



Newsletter 26

November 2010

The 2010 Vintage Combat Season by Richard Evans the CFA Chairman

This has been quite a year. Entries have been up and we have seen many new faces at events. Gratifyingly, we have also seen new flyers amongst the top places. I feel that much of the upturn in our event has been due to the advent of the Rothwell R320. This motor has been a revelation and the result of painstaking development by Steve Rothwell himself. You may remember how he "pulled the plug" on the early plain bearing motor because he felt that it would have a very short lifespan before it blew itself to pieces. Within weeks of his abandonment of the PB unit the first two Ball Bearing motors appeared in the UK and it was then just down to us to make the decision to make BB motors legal. That was very controversial and without the quickly imposed speed limit we could have seen some vintage models flying at very non vintage speeds! We did the right thing and 26 seconds for 10 laps is quite quick enough. Some may think that it is in fact still too fast.

Of course the other great advantage of the Rothwell is that it is very easy to start and set. It is also rock solid reliable and most units are of a very similar performance. The famous "level playing field" in fact. Most bouts are now won or lost in the air and not on the ground. We've been waiting for this for years! Brilliant. Lets hear it for Steve Rothwell then. Supply of, and repairs to the R320 have been just superb. Another fifty motors are planned for next year. (Due to his concentration on the R320 I expect that the waiting list for R250's is now much longer)

Lets also hear it for Richard Herbert, winner of the Vintage Combat League yet again. As I said at Waterbeach, Richard has only failed to win the league on two occasions. Alan Thompson won once in the late 1990's and Roger Fisher won, I believe, three years ago. Richard must be the most consistent UK combat flyer of all time and I think he has flown for at least twenty five years without a break.

Last season Richard had a huge advantage as he was flying his very fast Harrison motor. Many believed that if we could catch him up he wouldn't win so often. Well, we have almost caught him up but he's still winning! Enough said then.

The other great aid to Vintage this year has been the newly available ARTF models. Mick Loughlin obviously spent a lot of time organizing this. Thanks must go to him and also to Igor for producing the models themselves. Maybe someone could write a manual on how to repair them though! Take note that Mike is flying the models in events himself and they did in fact place in many semi's and finals this year.

T/Shirts

It has been very pleasing for me to see the number of people wearing the Oliver Tiger T/Shirts at competitions. That's not just because I make some cash from them but because the Oliver is where combat proper started in this country. After all, the Rothwell is just a MK 3 Oli on the outside! I am nearly at the end of the last batch I printed but maybe everyone has one now. I did get a request from Moggs to print some more in fluorescent yellow to match his jacket. Yes, well..... (did I hear "fashion victim"?) When the CFA first started I also printed T's and hoodies with our CFA logo on the back and front. We don't see so many of these any more. Roger and Richard sometimes wear the T's and Mick Lewis the hoodie but I reckon that's about it. Is there a demand for any more? We could always have new a colour. Was two tone blue too tasteful? Maybe we should have something aggressive. Orange?? Red??? Black???

The newsletter doesn't usually get much feedback so If you have any feelings about any new kit then let me know. My email is readily available.



Enlarged Models

You should all have seen my attempt to get enlarged vintage models accepted for the 2011 season. You should all also know that I withdrew the suggestion when my proposed criteria for enlargement produced some monsters! (In size that is) Everyone was going to rush out and build Bumble Bugs or Chilton Warlords or (in the case of Mick Lewis), September Warriors. These model and others would have turned out much larger in area than the current "biggies" such as the Supermonger or Banana Anduril. In consultation with the rest of the committee I have now come up with a new formula for enlargement which is purely based on wing area. Simon is currently drawing up a plan of a Hunt Warlord to same area of a Supermonger to see how it goes. If anyone would like to build one then let me know again. Remember that it won't be legal for next season, but it would be fun to try one out. If this is a success then we shall produce other enlarged plans of famous models that have disappeared from the vintage circuit as they are no longer competitive due to being too small. I'm thinking, Warmonger, Piranha, Bumblebug, Barbarian, original Anduril. Any other suggestions?

That's it from me. Get building over the winter and come out fighting next year.

Me? I might have to do a few more events to try and compete with Richard (Or Simon!)

South Bristol Vintage Control line Gala 2010

Over the weekend of 19/20th June hoards of pilots, pitmen and supporters of vintage control line flying in the UK found their way to Hamfields Sports and Leisure Club at Berkeley, Gloucestershire.

The annual South Bristol Gala is second only to the Barkston Nationals in the support it receives and continues to go from strength to strength. The facilities at the club are wonderful with the bar open all weekend and food available including a sit down Sunday lunch for those so inclined. The flying site has the backdrops of the Royal Forest of Dean on the one side and the Cotswolds on the other.

Vintage Combat(printed with permission of Model Flyer magazine)

Rule changes allowing PAW19BR's and TBR's and the Rothwell 320 have injected new life into this class with entries rising accordingly. Also the introduction of ready to cover models from Moldova has enabled flyers with little building time to purchase contest winning quality models at very reasonable cost. The entry of sixteen matched that at the Festival of Flight two weeks previously but was still three less than at the Old Warden Mayfly event.

The first bout saw Mogs Morris flying against Nick Bridges. Both these guys have surfaced this year after last flying combat over forty years ago! Well it was only to be expected that they would be more than a little "rusty" and so it turned out. Mogs was flying one of the Moldovan Squigs but of far greater interest was Nick's model which was a Ruteress. This model was designed by Steffan Larson (Sweden) in the late sixties and this was the first one I had ever seen in Vintage combat. Mogs had the edge with both motor and model and ran out a clear winner.

Steve Tromans of the host club was well pleased with his new Rothwell which in his Supermonger was timed at twenty seven seconds for ten laps. Steve was drawn to fly against Martin Kiszal who also had a new Rothwell but his was in a Showgun designed by Dave Wiseman. With very similar kit a close bout was expected but from the start it was clear that Martin's model was breaking the speed limit of twenty six seconds for ten laps. Martin went on to win convincingly by five cuts to two.

As the rules do not allow for retrospective disqualification the result stood. Martin was not allowed to fly again until he had slowed his model down which he did by fitting a "flexy" Tornado prop.

Steve's bad luck continued in the losers re-fly when his engine overheated and refused to re-start. Let's hope your luck's in at the Nationals Steve.

In the elimination round to bring the numbers down to eight Richard Herbert and Mike Loughlin had straight forward wins over Richard Cooke and Martin Kiszal.

Richard Evans however had to work much harder against newcomer Pete Happle who certainly had the edge for speed. Richard's vast experience saw him through to the quarter final stage. Harry Walker who had flown very well in the first round against Simon Miller knew his luck was in when Mick Lewis removed all of his streamer at the start of the bout. This gave Harry plenty of time to get the cuts he needed for a fine win. Sadly for Harry opponent Richard Herbert didn't make the same mistake in their quarter final bout. Richard ran out the winner by two cuts to nil to progress to the semi-final stage of the competition. Similarly Jon Taylor despatched Bob Payne by the same score. Mike Loughlin had such a motor advantage over Mogs Morris that it really was totally one sided. Mike's Rothwell being far superior to the ageing PAW19 Mogs was using.

Richard Evans against the much improved Simon Miller looked to be the pick of the quarter final bouts. Early exchanges were pretty even until for no particular reason Richard's Supermonger just fell out of the air and landed on its outboard wingtip.

With a very wounded model Richard was not able to follow in his usual way and went down by three cuts to two. Well done Simon!

The semi-final draw matched Mike Loughlin against Richard Herbert leaving Simon Miller to take on Jon Taylor.

The bout between Mike and Richard was without doubt the highlight of the day. Giving an exhibition of how combat should be flown these two guys went at it "hammer and tongues" taking it in turn to chase each other around the sky. When the dust settled Mike was declared the winner by three cuts to two.

In contrast the second semi-final was a non event. After almost a minute in which no cuts were taken Simon's Squig contacted the rather hard ground and was demolished. The one weakness about the Moldovan models is just that! They need to be stronger if they are to take the battering they regularly receive in Vintage combat. Hopefully this can be corrected by the designers for future batches.

Jon Taylor had sadly run out of models that his Rothwell would fit into and so had to resort to a Fisher tuned PAW19 for the final. This gave Mike Loughlin enough advantage for him to take the title on ground time as the cut tally was one apiece.

Richard Herbert was also fortunate in the motor department as Simon had discovered a very bent crankshaft in his best motor and had to resort to a very slow replacement. Richard took third place by three cuts to one. Engraved glass trophies and bottles of wine were then presented to the winners.

A great venue, great weather and a great day had by one and all.

Mick Lewis



Scampton Aug 1st 2010

With only eleven entries it would have been the ideal opportunity to have run rounds. However with the Nats looming several flyers were reluctant to risk breaking too many models so the normal knock-out was run. The first bout of the day saw the first shock of the day when Alec Herring defeated Richard Herbert. Cuts were one apiece but after a mid-air Richard had inboard damage and clocked up eleven ground points to Alec's three.

Mick Loughlin had a narrow win over Harry Walker by two cuts to one before Martin Kiszal had a very good result in beating Roger Fisher also by two cuts to one. This bout was a good example of clean flying with neither guy having any ground time.

Stuart Vickers was on top form against Simon Miller taking three cuts without reply. Even spending one and a half minutes on the ground didn't bring the scores close.

The bout between Tim Hobbins and Mick Lewis had to be re-flown after a creditable draw.

Both flyers thought a second re-fly was on the cards when they scored it two cuts all and this is what the official score cards showed. However after some discussion Tim was credited with a further cut and with it the bout.

Steve Tromans had a bye in the first round and so had to fly one of the losers. It turned out to not be Steve's lucky day as he drew Richard Herbert still smarting from his first round loss. A good clean encounter saw Richard a clear winner by three cuts to one after the full four minutes in the air.

Steve's misery was then complete when with almost three minutes ground time he exited the competition against Harry Walker who just needed to stay in the air to claim victory.

Similarly Mick Lewis flew most of his bout against Simon Miller with Simon grounded I believe due to a burst tank?

As Roger Fisher had a bye in this round he then had to fly in the eliminator to get numbers down to eight but against who would it be?

Stuart Vicker's name was drawn out of the hat.

In a bout best forgotten with both flyers final scores being well negative Roger went through to the quarter finals.

Roger's next opponent was Stuart's team mate Alec Herring. Would Alec succeed where Stuart had failed? Well after a very watchable four minutes in the air it ended two cuts to one in Rogers favour.

Richard Herbert then got through by a narrow margin against Martin Kiszal. Richard had the extra cut in three but also some ground time which saw the scores within a point.

Mick Loughlin against Tim Hobbins looked on paper to be a very good bout. However if I tell you that the bout resulted in neither flyer taking a cut and Tim clocking up over a minute on the ground then you can draw your own conclusions!

The score sheets for the Harry Walker against Mick Lewis bout just said zero for Harry and tangle for Mick. Very near the start of the bout there was a massive line tangle resulting in one of Mick's lines breaking. Now we all know that it is impossible to clear such a tangle and that is why the rules say "re-fly" (Oh yes they do!) Well Mick knew that was the rule for F2D but could not remember if it also applied to Vintage so shook Harry's hand and wished him luck in the semi-final.

As there were only four SECA members flying on this particular day and three of them were in the semi-finals a random draw was made. This paired Richard Herbert against Mick Loughlin and Harry walker against Roger Fisher.

The bout between Richard and Mick was one of the best I've seen in a long time. Richard had two cuts under his belt but all of Mick's streamer had gone whereas Mick also had two cuts to his name and still some

streamer to go for. Well Richard was here there and everywhere trying to avoid giving away another cut. Eventually Mick tried too hard and hit the deck. A fatal error as the one ground point he lost cost him the bout.

In the other semi-final Harry Walker flew really well for a two cuts to one victory over Roger Fisher neither pilot having ground points deducted.

A carbon copy of this bout followed as Roger took third place against Mick both being in the air for the whole four minutes. Another example of clean flying with the flyers taking it in turns to follow each other.

And so to the final. How would the relatively inexperienced Harry Walker do against Richard Herbert who has been winning these events since Adam was a lad? I'm pleased to report that Harry acquitted himself really well and pushed Richard all the way. Richard actually had one more ground point than Harry but he also had one more cut which gave him victory by a mere three points.

Liquid prizes were presented and thanks given to our hosts the Scampton club and everyone else who had helped by scoring and doing other jobs during the day. A great day and here's to the next one.

Mick Lewis

Vintage Combat Nationals 2010(printed with permission of Model Flyer magazine)

I had thought that Nationals 2009 had been windy until I arrived at Barkston on the Saturday morning for this years jamboree.

By the designated start time of 11 am flying conditions could only be described as "difficult"

However combat flyers are a hardy breed and the first bout of round one began on time.

This year the whole flying area had been mown rather than just the "doughnuts" of previous years. Now this sounds ideal but longer grass may well have prevented Richard Wright's bearers shearing off in the very first bout-a sign of things to come?

Young Chris Fisher showed a maturity beyond his years in his bout with Nick Bridges by staying well away waiting for his opponent to crash. Nick was flying in his first Nationals since the sixties (as were several of the other competitors) and duly obliged.

Next it was last years winner Richard Herbert using exactly the same tactics against John Leggott another of the seasons newcomers. Not surprisingly John fared no better than Nick in the previous bout.

Yet another "newby" this season Pete Happle has well sorted gear. He has a quick Rothwell 320, builds tight models and has already given some established flyers real problems. Roger Fisher needed to be at his best to defeat Pete on this occasion by a whisker.

The first flyer to register two cuts in this round was Simon Miller against Pete Tribe. Pete was flying his Razor Blade 64 design which looked rather outclassed by Simon's ready built Moldovan Squig.

Now the Scots are not well known for being non-aggressive so why didn't Willie Wallace attack Steve Troman's streamer when he needed a cut for victory? Anyway Steve was not complaining and went through to round two.

Richard Evans put in a workmanlike performance against Simon Cassidy who was over from Italy for his annual Nats trip. Simons model was faster than Richard's but could not turn anything like as well and this allowed Richard to follow continually and take cuts almost at will. Both were using Rothwell 320 motors and had faultless runs.

Ken Maier (the Combatkid) over from Australia must have got confused with our rules as he tamely handed victory to Dave Wiseman. Not flying level when your opponent is on the ground earning him the first disqualification at this years Nationals. Perhaps he thought he was still "down under" as I believe the winter weather in Melbourne is similar to the good old British summer!

Alec Herring had a nightmare of a weekend when Brian Waters comprehensively beat him by two cuts to nil in the losers round. He had previously lost to an in form Harry Walker in round one.

Team mate Martin Kizsel, despite having one of the fastest R320's around, fared no better going out to Scot Willie Wallace after losing to Stu Holland in round one.

In a battle of "oldies" Mick Tiernan surprisingly lost to Pete Tribe by a single cut. Mick's two minutes plus of ground time sealing his fate.

After all these bouts there were now no less than twenty one of the original twenty eight flyers remaining in the competition. In order to bring the numbers down to sixteen ten names were picked at random to fly five eliminator bouts.

Chris Fisher was first up against Frank Marshall. Chris employed the same tactics he had used successfully in round one. He stayed away from Frank as much as possible just nipping in for a cut. Frank also managed a cut but could not master the conditions and contacted the hard stuff putting an end to his Nationals exploits.

The Brian Waters, Dave Wiseman encounter promised much and looked up to expectations for about a

minute. Brian had taken a nice sized cut as the models crossed perilously close to each other at speed. However Brian then "planted" his model vertically into the Barkston earth filling the whole motor with mud. He had only forgotten to fit a rubber tube over the air intake. On such small things are bouts won or in Brian's case lost.

Stu Holland the champion three years ago was next up against newcomer Richard Wright. Richard had borrowed an ageing Yeti from his previous opponent Nick Bridges whereas Stu was using a lovely new, very lightweight, Supermonger. Well imagine a rather overweight Yeti hitting such a Supermonger right on the centre rib and you have the story of the bout. Stu on his bike back to the Emerald Isle yet another victim of the Barkston gale. To make matters worse a phone call to his wife in Dublin revealed that she was sitting in the garden in warm sunshine reading a newspaper.

The next bouts were scheduled for Sunday morning at 10 am.

On arriving at Nationals control at 8.30 am on the Sunday morning I was informed that they had recorded the wind gusting to thirty six miles an hour. So severe was the gale that all combat flying was delayed. The forecast from RAF Cranfield was for the wind to ease around

4 pm. Sadly this didn't happen and it was decided to try again at 10 am on the Monday.

Only F2D and Vintage could possibly be completed the other three classes were then officially cancelled.

Driving to the airfield at 8 am on the Monday I could see that the birds were still walking and so had no great expectations for the day. By 10am it was little better but by 11am the wind had dropped to just below 9 m/s, the point at which contests may be stopped.

If we were to conclude F2D and Vintage by the end of the day we would need to "crack on" and so flying resumed shortly after although conditions were still very borderline.

The first bout in round two saw Roger Fisher flying sensibly in the prevailing conditions. He managed to avoid the ground whereas Dave Wiseman could not and ran up lots of ground time. Avoiding the ground and mid-air collisions seemed to be the key to many bouts rather than going all out to get cuts.

John Davidson proved that you do not need to spend mega bucks to get a quick motor when he took the only cut of the bout to defeat Steve Malone. His £25 PAW19 TBR being just as quick as the one Steve was using which had been specially tuned at the Macclesfield factory.

Two of the bouts had identical outcomes as both Tim Hobbins and Willie Wallace broke leadouts on hitting the deck. Two of the easiest wins South Bristol team mates Steve Tromans and Mick Lewis are ever likely to get.

One guy who hardly ever hits the ground is Richard Evans. True to form Richard took three nice cuts without reply against Chris Fisher. Surely, given a modicum of luck, Richard would add to his tally of titles this year having had so much bad luck in the past.

And so into the quarter-finals.

First up saw Roger Fisher with a lucky win against Steve Tromans. Since getting his Rothwell Steve had been flying really well and looked to be on for a victory when at two cuts all his engine cut well before the four minutes were up. A broken tank vent, which had been syphoning fuel, being the culprit.

Ken Maier, still flying the flag for Australia, was really up against it having drawn Richard Herbert who is by far the most consistent of the vintage flyers. Although Ken fought all the way and took the only cut his collection of ground points allowed Richard through to the semi-final.

Mick Lewis was soon two cuts to one up against Harry Walker. Both models were fast and tight and with plenty of streamers left to go at a super bout was in prospect. However (there is usually a "however" in these circumstances) after managing to get into a line tangle Harry scored a direct hit on Mick's model, destroying all the important bits. So Harry was through to his first Nats semi-final.

The last quarter-final was a really good one. Richard Evans was pushed all the way by John Davidson who was still using his "bargain bucket" PAW 19TBR against one of Richard's Rothwells.

Very little difference in speed and manoeuvrability usually makes for a close bout and so it was this time. The eventual score being two cuts apiece John losing unluckily by a single ground point.

Past champion Roger Fisher may well have expected an easy time of it against the much less experienced Harry Walker in the first semi-final. If he did, he was to be very disappointed as Harry flew tremendously well. Mercifully there was little ground time in this bout and it was decided on cuts. The final score being three to two in Roger's favour.

The second semi-final saw the reigning champion Richard Herbert taking on most peoples tip for the title Richard Evans.

These two top guys have flown many times before and baring bad luck and accidents always put on a real show.

It was immediately apparent that Richard Evans was second best in the speed stakes and the models seemed pretty even as far as the all important turn was concerned. First blood to Richard Evans who took a small cut after some close downwind following. However Richard Herbert then managed to get behind his opponent and follow him into wind where a relatively slight mid-air collision took place. Some days luck just deserts you and this was one of those days for Richard Evans as the collision had completely removed his elevator. After rushing around for elastic bands the pit crew managed to get the model back into the air but sadly it would only fly level and crashed each time it tried to turn. Richard Herbert suffered little damage and

flew on to victory.

Having damaged several models Richard Evans then conceded third place to Harry Walker and we all looked forward to an exciting final.

The final saw Roger Fisher's Anduril powered by his own tuned PAW 19PB taking on Richard Herbert's Supermonger powered by the Rothwell 320 TBR.

It was soon clear that the Rothwell was quicker than the PAW although neither was "hanging about" One minute into the bout saw Richard Herbert leading by a cut to nil when there was a very slight coming together. Usually in this situation both models would soon be airborne again but this time only Roger's model appeared. Richard Herbert and his pit crew could do nothing but stare in disbelief at the only damage, a hole in Richard's tank.

So Roger took the glory as Richard had obviously used up all his allocation of luck in previous bouts. Lady Luck can be really cruel when she stops smiling upon you.



F2D Combat Report(printed with permission of Model Flyer magazine)

With just fifteen flyers this was the lowest entry for many years. Some of this may be down to the difficult financial times many people are facing but more probably it is down to the recent and on-going rule changes for this class. Amongst the entry were two Swedes and a Moldovan.

On the Friday evening I had been most impressed with the flying of ten year old Lucas Ostman who with his father Hakan was over from Scandinavia to take on the Brits.

As has become normal practice the first two rounds were flown on the Saturday and perhaps not so surprisingly, given the strong wind conditions, one third of the flyers were eliminated losing both their lives in successive bouts. These included the young Swede and Mike Waller who won the Barton World Cup in 2008 and was making somewhat of a comeback after a lay-off. Biggest shock of all was the exit of Scotland's Andrew Shields who is one of our most consistent performers. Another Scot Jimmy Pinkerton remained in the competition but only by virtue of a bye win.

As there could be no flying on the Sunday due to the weather the remaining flyers assembled at 10am on Monday morning ready and eager to commence battle. The third round saw the demise of previous Nationals finalist Gordon Price and the Novocastrian Ben Johnson. At the end of the round just two flyers had both their lives intact. These were Igor Dementiev making his annual pilgrimage from Moldova and Martin Coe who had done so well in coming fifth at the recent World Championships in Hungary. Whereas Igor was destined to continue on his winning way sad to say that Martin didn't win another bout.

By the end of round five only two flyers remained with lives. Igor Dementiev was still unbeaten and Sweden's Hakan Ostman had one life remaining. So the final would be between two foreigners a Swede and a Moldovan.

Three flyers were equal behind the two mentioned above and would have to fight it out for third place. After another round was flown only Dave Riley had gained another win whereas both Martin Coe and Mike Whillance had lost hence Dave was placed in third position behind the Swede and the Moldovan.

Considering the conditions both flyers showed in the final just how skilful modern day combat flyers are, having lightning quick reactions and using their equipment to the full. On this occasion Igor was just too strong for his opponent and took the title of British National Champion and not for the first time either. Congratulations to both Igor and Hakan for spanking the Brits.

Old Warden September 12th 2010

With a good weather forecast Old Warden once again attracted a very good entry of seventeen flyers. This time the weather Gods smiled upon us and Nationals type gales stayed away. That's not to say that it was perfect flying weather as a brisk breeze and bright downwind sun made conditions testing to say the least. After the fiasco in May when we did not finish due to not knowing that five o'clock was the deadline we

determined to push things along in order to complete the proceedings on time.

Chris Fisher just managed to edge out Brian Waters in the first bout of the day. One cut all but Brian had one of those dreaded ground points which cost him dearly.

Simon Miller then convincingly disposed of Willie Wallace all the way down from Scotland. Simon took the only cut of the bout while Willie accrued so many ground points the scorers didn't even bother to add them up!

Next up we gave a warm welcome to another newcomer Stuart Leek. Stuart was one cut to nil up against Mick Loughlin when Mick neatly removed the tail of Stuart's Yeti. Ply booms just can't stand up to a direct hit from a Taipan turning Rothwell. (Aussie props, Aussie engines. Can't we Brits make anything any more?)

It's very rare to see Roger Fisher outflown but Martin Kizsel must have come pretty close as he took the bout by a clear five points. Roger finishing without managing a single cut.

Tim Hobbins beat Bob Payne when Bob's lines broke before the bout had really got going. This was to be the story of Bob's day as it happened to him again in the losers round. Not a happy man!

Mick Lewis tried to be too clever by half against Richard Cooke. Instead of his usual following style Mick tried the "I'll keep out of his way" approach. Well Richard spotted Mick making a dash upwind and mis-judged his attack. The resulting hole through Mick's inboard wing sending him off for a "re-think of tactics"

As Pete Happle had a bye in the first round he was drawn against one of the losers which turned out to be Stuart Leek. Pete managed a cut but then hit the ground rather hard which resulted in the loss of six ground points and with them the bout. So Stuart was through to round two leaving Pete to re-join the other losers for his guaranteed second bout. Pete's second bite of the cherry was against John Leggott and his score of a big fat zero was enough for a win as John was down for around half a minute.

Best bout by a mile in the losers round was between Steve Tromans and Roger Fisher. Now in the quarter final at the Nats these guys were two cuts all and flying level for a re-flight when Steve ran out of fuel (don't ask!) Hence Steve felt he had something to prove. Flying a very good Harrison powered Supermonger Steve was soon two cuts up and looking good. He then flew right in front of Roger and gave him the lot for a well deserved victory.

Mick Lewis reverted to type against Willie Wallace and followed him for some time taking two cuts in the process before having his outboard wing removed. At this point Mick saw the wisdom of only flying old models at this competition.

Five bouts were then needed to bring the number of flyers down to eight. The first of these saw Tim Hobbins eliminated by the much improved Brian Waters Although Tim managed the only cut Brian won with far less ground time. Next up was Simon Miller against Chris Fisher. It was clear that both of these flyers had good control of their models and a most enjoyable bout was on the cards. After lots of fine combat and two cuts each it was Simon who scraped home by a mere two points.

Martin Kizsel continued his winning ways against Richard Cooke before Pete Happle was left kicking himself against Mogs Morris. Pete was a cut up and going well when there was the most gentle coming together which sent Pete into continuous bunts. On inspecting his model it was found that the RC type keeper on the elevator horn had broken so I'll repeat the advise Pete was given at the Nats-RC stuff is rubbish-do not use on combat models!

Richard Herbert then ended Stuart Leek's involvement in the competition taking victory by two cuts to one. We look forward to seeing Stuart at future competitions.

So to the quarter finals where Brian Waters was next to take on Richard Herbert. Despite not managing to equalise the cut that Brian had taken Richard was still able to progress by a single point as Brian's final score was minus one due to ground time.

Moggs Morris' luck had by this time run out and he was well beaten by Martin Kizsel whose Yeti models had impressed right from the beginning.

Steve Tromans only managed to get behind Mick Loughlin once during their bout. Mick was in mean mood as he took two cuts without reply and a place in the semi-finals.

Simon Miller and Mick Lewis were soon into the "mother of all line tangles" during which Simon took a two cuts to one lead. Mick then hit the deck and tried to get out of the tangle but without his reading glasses only managed to increase the tangle. Other way said the centre marshal but Mick just gave up realising that it was purely academic.

The first semi brought together Martin Kizsel and Richard Herbert. Both these guys had been impressive all day so a lot was expected of them. As often happens it turned out to be a disappointment. Martin spent well over a minute on the ground and was never able to challenge Richard's one cut advantage.

The second semi was probably the luckiest (and therefore the un-luckiest for the other fellow) bout I've ever seen (and I've seen thousands)

Simon Miller was having a few engine problems as it kept cutting out. Mick Loughlin was champing at the bit and decided in his wisdom to go in for a cut as Simon was on the glide. This is always a dangerous tactic and so it proved this time. Mick overshot and dragged his streamer across Simon's leadouts. Oh no! A few bits flew off the end of his streamer giving Simon four invaluable points. With no more cuts and Simon up and down several times quickly he had the most unexpected of wins and a place in his first final.

Mick salvaged some pride by taking third place with an easy victory over Martin Kizsel and we all checked

our watches to make sure it wasn't yet five O'clock.

With a comfortable half hour of flying time remaining Simon was allowed a test flight prior to the final. When he was happy the climax to the day began.

Both models were very quick and tight turning seemingly evenly matched. Controlled combat appeared almost impossible at the speed the models were going in the wind. After some close encounters the advantage lay with Richard Herbert as Simon had removed all of his streamer but Richard still had a knot to go for. In attempting to secure victory there was a coming together resulting in Richard's model sustaining inboard wing damage. An attempt at launch failed, only resulting in further damage which handed the final to Simon who still had a flyable model. Not a great final except for Simon who hopes, I'm sure, that it will be the first of many.

Well done Simon.

Mick Lewis



Waterbeach

Oct 2010

On a glorious autumn day no less than eighteen pilots gathered for the final vintage comp of the season. Another new flyer or rather "returning" was Mark Harrison. For those who are not aware Mark is the guy who made the cuts scoreboards for us some time ago. Many thanks for those Mark and welcome back.

The first "upset" came in the third bout when Pete Happle defeated the experienced Tim Hobbins. One cut all but Tim unfortunately had ground time whilst Pete had none.

This was shortly followed by Pete's team mate Richard Wright's unexpected defeat of Simon Miller who needed to do really well to wrestle second place in the league from Mike Loughlin's grasp. More about this later.

Bob Payne got off to a good start when he beat Nats third place podium man Harry Walker who has been flying well all season. Two cuts to one being the outcome this time.

It was nice to see the return of Simon Timperley (Chopper) after his loss of interest. Hopefully he will become a regular again next season. After his defeat to Martin Kiszal in his first bout Chop got his eye in and disposed of Moggs Morris in the losers round.

In the first bout of the elimination round Harry Walker returned to form and disposed of Pete Tribe who had a great win over Jon Taylor in the losers round (after a re-fly)

Pete was flying his Razor Blade 64 design and it was going rather well.

Simon Miller stepped up his challenge to Mike Loughlin for the league runner up spot by defeating Chopper.

Mike Himself made it two straight wins when he defeated Nick Bridges by two cuts to one.

Other winners in this round were Pete Happle over Mark Harrison and Mick Lewis who defeated Richard Wright by three cuts to nil.

Richard Evans and Stuart Vickers had byes into the quarter final.

And so into the quarter finals. First bout saw Simon Miller safely through to the semis when he defeated Harry Walker. So the pressure was on Mike Loughlin to follow Simon into the Semis by beating Stuart Vickers. Sadly for Mike Stuart was on form and won (after a re-fly) with less ground time.

Richard Evans was looking good when he took three (he claims four!) nice cuts off Martin Kiszal to clinch his semi final place.

Last up was Mick Lewis against Pete Happle. This was a rather messy bout and at one cut each there was a mid air collision. It was obvious that Pete could not get back up but all Mick's pit crew needed to do was start the Rothwell for the win. However something was very wrong as the motor had no compression and refused to go at all. And this happened after Mick's number one Harrison had thrown a wobbly earlier in the day!

For the re-fly Mick was forced to use his number three motor but even so had little difficulty in defeating Pete by three cuts to one.

The first semi final saw Richard Evans take on his bogey man Simon Miller. After the early exchanges Richard managed a nice cut and then so did Simon. Richard was looking for more and after he made the

score two cuts to one the "jinx" struck. A mid air leaving Richard to watch Simon fly one the rest of the bout alone and take the win.

In the second semi Mick's Supermonger was somewhat down on air speed against Stuart's Banana Anduril however when the dust settled Mick was a clear winner by three cuts to one.

The same score saw Richard Evans claim third spot over Stuart Vickers in a splendid show of clean flying at its best.

As is often the case the final was an anti-climax. A good clean bout ended at two cuts all but Simon had clocked up a ground point which cost him the bout and the competition.

The flyers then gathered for the prize giving. Glass trophies and wine were awarded to the first three flyers.

The league presentation then followed. As the winner Richard Herbert was on holiday his team mates collected the Frank Smart Trophy on his behalf.

Simon Miller announced that despite his second place he had not managed to overtake Mike Loughlin in the league.

Mike was duly presented with the second place trophy and Simon received the one for third place.

Later it transpired that the placings should have been the other way round.

Mick and Simon will exchange trophies next time they meet up.

A great competition to complete a great season(don't mention the Nats weather!)

See you all next year?

Mick Lewis

Many thanks to Mike Waller who was centre marshal for the day. He did an excellent job so perhaps we will see him back flying Vintage next year?I do hope so as I personally had the easiest day I can remember in years. I will be looking for more volunteer centre marshals next season as I'm "no spring chicken"