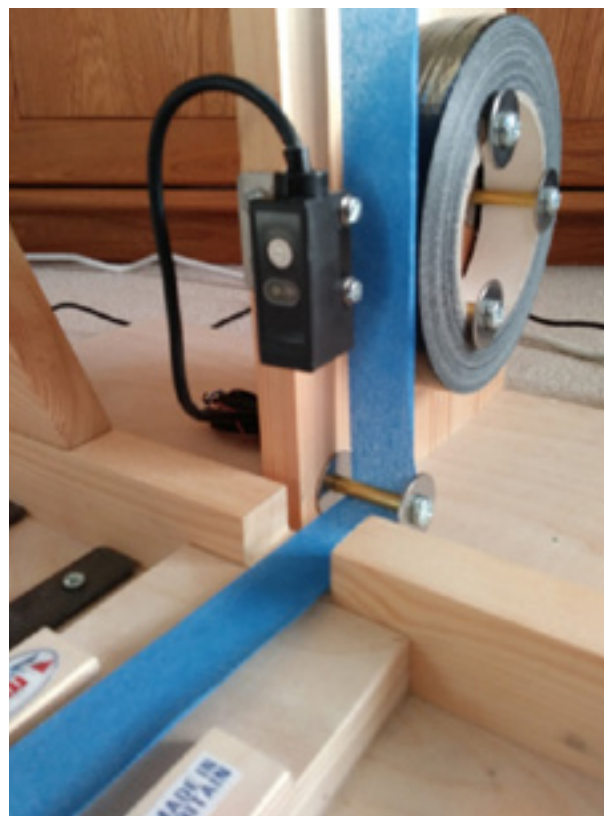
**THE MAKING OF CFA VINTAGE  
C/L COMBAT STREAMERS, &  
STREAMER MAKING MACHINE  
NICK STOWE**



What inspired me to have a go at making one of these was having a look at Swedish F2D Combat flyer's webpage on 'Streamer Making Machine's'. <http://www.f2d.dk/equipment/streamer/classic-streamer-maker.htm>

Also, I was looking at the American MACA Facebook page, and I noticed a post by someone over the 'other side of the Pond', showing some fabric which he was going to make streamers from. The good thing I thought was it was on a 48" long Roll, and was 120 ft long from a US company [www.smart-fab.com](http://www.smart-fab.com) They had a UK branch too [www.smart-fab.co.uk](http://www.smart-fab.co.uk), though the overall length was 48 ft as opposed to the 120 ft from the USA.

As you can observed the rolls were nigh on the same diameter of the current 'Forestry Marking Tape' which is now the accepted material. The best way I found to cut these into 25mm wide 'mini rolls' was to use a plastic Mitre block I got of [www.ebay.co.uk](http://www.ebay.co.uk). and a really sharp kitchen knife.



It was then according to Mick Lewis, a matter of locally sourcing a supplier of Brown Jute Twine, 50mm wide Scrim, and Gaffer tape to prepare the ends, and a decent 6mm diameter single hole punch also. from [www.ebay.co.uk](http://www.ebay.co.uk) to punch the holes.

As previously mentioned the Streamer tape, has changed in the course of a season, due to the unfortunate winding around the propdriver on certain engine of the smart-fab material. The current Red/Blue Streamers are made long hand. Though with the know how of a Knowledgeable Engineer. John Leggott is going to oblige in sorting out the Photoelectric Sensor operation to do as Gordon Price's one does, and that to stop after the 3m of Streamer has passed by the Sensor to switch it off. This should certainly speed things up.

[www.smart-fab.co.uk](http://www.smart-fab.co.uk), though the overall length was 48 ft as opposed to the 120 ft from the USA.



As you can observed the rolls were nigh on the same diameter of the current 'Forestry Marking Tape' which is now the accepted material. The best way I found to cut these into 25mm wide 'mini rolls' was to use a plastic Mitre block I got of [www.ebay.co.uk](http://www.ebay.co.uk). and a real sharp Kitchen knife.











**BUCKMINSTER SEPTEMBER**  
**MARK LEGG**



I should title this 'observations of a circle Marshall' as that's what I spent most of the day doing, so forgive me if a blow-by-blow account of every bout is what you were expecting!

Weather was clear and sunny if a bit gusty, and a reasonably healthy 21 entrants turned up to have a go. Some of the usual 'super-stars' were missing but if anything, this fired everyone else up to have a good go at getting a trophy.

Tim Hobbins took charge of the pilots briefing and the plan was to get cracking as quickly as possible as we decided to run one circle with the smaller entry. What a slick comp it was! No messing about waiting for fliers to turn up, no six minute practice flights hogging the airtime, everyone used a bit of decorum to keep things working and it was appreciated by myself and Tim.

## Round 1

Nothing much to report here, apart from a few upsets that made everyone scratch their heads – notably the ever competitive Alan Bunker ending up in the losers round when flying Frank Marshall, Alan hit the ground, breaking his engine bearers resulting in a game over.

Ex world finalist (I think I read that somewhere) Dave wood put Jon Crabtree into the last chance saloon in a scrappy bout, can't remember much about it as I was fiddling with a broken engine at the time.

Strangest bout award goes to John Leggott and Nick Stowe, Christ knows what they were thinking or whether they were trying to get tactical, but at one cut each and only one ground point in John's favour, they decided to have a race.... No attacking, just roundy roundy for 2 minutes. I must have shouted combat four or five times trying to egg on a match but to no avail.











## Losers' round

I'm sure there should be a nicer name for it as its 2018 and everyone is soft, we'll call it - 'the deferred excellence round' for now John Crabtree got himself back in the frame by beating Dave Chalk clinically and quickly with his very neat Supermonger, ground time ruined Dave's chances as there was still a lot of flicking going on after the launch signal was given.

Surprise of the round was Leanne Greenwood beating Roger Silcock, again on ground time... she just flew and flew and flew, whilst Roger struggled with the wind and poor engine runs. Leanne happily reached a new milestone in her flying – we were asking pilots to land after the final whistle, just so we could crack on – Leanne was slightly reluctant to do this, saying "I can't ditch it, I'll break the model and dad will yell at me!" after a bit of

coaxing and coaching, I talked her into having a go....and what do you know? Perfect prop stop followed by a beautiful glide in to her pit crew. Big cheers and claps from the onlookers followed. I'd have given her the winner's trophy there and then if I could.

The only circle marshall gripe I have from this round is disqualifying a flier (no names) for ignoring the rules and attacking straight from a relaunch. Just pay attention people, the rules are there for a reason...and they will be exercised!

## Round 2

A couple of good bouts in this one, that lad John Crabtree vs the southpaw veteran Mart Kiszal – from what I can remember there were bits of streamer everywhere, both had good motor runs and there was little ground time, John coming out on top.







Chris Fisher was looking good and beat Tim Hobbins in the dying moments of the bout by taking the winning cut.

Karl Severne was getting going and beat Essex boys very own Eamonn Forsdyke in a good bout to watch, booking his place in the quarters. Sleep with one eye open Karl, these Essex lads are not ones to be trifled with!

### Quarter finals

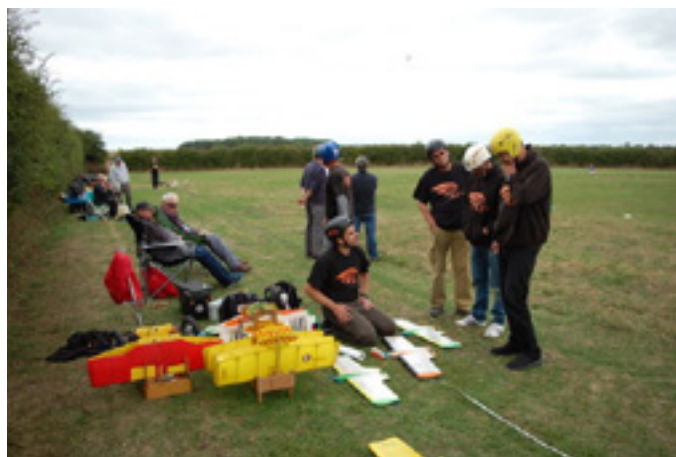
The wind was really starting to pick up now, causing a few problems for fliers – but we're a hardy lot, where the stunt boys would have been wrapping their planes in cotton wool and going home, we carried on regardless

Leanne Greenwoods great run came to a shuddering halt after Chris Fisher took one cut and flew away upwind – Leanne struggling to keep the model airborne in the wind. She had a fair bit of ground time, especially after her repaired Supermonger just broke up in flight on its own!

Nigel Thorpe had made it this far, only to fly his nemesis John Crabtree, every bout they've had this year has resulted in a bag of broken balsa for Nigel and a win for Jon. This was no different - that recognisable crunch came, followed by the silence, and all that was left of Nigel's neat supermoger was a leading edge and a centre rib. Your day will come Nigel.....promise!

Mark Legg's bout against John Leggot (feels strange writing in the 3rd person!) was a non event, Mark crashing in the wind, bursting his fuel tank.

Karl Severne's good run continued, beating the Ex world finalist (did I mention that?!) Dave Wood, this was a fairly solid bout, not much in it, Karl getting the win on ground time.







KARL



HORNETS









## Semi Finals

The wind was really blowing now and all I remember is carnage! John Crabtree, as is becoming quite usual now, made his way into the final along with Chris Fisher, there wasn't a lot to report from this round as it was more of a case of staying airborne than nicking neat little cuts to win.

The final was shaping up to be a good one, as John and Chris are both quality pilots – Chris went 2 – 1 up on cuts and that's when it ended. The wind picked up causing John let to go of his handle, resulting in a DQ – not a nice way to end a good comp, but the rules are there, and an out of control model is an out of control model. I believe I was referred to as the circle Fuhrer after this decision... but I have a thick skin and quite enjoy it!

Final results are as follows

- 1 – Chris Fisher
- 2 – John Crabtree
- 3 – John Leggott (first podium – well done sir!)
- 4- Karl Severne

A good, slickly run day of combat was enjoyed by all – made all the more efficient by the scorers who stuck it out all day, a big thanks to – Sam Severne, Leanne Greenwood and young Katie Milner, who got into it and was there all day. We couldn't have done it without you.



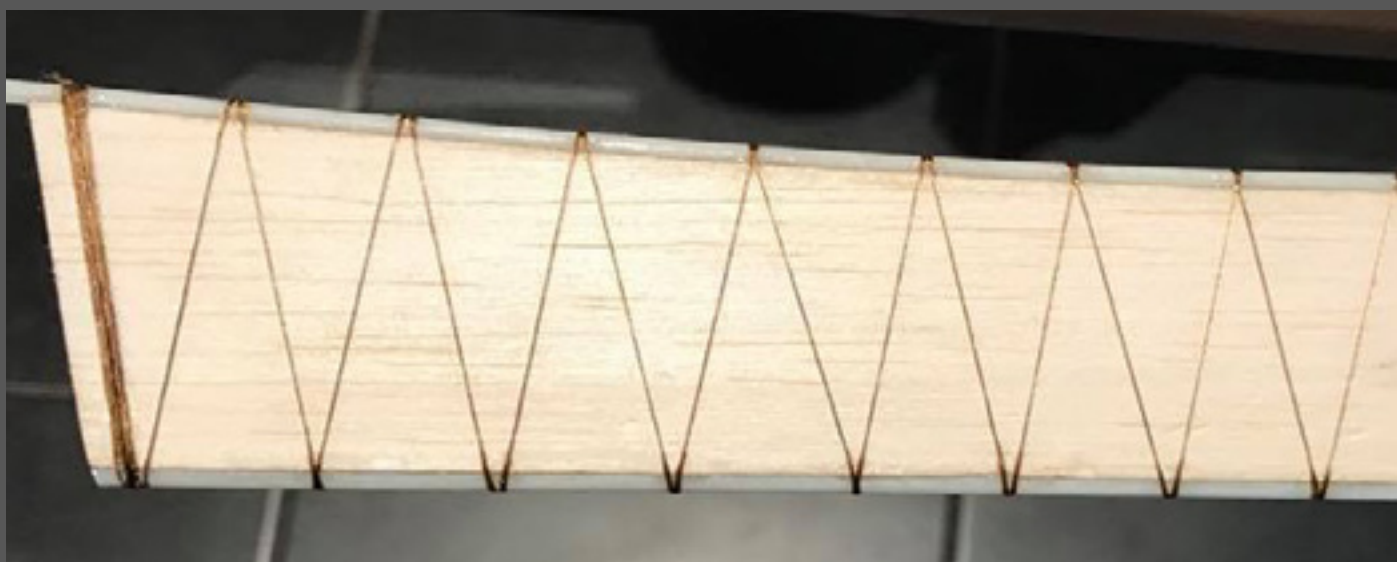






# MODEL OF THE YEAR 2018

Harry Walker wins model (or models) of 2018 award (judged by Mike Waller and Tony Cookson). This award is for decoration and build quality/skill. Harry has shown total commitment and talent building super high-tech F2D models in an age where it's all too easy to buy RTF F2D models. CFA are going to produce a yearly shield so get building for 2019!



# **LUGO - CUP OF GBR AND COPPA D'ORA - GRAHAM IVES**





Italy 6th – 10th September 2010 (Cup of GBR and Coppa D'ora)

Sitting in a wet and thundery airport in Amsterdam was the point at which I wished we had gone a day earlier. Tomorrow was the competition starting at 10 am and our flights were delayed, with a massive backlog of flights, and therefore a baggage backlog in one of the largest airports in Europe, of course our bags were going to arrive on time.

Surprisingly they weren't!

So, Thursday morning, the day of the first competition (the Cup of GBR) we had to get our models from the airport at 0900. The competition starting at 1000. It was 90 minutes from the airport to the flying site and we had to bolt together models before we flew. We were still confident.....stupidly.

So, as Gordon and I were bolting in motor number two, Dave Wiseman came over to ask for mechanics, Gordon and I were of course keen and interested to help Dave leaping up immediately to help him without the slightest protest.

It turns out that we weren't ready for the 30 + degree heat, and I set Dave's first engine too lean against current world cup leader, hot shot (and as someone described him the Prince Nazim of Combat!) Dmitry Dushenko. Luckily Dave was going that slow that Dushenko couldn't get near him, crashed and couldn't get back up. Win number 1 to GBR! I didn't see it, I was skulking off into the distance after that engine setting! Sorry Dave.

Gordon beat Antonio Imbernon of Spain, Graham beat Manuel Mateo of Spain, making it a nice first round for the brits.

Round 2 and Dave lost to Stas Culachinin from Moldova, attendee at many GBR nats who was flying brilliantly and very clean too. Dave spent a lot of time with Stas in eights, one of Stas' favourite tactics as he can turn very tight and is always fast giving him the advantage in this situation as Dave found out. Gordon beat Natasha Dementieva also of Moldova who has also spent a lot of time on windy Barkston.

Graham beat Dmitry Dushenko, the bout being over 1 -1 and a crash to Dushenko, putting the world cup leader out.



Brit selfie, Gordon unimpressed!



### The Smug twins

In round 3 Dave's competition was over, losing to Dimitry Varfolomejev, an excellent Estonian pilot who can fly low inverted (and pretty much anything else) with the best of them and has done well at a number of Championships over the years.

Gordon beat Manuel Mateo of Spain and Graham beat Lubomyr Lylyk of Ukraine, both clean bouts.

So far, the flying had been extremely clean from everyone in the comp with a lot of cuts being taken by all pilots and the bouts going for most of the 4 minutes. The two remaining British pilots were feeling quite good considering the way the day had started for them. You know what happens next!

We had been pitting for William Maywald of the USA and Andre Bertelsen of Denmark, so between repairs and pitting for each other, it felt like we hadn't stopped in temperatures of 32C-35C all day. So, at that point combat was over for the day and it was time to take a breath and look around the place. Lugo is a great flying site being on a small airfield, who (allegedly) have the prancing horse in the tiles on their café floor which inspired Enzo Ferrari – nice story, not sure how true that is.

Some pilots who had registered to push the entry up past the maximum of 38 pilots had not turned up. This meant that the organisers had bought fuel and organised streamers, food, etc. for 40 + pilots, but only actually had 6-10 pilots less and a lot of spare fuel. So, think about this when entering a competition, if you can't make it to a competition don't enter, or if you plan to go and then can't make it let the organisers know as soon as possible, they will be grateful to know.



On the up side there was still a good entry, with flyers from Russia, Ukraine, Belgium, Italy, Spain, Hungary, Estonia, Denmark, Germany, Moldova, America, GBR, and Romania.

On site they have a bar, a restaurant and a café with a pool table in their club house, along with camping facilities, toilets, a real Starfighter and a Fiat G91 fighter on display. Most important of all of those things was the cold beer.

Most engines in use were Fora or Master motors in Standard format, the back race being a standard ball bearing, or "Super" format, with the inner race being part of the crankshaft as per the AKM motors. Dmitry Dushenko was using AKM motors from Moscow which were extremely fast in their day but no longer available and no longer stand out against the Super Fora engines. Illia Rediuk was also using a special Fora made by the factory as a prize for a competition he won in the Ukraine with a 6 bolt head, this is his top motor and is very fast.



Models were largely made by the Yuvenko factory in Ukraine with a couple of people making their own models such as Andre Lyut-sik from Ukraine.

Round 4 saw the Western Europeans start to be few and far between and there are mainly Eastern Europeans left, the standard of flying got higher, more tangles and tactical whacks.

Gordon made a good account of himself against Sergey Mariash of Ukraine but losing and going out of the comp. I flew Illia Redyuk, all round ace combat pilot and smiling assassin. An aggressive bout which ended with 3 midairs and one snapped superfora?



In Round 5, I lost to Sergey Dementiev in a messy bout, Sergey was better at line tangles and whacking than I was that day. That was the end of the first comp for the brits.

Other bouts of note were Illia vs Varfolomejev, Illia thought he was 4-1 up in cuts but lost a lot of ground time. The judges scored it 3-1 resulting in a refly which Illia lost

The final, between Stas Culachinin and Sergey Dementiev had been rumoured was going to be a staged bout with the result known before it started, and there was some complaining about that rumour. To anyone that has tried to fix the result of a bout without making it obvious, you will know how hard that can be. It didn't really matter Stas and Sergey flew the final as a practice bout to start with, very clean and 4 minutes of combat but as time went on the intensity grew, Stas never conceded a single cut and never looked close to doing so despite Sergey's efforts. From what I could see, Stas simply outclassed everyone in that competition, 10 years since he was world champion and still flying like a world champion, well done Stas.

## Results Cup of GBR

### F20 Results GBR World Cup - Lugo 2018

Place	No	Name	Nation	Mechanic	R1	R2	R3	R4	R5	R6	R7	R8	WC Points
1	4	Culachinin, Stanislav	MDA	Erisov, Alexander	W	W	W	W	W	W	W		28
2	37	Dementiev, Sergiu	MDA	Erisov, Alexander	L	W	W	W	W	W	W	L	24
3	27	Lutsyk, Andrii	UKR	Lylyk, Lyubomyr	W	W	W	W	W	L	L	(W)	21
4	13	Varfolomejev, Dmitri	EST	Loginov, Vladimir	L	W	W	W	W	W	L	(L)	17
5	5	Rediuk, Illia	UKR	Rediuk, Dmytro	L	W	W	W	W	L			16
29		Sernih, Mariash	UKR	Lylyk, Lyubomyr	W	W	W	W	L	L			16
7	3	Glandrini, Antonio	ITA	Molteni, Adriano	W	W	L	W	L				14
26		Ives, Graham	GBR	Price, Gordon	W	W	W	L	L				14
9	31	Bertelsen, Andre	DEN	Maywald, William	W	W	L	L					10
7		Cantatore, Antonello	ITA	Rediuk, Illia	W	W	L	L					10
30		Dementieva, Natalia	BEL	Michiels, Jo	W	L	W	L					10
23		Madi, Richard	HUN	Fülöp, Sándor	W	L	W	L					10
10		Mateo, Manuel	ESP	Imbernon, Toni	L	W	W	L					10
11		Price, Gordon	GBR	Ives, Graham	W	W	L	L					10
15	19	Anastasi, Maurizio	ITA	Mateo, Manuel	W	L	L						3
9		Cassidy, Simon	GBR	Molteni, Adriano	W	L	L						3
24		Leushin, Sergey	RUS	Dushenko, Dmitry	W	L	L						3
28		Lylyk, Lyubomyr	UKR	Lutsyk, Andrii	L	W	L						3
35		Michiels, Jo	BEL	Dementieva, Natalia	W	L	L						3
2		Molteni, Adriano	ITA	Glandrini, Antonio	L	W	L						3
1		Wiseman, Dave	GBR	Price, Gordon	W	L	L						3
22	25	Dushenko, Dmitry	RUS	Leushin, Sergey	L	L							0
22		Fülöp, Krisztina	HUN	Fülöp, Sándor	L	L							0
21		Fülöp, Mark JUN	HUN	Fülöp, Sándor	L	L							0
20		Fülöp, Sándor	HUN	Madi, Richard	L	L							0
12		Imbernon, Toni	ESP	Mateo, Manuel	L	L							0
8		Maywald, William	USA	Molteni, Adriano	L	L							0
14		Taukov, Sergei	EST	Loginov, Vladimir	L	L							0
34		Usala, Antonio	BEL	Michiels, Jo	L	L							0

### F20 Junior Results

1	21	Fülöp, Mark JUN	HUN	Fülöp, Sándor
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*John H. H. H. H.*  
JOHN H. H. H.  
President  
GBR

*Lillo Condello*  
Lillo Condello  
ITA

*Foran*  
Foran  
ORVOS  
NET





## Coppa D'ora

The temperature continued up in the 30s, people were getting tired but also getting their eyes in. The tactics heated up in this competition too as it was the last chance for people to get a good result this weekend.

For the brits, a mixed bag in Round 1, Dave beat Antonello Cantatore from Italy and I beat Jo Michels from Belgium. Gordon was out tangled and whacked by Andre Lytusik who was flying very aggressively, taking both of Gordon's models out quickly.

the same mixed bag continued in the next round, with Dave drawing a new flyer Mark Fulop, the Hungarian junior who has been flying for only 5 months. Dave lost unfortunately, it can be very difficult flying someone who is 3 feet shorter than you.

Gordon and I won our second bouts with Gordon flying Sergey Mariash again and me flying Christina Filep from Hungary. I was just happy I didn't lose to a girl which I seem to have a habit of doing.

Dave's competition came to an end in Round 3, losing to Ettore Mancini from Italy. Gordon beat Adriano Molteni and I drew Natasha Dementieva. Natasha is a strong pilot and this ended up a 1 all run around the circle for 2 minutes and then both take the streamer in one. The refly was the following morning and was a more aggressive affair with Natasha winning when my model fell in after a whack and she got the only cut of the bout with her lines by accident!. It doesn't matter how she did it – I lost to a girl.....again!





**BRITISH**  
**GBR WORLD CUP**  
**6 - 7 September**

**2012**

**ITALIAN**  
**55a Coppa d'Oro**  
**8 - 9 September**

AEROPORTO F. BARACCA  
VILLA SAN MARTINO DI LUGO DI ROMAGNA  
GPS 44°23'58.0"N 11°51'15.7"E

**F2A**  
**F2G**

**F2B**

**F2C**  
**F2F**

**F2D**



**Information & Registration : [www.aeromodellugo.org](http://www.aeromodellugo.org)**

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In round 4 Gordons line had come off the model somehow and we only noticed once the bout had started engine was running, so he was down to 1 model because we couldn't reconnect the line without going back to line check, not great but he flew carefully and defended really well for the entire bout, eventually beating Maurizio Anastasi from Italy without conceding a cut. I beat Ettore for Dave!

Next round I flew Sergei Dementiev in a messy bout and thought I had lost again to him, so took my hat off to prevent the embarrassment of a loss and get a DQ instead. As it turns out I had taken a cut in a midair that I didn't see and I would have won, the hat thing wasn't such a great idea eh? You have no idea how many people have told me off. Gordon beat the Russian Sergey Leushin in a challenging bout, but the judges scored it incorrectly giving Leushin the win, this was corrected with a protest and the Russians going home because they knew what the real score was!

Gordon was the last brit standing and went into the next round against Andre Bertelsen of Denmark. Andre had been flying solidly all weekend and had recently got to the final of the World Champs, and was on a bit of a roll. As it turns out this was to be his weekend and he beat Gordon in a basic but solid performance with both pilots flying well.

Andre went on to win in the final against Natasha Dementieva, I have no idea how they had the energy to have a strong bout of combat after 4 days in the heat but they did. These events really take it out of you, and having the energy is a big part of being able to do well.

## Final teams

It was a great weekend of combat, and without the organisers and judges it wouldn't have happened. I joke with Vernon about him having a holiday, lying down in the sun all day, but it's a lot of hard work.

In order to run the comps more quickly they had two circles running, but only one bout running at a time, alternating circles. This meant the judges had to move between two circles with competitors getting ready in the out of use circle ready for the next bout. It's not easy in this kind of heat, moving 40 or 50 times per day, for 4 days in 30+ degrees and concentrating all day on F2D scoring and centre marshalling is tough.

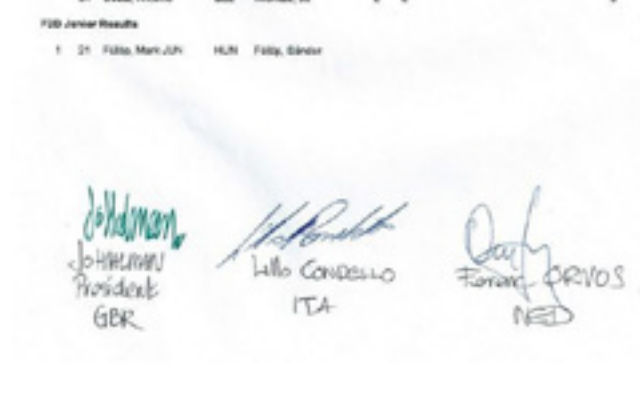
Thanks to all the organisers and judges, your hard work was appreciated by everyone, a fantastic event – looking forward to next year!

## GRAHAM IVES

### Coppa D'ora results

F2D Results GBR World Cup - Logo 2018

Place	No.	Name	Nation	Match	R1	R2	R3	R4	R5	R6	R7	R8	Total Points
1	4	Colasch, Sander	MDA	Ernst Alexander	W	W	W	W	W	W	W	W	28
2	27	Dementiev, Sergei	MDA	Ernst Alexander	L	W	W	W	W	W	W	L	24
3	27	Leushin, Andre	UKR	Lykh, Lyubov	W	W	W	W	W	L	L	(DQ)	21
4	15	Vassilopoulos, Dorian	EST	Logvin, Vladimir	L	W	W	W	W	W	L	(DQ)	17
5	5	Itskov, Ilya	UKR	Itskov, Dmitry	L	W	W	W	W	L	L	L	16
6	28	Bertelsen, Andre	UKR	Lykh, Lyubov	W	W	W	W	W	L	L	L	16
7	2	Gordon, Antonio	ITA	Muller, Adriano	W	W	L	W	L	L	L	L	14
8	26	Ivan, Graham	GBR	Price, Gordon	W	W	W	L	L	L	L	L	14
9	27	Bertelsen, Andre	GBR	Maynard, William	W	W	L	L	L	L	L	L	10
10	7	Correia, Antonio	ITA	Itskov, Ilya	W	W	L	L	L	L	L	L	10
11	26	Dementiev, Sergei	BUL	Muller, Adriano	W	L	W	L	L	L	L	L	10
12	33	Mad, Richard	HUN	Felty, Sander	W	L	W	L	L	L	L	L	10
13	16	Muller, Markus	ESP	Indelman, Tami	L	W	W	L	L	L	L	L	10
14	11	Price, Gordon	GBR	Ivan, Graham	W	W	L	L	L	L	L	L	10
15	19	Arndt, Maurice	ITA	Muller, Adriano	W	L	L	L	L	L	L	L	9
16	9	Cassidy, Simon	GBR	Muller, Adriano	W	L	L	L	L	L	L	L	9
17	24	Leushin, Sergey	RUS	Duchante, Dmitry	W	L	L	L	L	L	L	L	9
18	28	Lykh, Lyubov	UKR	Lykh, Andre	L	W	L	L	L	L	L	L	9
19	26	Muller, Jo	BUL	Dementiev, Sergei	W	L	L	L	L	L	L	L	9
20	2	Muller, Adriano	ITA	Gordon, Antonio	L	W	L	L	L	L	L	L	9
21	1	Wassan, Dave	GBR	Price, Gordon	W	L	L	L	L	L	L	L	9
22	35	Duchante, Dmitry	RUS	Leushin, Sergey	L	L	L	L	L	L	L	L	0
23	20	Felty, Sander	HUN	Felty, Sander	L	L	L	L	L	L	L	L	0
24	31	Felty, Markus	HUN	Felty, Sander	L	L	L	L	L	L	L	L	0
25	25	Felty, Sander	HUN	Mad, Richard	L	L	L	L	L	L	L	L	0
26	12	Indelman, Tami	ESP	Muller, Adriano	L	L	L	L	L	L	L	L	0
27	8	Maynard, William	USA	Muller, Adriano	L	L	L	L	L	L	L	L	0
28	14	Tucker, Sergei	EST	Logvin, Vladimir	L	L	L	L	L	L	L	L	0
29	24	Ueda, Antonio	BUL	Muller, Jo	L	L	L	L	L	L	L	L	0











**BUCKMINSTER OCTOBER**



This was the last competition for vintage combat and there was a good entry of 34 – wondering if we will see 40+ next year, best get better organised. Some of you might have noticed that I haven't really been around for a few months, this was mainly down to issues at work. Well this cloud had passed and I got some motivation to compete. So with a car full of new models and engines bolted in I arrived to a damp Buckminster.

The work that has been carried out at Buckminster over 2 years is amazing and it has really turned into a great facility. This was mainly down to the hard work of a select few people (some combat flyers within their ranks) and Manny at the BMFA. I would also like to say that Manny always welcomes combat to Buckminster and we are by far the main user of Buckminster. That said we still keep finding lines and rubbish so please keep a look out, we do not want this good

will to run out!

It was evident that we do not have enough space for vintage combat, we all squeezed in to the area, and by and large everyone was good to only do 30 second test runs. But we have noticed the issue and we are working on it – 'enough said for now'!

There was a messy bout between Nigel Thorpe and Ian Perkins. A partially messy bout ended in a line tangle and Ian unintentionally pulled Nigel into the ground (resulting in a smashed model and Nigel grounded), Nigel during and after protested the bout.





Both the CFA chairman and I consulted the rules which confirmed this was a DQ regardless if it was intentional or unintentional. To be double sure we also asked Nick Stowe (who happened to be scoring) to double check. The conclusion we came to on the field was that Ian was DQ'ed, this did upset a few people, but to clarify Ian did not do this on purpose!



Next year a laminated copy of the rules will be provided in each circle and they will be open for all to review. However, decision on applying them will be down to the CD, Centre Marshalls, Scorers and each circle Director alone.

The CFA has undertaken to review all rules over the closed season to remove or amend ambiguous rules from Vintage/Oliver combat. David Wiseman has offered to assist to offer an objective view.

On to the competition...

It was good to see Steve Malone back flying after issues with his flying hand, must have been getting better he came 4th! Not 100% as he didn't win!







PIRANHA XL  
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16773







Someone who is fast rising the ranks of competitors is Leanne Greenwood, I flew her in the first round and throughout the competition impressed me with her confidence flying. You always know when someone starts getting it, they stop crashing as much, start flying more eyes off and you think oh bugger I have been drawn against them. Leanne came through to the last 8 ---- practice hard during winter Leanne expecting you to do well in 2019!

I did manage to fulfil a personal ambition of mine this competition which was to fly Dave Wood, Dave designed the Titan and walks with the combat gods as far as I am concerned. I did manage to beat Dave and afterwards said to him it was a great privilege to fly him.

In my next bout against Simon Miller, my lines somehow knotted and kinked, I didn't have a spare set and decided to retire, just happy to be flying again.

Back to the main competition Mark Legg ran out of models, he borrowed one of mine but it didn't fly well with his engine and my set up, and he came crashing out of the competition! Mark is determined to go on a building mission over winter to be ready for next year.

The day saw some extremely good flying and this resulted in the semi-finals between Nigel Thorpe v Simon Miller, Simon winning through to the final.

Brown jumper man (aka Richard Herbert) was on a mission and knocked out Steve Malone.

Steve feeling happy to be flying again did not contest 3/4 fly off, so Nigel came 3rd.

Richard took his blistering form on to the final and I think this was the best I have seen him fly in years, definitely this year. Poor Simon never got a look in, in a very tight and fast bout which Richard didn't really leave his tail and took 4 cuts.













That was year over for me and vintage combat until April 19, I did get the bug back and I need to get 10 models tested and ready for next year, flying un-trimmed models is never a good idea!

2018 has also seen many new pilots push through to be serious contenders for 2019 wins and a tilt at the league namely, Chris Fisher and Johnathon Crabtree. Have a good Christmas, winter build and see you in 2019

Thanks to all those that helped on the day!

Mike Waller





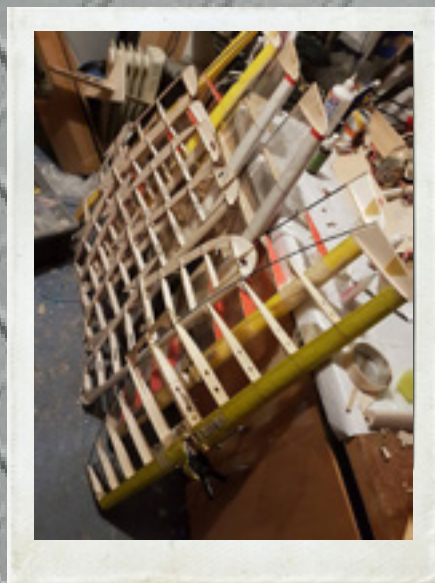








# COOL WALL









# FIRST-AID

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





# CFA ACCOUNTS 2018

## RICHARD HERBERT

Expenses 2018						
Brought Forward	£764.54		Web Hosting for Combatflyers	23.99		defib 366
						not paid
Buckminster 15/4/18						
32 entries	480		Trophies	89.92		
			N Stowe (streamers)	110		
			Ground fee	192		
			wine	20	411.92	68.08
Old Warden 13/5/18			trophies for year	528.77		
29 entries			wine	20		
no entry fee			hazzard tape	10		
Roger Silcock	22		string	10		
			Whisky for Tim H	45		
Darley Moor trophies	66		N Stowe (streamers)	50		
			N Stowe (streamers)	78.02		
Bristol run as club contest						
Buckminster 1/7/18						
26 entries	390		Ground fee	156		234
Buckminster 5/8/18						
20 entries	300		Ground fee	120		180
Buckminster 8/9/18						
21 entries	315		Ground fee	126		150.43
			1st aid and stuff	10.07		
			wine	21.7		
Buckminster 7/10/18						
36 entries	510		Ground fee	200		310
R Herbert nats fees	51					
R Evans nats fees	60					
total	£2,958.54		total	£1,818.27		
Grand total	£1,140.27					
without defib						
change over year	£375.73					
Grand total	£1,506.27					
with defib						



# PROVISIONAL DATES 2019

## **Draft 3 - 27/11/18** **CFA Competition Calendar 2019**

Saturdays at Buckminster are practise and competitions days for F2D & F2E

**See Notes on Page Two**

Sat/Sun 9/10th March - Buckminster (F2D/F2E/Vintage)

Sat/Sun 13/14th April - Buckminster (F2D/F2E/Vintage)

Sunday 12th May - Old Warden (Vintage)

**Monday 27th May - Darley Moor (Bank Holiday) (F2D/F2E/Vintage)**

Sunday 23rd June - Bristol (Vintage)

Sunday 30th June - Darley Moor (Vintage)

Sunday 14th July - Old Warden (Jack Marsh Oliver)

Sat/Sun 3/4th August - Buckminster (F2D/F2E/Vintage)

24/25/26th August - BMFA Nationals Barkston Heath (TBC) (All Classes)

Sat/Sun 7/8th September - Buckminster (F2D/F2E/Vintage)

Sunday 22nd September - Old Warden (John Oliver Trophy)

Sat/Sun 5/6th Oct - Buckminster (F2B on Sunday) (F2D/F2E/Vintage)



# SUPPLIERS

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

SMC	<a href="http://www.sussex-model-centre.co.uk">www.sussex-model-centre.co.uk</a>	Model shop, covering, CL models, glue etc.
Hyperflight	<a href="http://www.hyperflight.co.uk">www.hyperflight.co.uk</a>	Carbon fibre tube
Zazzle	<a href="http://www.zazzle.co.uk">www.zazzle.co.uk</a>	Cool tissue paper (takes dope) to make models tarty.
Yuvenko & CO	<a href="http://yuvenko-combat.com">yuvenko-combat.com</a>	F2D and f2E models
YMS	<a href="http://aerohobby.ca">aerohobby.ca</a>	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.

Special end of season clearances offers :- FORA F2D Engine £175 limited availability

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

Taipan 8 x 4 Nylon props for FORA Juniors for 2018 season £3 each, 7 x 4



If you want a free advert in this News-  
letter please contact Mike Waller -  
Note: must be combat related and able  
to serve uk customers. Thanks.

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## **Mick Lewis Kits and Combat Supplies**

**For Sale - Part Kits**

**Anduril 69 £12**

**Supermonger £14**

**Piranha XL £14**

**Plans @ £3 each (specific to these kits)**

**Leading Edges @ £4 each**

**8x6 RAM props @ £2 each**

**7x6 Taipan Props (white nylon) £2 each**

**All plus p&p or see me at comps. Mick Lewis - [combatflyers@talktalk.net](mailto:combatflyers@talktalk.net)**



**Anduril 69**



**Piranha XL**



**Supermonger**



# **Hobbins Hobbies**

*Control Line Models Kits and so on.....*

## **Combat Model Kits**

All kits made to order, see separate list for availability

ts, Shaped and Laminated leading edge, ready to fit, £22.00  
and shaped pod, Trailing edge Hardware and plan\*  
plan for each model type, i.e. 6 squigs = 1 squig plan

**Kits**  
se and ply parts including bearers and pod cheeks, No plan £14.00

ms\* £5.00  
it £2.00  
all as PDF

*\*I check the plans but take no responsibility for mistakes*

**to Cover Combat models**  
Is come complete with controls, pushrod and pod, £30.00  
odel needs a tank fitting covering, doping etc, the elevator  
ring and the pod Gluing on.

**to fly Combat models**  
tionally build models to order, Both Combat models and sport, the £POA  
id of finishing affects the price, please ask for a quote

## **Sport Model Kits**

ian XL, Large 36" span version of the Frog Talisman, Complete kit £35.00  
ill parts and hardware except tank, Leading edge and spars full size plan.  
d not boxed

ester Jnr, 33" span Ringmaster for 1.5's fully complete, All balsa and £32.00  
rts, Leading edge and spars all hardware excl tank, no undercart. Full size plan  
d not boxed

if A Combat Trainer Full kit incl shaped leading edge, trailing edge, £24.00  
ll balsa and ply parts, full size plan, no tank

file Stunter for .25 Motors. 40" Span Full kit includes all parts £40.00  
rs, leading edge Trailing edge, Full size plan, no undercart

sically a box section version of the Talisman XL includes £40.00  
od required, full size plan, hardware excl tank

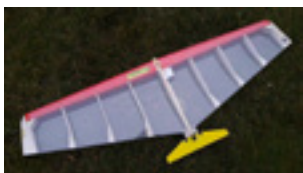
## **Tanks**

e Uniflow, 35cc, 50cc and 70cc £8.00  
Uniflo Large or Medium ( 70cc and 38cc) £8.00





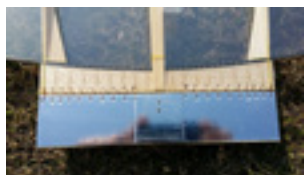
Models F2E "Ras-tenis" DIESEL 2.5cc with metal tank spars fiberglass, foam EPP, carbon elevator



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



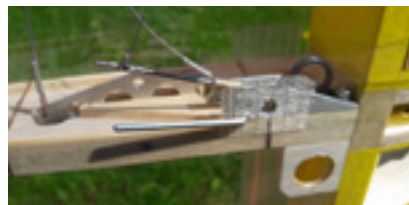
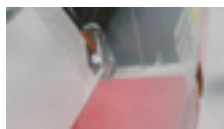
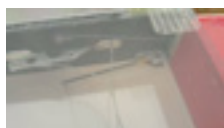
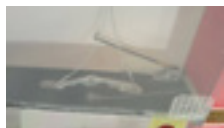
Models F2D Andrej Beljaev wooden



Models F2D with integral elevator and carbon trailing edge + full kevlar wrapping



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



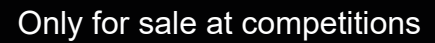
Shut off, a pod or a carbon rod. can be installed on any models

# YUVENKO & CO

## AEROMODEL PRODUCTION

[yuvenko-combat.com](http://yuvenko-combat.com)

**Performance Laser Cut Vintage Combat Models, Tanks, Bellecranks, Lines, Horns, Pushrods, Pods, Covering and Stuff - ask for Mike or Steve Waller**



simon.m@cubethree.co.uk





