

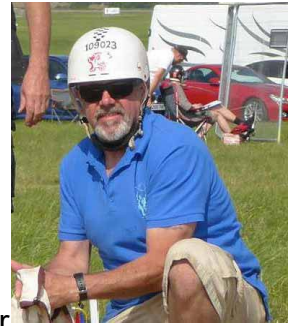
CFA NEWSLETTER

NO.44

CHAIRMAN'S INTRODUCTION

Hello and welcome to the new look newsletter.

First things first. I would like to thank Richard Evans and Mick Lewis for all their hard work and dedication in getting the Combat Flyers' Association, the CFA as we all know it, into the prosperous position it is now, It is THE fastest growing control line discipline there is in the UK, possibly in Europe. I took over as Chairman of the CFA from Richard Evans at the AGM at the Nationals 2017, Richard served as the Chairman for 14 years and did a magnificent job alongside Mick, whom he called "our leader" Mick is also intending to stand down as the CFA Secretary at the 2018 Nationals AGM and between now and then he has agreed to stay on and gradually hand the reins over to our new Assistant Secretary, Michael Waller.



This year sees a new extended CFA Committee, which is as follows.

Chairman = Tony Cookson
Secretary = Mick Lewis
Assistant Secretary = Michael Waller
Competition Secretary = Vernon Hunt
Treasurer = Richard Herbert
Web Site Admin & Keeper of Official Plans = Simon Miller
Public Relations Officer = Richard Evans



I have just 28/10/17, attended my first CLTC (Control Line Technical Committee) Meeting, meeting up with Vernon and Mick I only went along because Vernon invited me, just to see what goes on but whilst Vernon was introducing me to the other 7 members present Mick announced would you (me) want to take over his post of CFA Rep on the CLTC, I think I nodded, I'm not sure and before I knew it Vernon proposed it and someone else swiftly seconded it. I think they, Vernon & Mick, had that one planned. I certainly didn't see it coming !!

2017 has been another good year in terms of number of entries and weather. Talking of numbers and weather what a Nationals we had August bank holiday weekend. Marred by almost tragic events on the Sunday, I won't go over the details as we all know what occurred, but it prompted the purchase of our own CFA defibrillator that we will now be carrying to all events along with a substantial 1st aid kit.

The new committee are now working on the 2018 calendar, this will also now include the Nationals at Barkston. We are also planning a few changes, first with this new look newsletter that Michael Waller will be putting together, also the website will be getting a revamp with Simon Miller and Michael Waller working together.

I hope you all continue to support our efforts and if you have any ideas please let us know, whether it's something to do with improving how we run things in terms of comps or articles to put in the newsletter or website ideas, if you don't tell us, we don't know, it's your club they are your events, we just put them together.



Now a little about me, Tony Cookson, your new Chairman.

I, like many of my age, had an interest in all things aircraft from an early age & since I was about 7 years old (1967) enjoyed building Airfix kits of all types & hanging them from my bedroom ceiling. Then at around 10 or 11 years old I started building & flying combat wings like Warlords & Iron-mongers etc. with a group of friends, then at around 15 years old I went onto motorbikes & model aircraft fell by the wayside. Fast forward 20 years to about 1994 and my interest in model aircraft reignited in the form of RC helicopters, for about 15 years & then onto RC planes for a few years, this mingled with regular visits to the BMFA Nationals at Barkston Heath at which I must admit to spending a lot of time watching the combat contest, quietly saying to myself, "I'll have another go at that one day".

This brings me up to early 2013 and I came across the Barton MFC, Control Line Forum On visiting the "Barton Forum" I found the the Combat section.

After a few visits to the forum I found myself taking a lot of interest in the combat section, one person in particular stuck out as being very helpful, this was Tim Hobbins. Tim was offering some combat wings for sale, ready built, one of them was a V.Hunt Warlord, this was one of those that I used to fly as an 11 year old, well, I had to have it. I contacted Tim, a very reasonable deal was struck, a model, covered, ready to fly, with lines and a handle, £40. All I needed now was an engine and it just had to be a 2.49 PAW, just to complete the nostalgia trip. Again the Barton Forum came to the rescue, or rather another user of the forum did, with shneurle ported 2.49 PAW.

So, with my warlord and the PAW bolted in, it was off to the local football field like the "good 'ol days" and, as it was fathers day, I roped in my son, Adam to give us a chuck. "Come on son, I'll show you what I used to do for fun, when I were a kid" And away I went, the fun and memories just came flooding back, well probably more of a trickle really but I was soon doing a few memorable manoeuvres and more importantly enjoyed every minute.

After a few more outings with my Warlord the 2013 BMFA Nationals were looming, so I contacted Tim Hobbins again and asked if it were possible I could help out at the "Nats" he said "sure, no problem, come and introduce yourself and I'll introduce you to Mick Lewis and Richard Evans and they'll show you what you can do to help".

I had also asked Tim if he could build me a Shogun and bring it along to the Nats and also through the Barton Forum I had found out that Paul Edgecombe had an Oliver JO19 for sale so agreed to buy that also at the Nats. And at this point I had made the decision that I was going to give competition a go in the 2014 Vintage Combat League. In the meantime I was also subscribing to the re-born Aeromodeller magazine and was being inspired by articles in there and one article in particular was that by Richard Evans on building a Supermonger, his own design, I read that one many times.

August 2013 arrived and Sunday morning of the Nats, I left home early, van packed with tent, my Warlord and other bits of flying kit, arriving at Barkston around 7am. An hour or so was spent at the famous swap meet, then over to the combat circles, where they were already practising. I found Tim who introduced me to Mick and Richard they asked me if I could help out with the scoring, which I accepted and spent most of Sunday sat with a very nice lady by the name of Caroline Roberts and she kindly showed me how scoring was supposed to be done and kept me in check. Sunday night was spent setting up camp and a few beers in the hangar meeting and talking to various folk, mostly from the combat corner. Monday was not so nice weather wise but I did a bit more scoring before leaving around lunchtime.

That was it, the seed was sown. There was one more event I attended later in the year, the last Vintage Combat League event of the season and that was Darley Moor, it was there I met up with Bruce Dobson, another newbie to the combat arena and between us we spent the day to one side of the competition just practise flying and having a great day. Bruce and I have become the best of flying compadres and have continued to practise together all of this year and, we have joined the Darley Moor MFC, headed by Vernon Hunt, the same guy who's Warlord design model started me off all those years ago.

At the end of the 2013 year Tim Hobbins organised an impromptu gathering of combat flyers again at Darley Moor, this was well attended and, I got my first taste in some 35 odd years of flying in a combat circle with another flyer with streamers. Another great day.

I was definitely hooked for the 2014 season and it was on to the building board, to learn how to build a competitive (read robust) combat wing that was going to survive the many contacts with terra-firma that I was going to, without doubt have.

Since 2014 I have competed with some success and a lot of failures but it has been a very fast turning curve and a very enjoyable one.

Till the next time. Tight Lines.

Tony Cookson





‘SO IT’S GOODBYE FROM ME’

When I put out the very first CFA newsletter in 2003 little did I realise that 14 years later I would put out number 43 (July this year) which was to be my last.

Looking back at number 2, the first to contain comp reports, I noticed that 14 entries had been considered ‘a good turnout’

‘little did I realise that 14 years later I would put out number 43’

Now of course, thanks to hard work by a number of people, we have many more entries. Let us hope it stays that way as we are the only ‘growth’ area in control line.

I am leaving you in the capable hands of the new editor Mike Waller who I believe has new ideas for the future.

I expect I will be able to contribute contest reports from time to time but meanwhile as they say on Looney Tunes ‘That’s All Folks’

Mick

New CFA rep. On the CLTC

I have now handed over the post of CFA Rep. on the CLTC to the Chairman Tony Cookson. I’m sure Tony will look after the interests of the CFA just as I have strived to do in the past. He will have support of course as Vernon is Chairman and I am Treasurer of that committee.



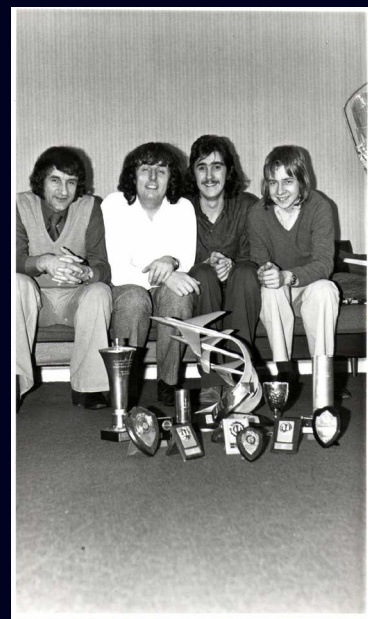


Jim Carolan formed the CFA in 2003 as a specialist body within the BMFA. Very soon Mick Lewis took over as Secretary and has been in that role until now. He will retire in 2018. Also included on the original committee was Richard Evans as Chairman, Richard Herbert as Treasurer and Roger Fisher as Competition Secretary. Vernon Hunt took over as Comp Sec in 2016 and Richard Evans resigned this year being replaced by Tony Cookson.

Without doubt Mick has built the CFA into the most successful group in UK control line flying. He has rarely missed an event, produced most of the equipment needed to run competitions and made all the streamers. He has worked continually towards the refinement of the CFA whether it be on rules, models or organisation of events. He has circle marshalled very many combat bouts. Let's not forget the newsletter which he sends out three times a year, mostly written by him.

All in all, a hard act to follow. We offer Mick our greatest thanks for his work over the last 14 years. Now do more flying! - Richard Evans





MODEL OF 2017

Best looking/made model of 2017 by Johnathon Crabtree (picked by Mike Waller). Although combat models have a short life span, it is nice to see mean looking models taking to the air! Get building for 2018!



CFA ACCOUNTS 2017

Brought Forward	£69.30			
			Trophies	500.92
			N Stowe Streamers	£80.00
NFC April				
Entris 38 @ £15	£57		Wine 4 @ 5	£20
			Site Fee	£100
Old Warden May			Fence Posts	£8
£33 @3	£99		Barrier Tape	£25
			ML Streamers	£10
S Bristol June			Marker Paint	£20
Entries 31 @ £15	£465		Prizes	£105
			Trophies	£28
			To the Club	£170
Buckminster July	Tony Paid for Site, Streamers and gave remainder to Treasurer			
Old Warden July			Wine 4 @ £5	£20
Enytres 16@ £5	£80		Streamers	£10
			BMFA	£50
Scampton July			Streamers	£12
Entries 19@£15	£285		Note bottles by club	
			Trophies by TH	£50
Purchase of Day Shelter				£85
Buckminster Sept				
Entries 26@ £15	£390		Site Fee	£156
			Wine 4 @£6	£24
			Streamers	£25
Old Warden Sept			Site Fee	£192
Entries 16 @ £17	£272		Wine 4 @£6	£24
			Streamers	£11
			BMFA	£45
Darley Moor Oct			Site Fee	£380
Entries 38 @ £15	£570		Wine 8@ £5	£40
			Caroline Presents	£40
Nats ML Expences	£60			
Totals	£2860.3			£2231.77
			SUPLUS	£628.53

BUCKMINSTER SEPTEMBER 17



Well I am just back from sunny Granada (Spain for those like my female hairdresser who has 'never heard of it')

The memory of happenings at Buckminster two weeks ago are somewhat dim (must be all that Spanish beer?) so forgive me if this report is short both in length and on detail. As previously the running of two circles due to an entry of 26 and impending precipitation meant half the action was lost to me.

In the first bout Eamonn (lots of potential he is yet to fulfil) Forsdike had a good win over Tony Cookson who we will hear more about later on. New National Champion Tony Frost defeated Fora Junior user Tim Hobbins by two cuts to nil before 'new 'boy' Nigel Thorpe beat the experienced Stuart Vickers. Both spent over half the time on the deck but Nigel won by virtue of a cut early on in the bout.

Alan Bunker, still making those mega trips down from north of the border, continued his good form of late when he won against Bob Payne who is never an easy opponent. Neither Chris Fisher nor Francis Roberts had any ground time. A final score of twelve points to nil in favour of Chris tells the rest of the story. In contrast Mr Fisher senior also managed a win against Gordon Price sharing a total score of no less than minus (yes minus) twenty one!

As is often the case Richard Herbert gave notice of his intentions for the day powering past Richard Stitson by taking two cuts without reply.



The losers round saw several flyers redeem themselves after poor first round performances. Victories for Stuart Vickers, Gordon Price, Tony Cookson and Tim Hobbins saw them through to their 'natural habitat' of round two.

Have you noticed how after a cracking first bout the re-fly is usually a let down? Tim Hobbins and Chris Fisher drew two cuts all in their first eliminator bout. As if to disprove the point I have just made they then produced a second 'cracker' which Chris won two cuts to one (at least that is what the score sheets say!)

Nigel Thorpe continued his good form by defeating Chris Moore and Eamonn Forsdike put out Richard Berry in a very scrappy affair. John Leggott sent Nick Stowe home to Brissle to concentrate on the 'streamer making machine' he is putting together. Oh God! I do hope it works.

So with a few spots of drizzle in the air it was all to play for in round two.



In the first bout Gordon Price finally found some of his F2D form and cut Eamonn Forsdike's streamer without reply but National Champion Tony Frost (I'm on commission the more times I keep saying it!) was taken out by Tony Cookson. I think Tony F used up all his 'luck' at the Nats (only joking mate!) Nigel Thorpe finally found his match in Simon Miller who was clearly back to form after a recent drop. Other winners at this stage were John Allcock over Bob Payne and Richard Herbert who gave Alan Bunker an excuse to head for the Scottish hills. I'm told though that Richard produced one of his Houdini acts to get through this one!

SECA team mate Roger Fisher was however eliminated from the proceedings by Mark Legg (the score sheets are missing so no details available). Making it up then they both flew brilliantly in the best bout of the day-unless you know different?)

Chris Fisher continued his fine form when he saw off the challenge of Stuart Vickers. Two cuts and no ground time is usually a winning score when your opponent has a lot of the latter. Richard Herbert then beat Gordon Price by two cuts to nil. equal on speed but not in the turn Gordon spent most of the time using f2D defensive tactics. Alas they rarely work in Vintage. Simon Miller then put out John Allcock in a very entertaining joust. At the whistle it was two cuts each but Simon was through as John lost a couple of those dastardly ground points. Tony Cookson then brought Mark Legg's adventure to a premature end with yet another two cuts to one scoreline. Richard Herbert only needed one cut against Chris Fisher in the first semi final. Being at a disadvantage with the motor/model combo rarely brings success against this opponent!

The second semi saw Tony Cookson clocking up lots of ground time and with the cut score at one each it was clear there would only be one winner. So Simon Miller was through to take on SECA team mate Richard Herbert in the final. Before that though there was the little matter of the third place fly off between Chris Fisher and Tony Cookson. For your reporter this is where life gets more than a little complicated as both score sheets record scores of minus 4 and both say 'lose'

Well that can't be right as Chris received the third place trophy and Tony the one for fourth place.

So to the final. The weather was still dry (around 3.30pm I think) and much was expected of these two fine gentlemen. The bout began normally enough but when 'combat' was called Simon's motor cut in its first loop. This happened several times and I'm sure Richard would not wish this on any opponent (or would he?)

Anyway the result was that Simon clocked up the ground time while Richard cruised around and took a cut to secure the victory. Only compensation for Simon was that he managed to make Richard crash just the once.

So presentation time and it still wasn't raining which was reserved for our drives home.

Thanks to the usual people who make it all work and how about a few more volunteers to sustain our efforts into the future.



OLD WARDEN SEPTEMBER 17

A beautiful autumn day saw some 16 flyers gathered in the car park awaiting the 10am deadline for entry to the flying site. This time the Old Warden employees offered the use of two 'buggys' to transport all the gear across the field. This offer was very gratefully accepted. Practise flying began around 10.30am and the contest got under way for real at 11am. With just one circle in use it would be necessary to 'speed things along' to meet the 4.30pm deadline for flying.



Tony Cookson, the new CFA Chairman, began proceedings against Nick Stowe of the South Bristol club. Their first attempt was drawn and so a re-fly was ordered. This resulted in a convincing win for Tony as Nick's Device suffered heavy damage with a consequent loss of ground time. The same fate befell Alan Bunker in his bout with Francis Roberts. Roger Fisher had a very easy time against Ken Carvosso who is still trying to get his gear properly sorted. Ken rather beat himself as a contact with the ground saw the end of his involvement in the bout. Another bout to end the same way was that of Tim Hobbins against Roger Silcock. Like Roger Fisher in the previous bout Tim won simply

by keeping clear of Roger who crashed to defeat. Two more 'wars of attrition' followed in which Frank Marshall beat Darryl Hinton and Malc Pinnock beat John Spink. If I just say all 4 of their streamers were untouched you will get the message!

The penultimate bout of the first round saw Dave Marshall take on Mick Lewis. At last the scorers had cuts to count. Result was a win for Mick who also managed to fall over his opponent but luckily no serious damage done. Richard Evans had been saying for some time that he intended to fly a Dominator in his first round bout, I must say some of us thought it was just a roose. However true to his word out came the said Dominator as he took on Richard Stitson who was flying a 'banana' Anduril. Rather a miss-match one would think. Using his vast experience Mr Evans proceeded to produce a stunning display to win by 3 cuts to 1.

Now Scotland is rather a long way from Old Warden so if you have made that journey the last thing you need is to go out in the losers round. Nick Stowe was on good form and showed no mercy as he sent Alan Bunker back north of the border with a 2 cuts to nil win. Two of our 'newcomers' Roger Silcock and Ken Carvosso then did battle. This time the result went in favour of Roger on ground time with cuts at 1 each. Darryl Hinton continued to battle the ground despite getting the only cut against John Spink. Keep out of the green and in the blue in future Darryl. Talking of ground time Dave Marshall and Richard Stitson both had lots. Looking at the score sheet reveals that Dave was only in the air for 30 seconds! He had also lost a cut making Richard the clear winner this time.

So now we were down to 12 which meant there would be 4 byes in round 2. I don't know what was going on between Tim Hobbins and Malc Pinnock. I do remember Tim saying 'I hate flying you' before the bout(s) After a re-fly Malc was declared the winner neither of them



having recorded any cuts. A most enjoyable bout followed which was clean and well flown by both pilots. Roger Fisher needing 2 cuts to see off Nick Stowe who could only manage the one. Richard Evans then beat Roger Silcock who yet again found it difficult to avoid the ground before the round was completed when Tony Cookson overcame Richard Stitson also on ground time although both took a cut.



Into the quarter finals then with Malc Pinnock taking on Roger Fisher. Malc flying a Richard Evans designed Warlock powered by a Parra T3. Losing line tension upwind can be a real problem for Oliver models and so it was this time as the Warlock came in on its outboard wing. The pit crew removed the debris but to no avail so Roger through to the first semi final.

Then followed the bout of the day. The 'old' CFA Chairman against the 'new' CFA Chairman. Tony Cookson flying a Vendetta XL (from the Tim Hobbins factory) against Richard Evans flying one of his Ironmonger 69 designs. The Mk4 Oliver in the Vendetta and the CS clone in the Ironmonger were equal in all respects so it was down to flying skill. After 4 minutes fast and furious combat Tony emerged the winner by 4 cuts to 3. Richard was heard to say 'I can't believe he got the knot' Frank Marshall then reached what I believe to be his first semi final when he beat Francis Roberts who at a cut down managed to crash thus ending his involvement in the event. John Spink and Mick Lewis then managed to get 2 cuts each. However by virtue of no ground time Mick went through to the semi final stage.

Tony Cookson fresh from his victory over Richard Evans had the bit between his teeth yet again as he took on Roger Fisher. No stopping Tony now as he won by 2 cuts to 1. Frank Marshall removed all of Mick Lewis's streamer early on in their semi final bout but Mick responded by taking a cut half way along the streamer leaving the real possibility of taking a second. However with Mick one ground point up he decided to fly out the bout for victory. After a re-fly third place went to Roger but it must be said that Frank fully deserved his fourth place as he flew well all day.

So to the final. It was clear from the start that models and motors would be well matched. Tony's Vendetta XL (Mk4) against the Anduril 69 of Mick (T3) The bout began with Tony removing all of Mick's streamer which is usually the 'kiss of death' however this time it was not the case. Mick's Parra T3 which had been perfect all day decided it would not go through loops. This resulted in a drawn bout. A second attempt to get a result was also drawn at 1 cut each so a third attempt would be needed to decide the winner. For the third time cuts stood at 1 apiece but with a slight ground time advantage Mick emerged the winner of the John Oliver Memorial Trophy. Quote from Mick 'I really wanted this one as John was a personal friend'

Winner	Mick Lewis	Second	Tony Cookson
Third	Roger Fisher	Fourth	Frank Marshall

Back in the car park trophies were presented along with bottles of wine. Thanks given to all those who helped make the day a great success. There followed the usual chatter and banter before a Gloucester Gladiator and a Hurricane returned from the Duxford air show. - Mick Lewis



DARLEY MOOR OCTOBER 2017

I am going to keep this short and sweet; writing reports is a talent that I have not yet mastered. I would have taken some notes if I had realised I was going to have to record the days events. I will try better next time!

I awoke at 4.30am eager to get back to flying vintage combat, memories of flying a distant memory as the last few months had been hard due to my daughter being quite ill. The last time I competed in vintage was at Old Warden earlier that year. Pulling myself out of bed I could see thick fog, but nothing was stopping me getting on the road to pick up my father and then on to Darley.

It was a good journey, I can remember thinking to myself this is too easy, what have I forgotten? Well that became evident when I stepped out to a damp Darly Moor, Cookie walked passed muttering swamp. Then my feet got damp! My heart sank, I had forgotten my boots and I was wearing my summer shoes.

It was also great to see Dave Riley who is one of the nicest and most talented combat flyers around, I think the last time I saw him flying vintage combat was in 1996? Teamed up with Graham Ives this double act will form a formidable force in vintage combat. I think Dave was using a FORA and was rinsing the most out of it with a non XL model. Funnily enough both Dave and Graham wanted to get home early so both pulled out of the event, a shame as it would have been interesting to see how far they ended up.

Mark Legg produced a new Kanible GTO and FORA, he was keen to see how the engine went. Two rich tanks on the ground and the FORA was signing and ran in (wow). The model flew tight and fast, he was set! During the competition I was suprised at the performance of the FORA and I am coming to the thinking that depending upon the conditions the FORA could be a great choice, maybe favouring clam days. Only my own thoughts.

It was also good to see the Eifflander's flying (combat for the first time?), sorry guys I wasnt near your ciricle, but it is great too see the PAWs back and when I flew against John Allcock who was using one, they look bloody good!

It was about mid day time I remember seeing Mick Lewis flying and thinking he is going to win today, sometimes you can just tell that someone is unstoppable. Mick did end up winning a good battle against Steve Malone and for Mick it rounded off a stellar season, I think if he had flown more events he would have easy won the league.

It took my feet 2 weeks to recover from being damp all day! - Mike Waller





F2D COMBAT CORNER

Don't panic, you do not need to rush and buy 20 models, 4 engines and umpteen props and come and fly F2d, perhaps instead you could offer some little support in other ways to the few F2d pilots left in the UK in their efforts to represent Great Britain on the international stage.

Hopefully some of you are still reading this even though its about F2D combat, which if you have not experienced it for yourself is rumoured to be too fast / noisy / expensive / difficult and all the pilots are ruthlessly aggressive and not at all nice chaps. Well not all of that is true, although F2D is difficult to do well and that is where we have been struggling recently. Part of the problem is the declining numbers of pilots giving a much less varied field to practice against, and making the whole process of competing in various team selection contests harder work. To give you an insight into that it generally means that each pilot either flying or pitting in every bout for the whole day which is hard work. (if there are 6 entries it takes two pilots each with two pitmen meaning all 6 are busy for each bout.)



This year we did some things a bit differently by having less team selection contests and organising some official training days, three of which were held on the Saturday at the Buckminster Lodge BMFA national flying centre before the Sunday vintage competitions. This was done to try to get a few more people along to practice F2D with who might have been coming for the vintage anyway, and to make some of the F2D activity more accessible to those from further south. (To make it better attended the F2D pilots got an attendance point towards their team selection points.) This did get a few people to dust of

some F2D kit and come along to the practice sessions, and also meant that some of us F2D types were also able to fly in the vintage event the following day meaning two things were done in onw weekend with only one return journey. There was also the added benefit that the two circles were marked out on the Saturday ready for a quick start on the Sunday morning for the large vintage entry, something that some of you may have noticed.

Next years team selection method, counting events and the F2D / Vintage calendars have not been decided yet however initial discussions with those in the know suggest that there will probably be two Vintage events at Buckminster Lodge, where it would make sense to have a F2D competition on the Saturday before that. That would build on the training days of last year and allow some additional entries to F2D whilst allowing the F2D chaps to fly vintage on the Sunday. The other team selection events will likely be at Albermarle in the form of round robin competitions which was quite popular this year as it does get everyone flying more bouts, and of course the Nationals. What can you do to help? There are a few things that would provide some support for those of us still trying to compete in F2d:



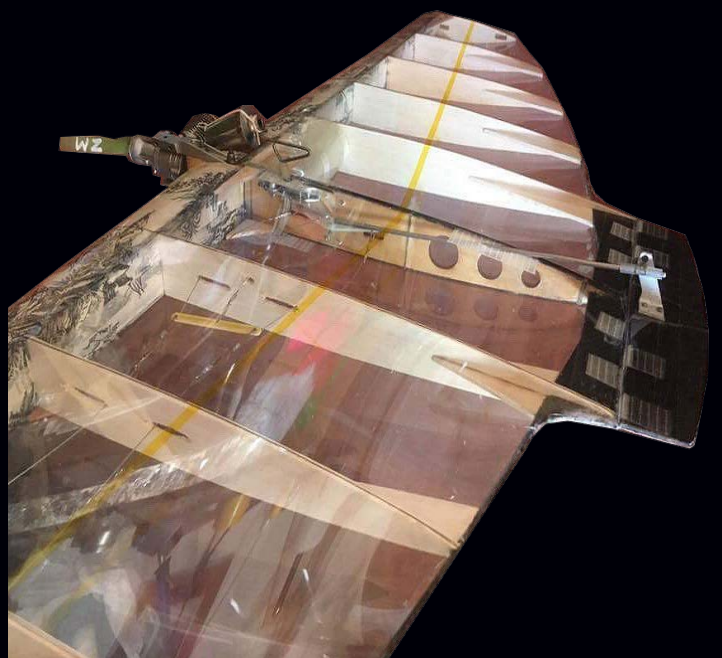
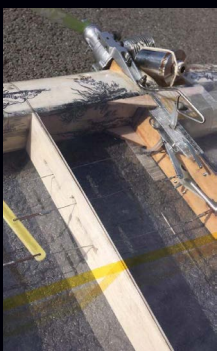
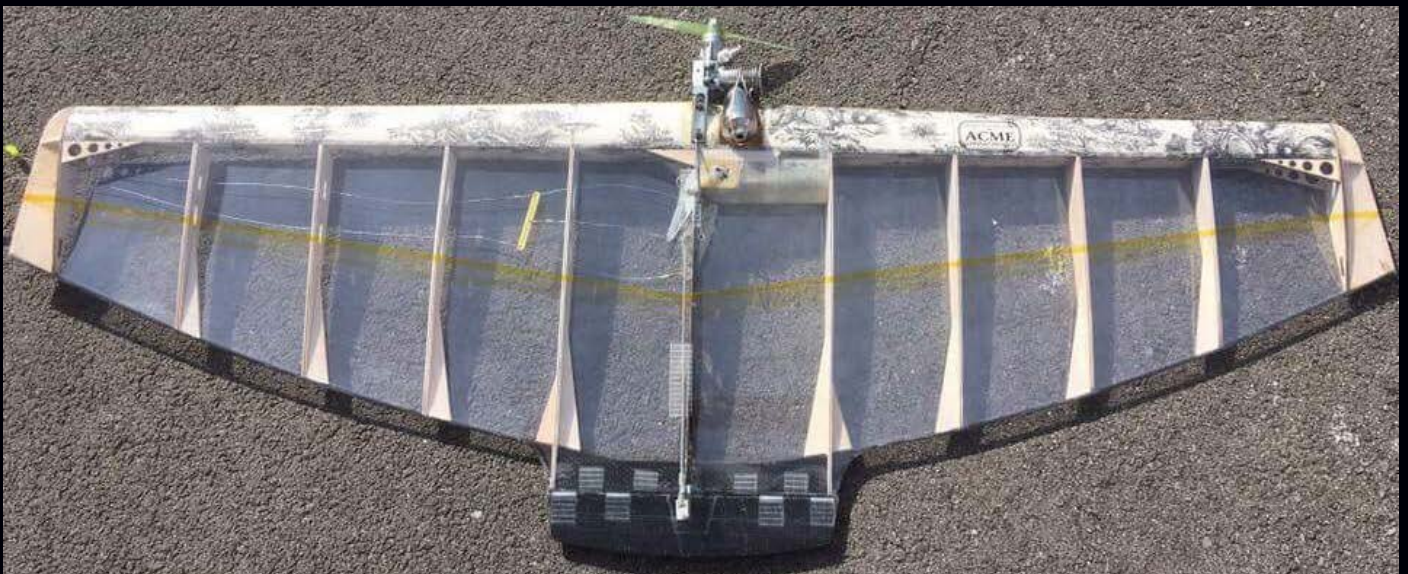
- Those of you with F2D kit are most welcome to enter, please do not think you will somehow be getting in the way of the team selection process, you will in fact be aiding it greatly by giving us different pilots to fly against. That's one of the reasons in coming to Buckminster on the Saturday – to make it easy for others to take part.
- Without needing to enter you could come along and assist in the events – there are always things to be done to help the process and you will get to see the competition as well. We always need scorers and assistants, and even simply helping to carry the models in and out of the circle and distribute the streamers and pick up the carnage helps a lot.

- Away from the competitions you can always try to setup some practice with your local F2d guys, up in Scotland we have found that F2E makes a very good compromise for vintage and F2D pilots for practice purposes. Its slower for us F2D chaps meaning that we can see what we are doing wrong, and its at vintage rotational speed for vintage pilots but the models fly better round the turns hence appearing to fly faster so you can concentrate on honing you combat skills at a higher speed which makes vintage seem a bit easier when you go back to it.

If you want to see the real thing then the next control line world champs is in France in 2018 at Landress from 16 to 20th July, which is the nearest to the UK its been for a while. You can come along as British team supporter and see all the best in the world in all disciplines. That is worth seeing if you have never been to a World or Euro champs before.

If you think you can help please get in touch or simply turn up on the day. You can get in touch with me on gordon.price1@ntlworld.com or 07887933187 or talk to you nearest F2D pilot.

HARRY WALKERS OWN BUILT F2D MODELS



SUPPLIERS

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

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

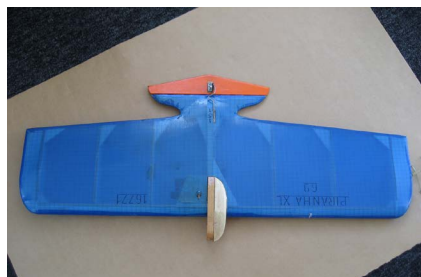
8x6 RAM props @ £2 each

7x6 Taipan Props (white nylon) £2 each

All plus p&p or see me at comps. Mick Lewis - combatflyers@talktalk.net



Anduril 69



Piranha XL



Supermonger



TIM HOBBS

COMBAT MODELS AND

STUFF

PRICE LIST

Frames

Laser Cut Balsa frame with no hardware or pod	£20.00*
Laser Cut Balsa Frames with controls and Pod,	£26.00*
Scratch Built Frame, no hardware or pod	£25.00
Scratch Built Frame with hardware and pod	£31.00
5th Revolution basic Frame	£20.00

Ready To Fly Models

Laser Cut Models Covered Models in Diatex	£45.00*
Scratch Built Models in Diatex	£50.00
Laser Cut Models Covered Models in Film/Mylar	£42.00*
Scratch Built Models in Film / Mylar	£45.00
5th Revolution in Film / Mylar (limited offer)	£38.00

Engines

Fora Junior 2.5cc (Vintage Combat spec)	£95.00**
CS Cubs available, Checked and test run	£75.00

Tanks

Snuff Tins (Medium or Large) (tin only)	£1.00
Snuff Tins (Medium or Large)ready made	£7.00
(Rear Feed)	
Uniflo metal tank 50cc (T4, For a Junior, Oliver)	£10.00
Rear Feed Uniflo tank 70cc Rothwell, Lancaster Bomber etc.	£10.00

Kits

I will be producing complete Laser cut kits soon. These will include pre shaped leading edge in basic form and various levels of hardware. Email for more details

Laser cut Models are: Supermonger, Vendetta XL, Finale. Coming soon Piranha XL, Warlock and Chilton Warlord and more

•Combat spec includes Combat Venturi, Short Needle and Domed Spinner nut. Standard motor is £85.00

Post and packing for up to 6 models in a box (pods not glued) is £6.00 by Hermes tracked delivery

I Post to the UK, Australia, New Zealand (surface mail) the USA and Europe. Again, up to 6 models in a box.



Devices for the For a Junior.
Really good combination

Typical Basic Frame, Assembled, rough sanded,
Leading Edge shaped to correct section, Leadout
tubes fitted



Scratch Built in Diatex. Oliver Twist. 1970 UK Combat Finalist. Small, tough (ugly) model



Fora and Oliver Powered Vendetta.
Very underrated model



Ready to Fly Vendetta XL in Ripstop

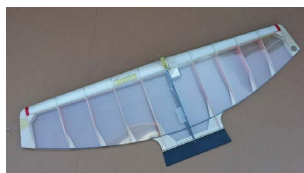


Ready to Fly Supermonger XL in Ripstop

5th Revolution for the 2017/18 Winter
Vertigo vs Revolution comp. Fabulous.



**FOR MORE INFO, EMAIL ME ON TIM.HOBBS@BTINTERNET.COM OR
CALL ME ON 07940730202**



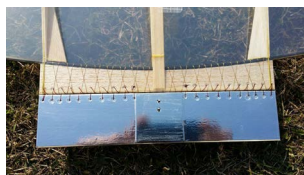
Models F2E "Ras-tenis" DIESEL 2.5cc with metal tank spars fiberglass, foam EPP, carbon elevator



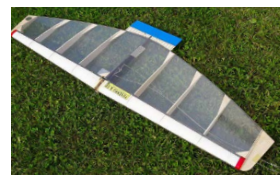
Model F2E Andrej Beljaev wooden DIESEL 2.5cc with metal tank



Model F2E Wakker-man wooden DIESEL 2.5cc with metal tank



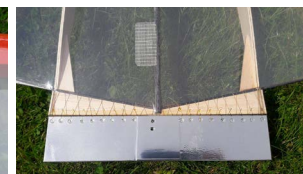
Models F2E Trifonov wooden DIESEL 2.5cc with metal tank



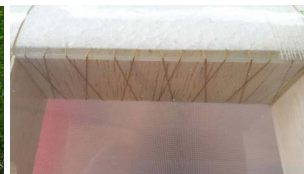
Models F2E Trifonov carbon DIESEL 2.5cc with metal tank



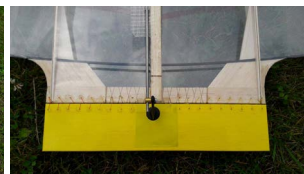
Models F2E Trifonov wooden DIESEL 2.5cc with metal tank



Model F2D "Trifonov" carbon



Models F2D "Trifonov" fiberglass, foam epp



Models F2D "Ras-tenis" wooden



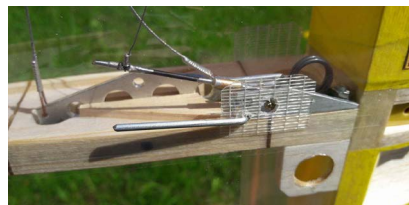
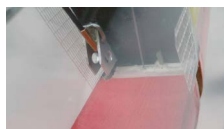
Models F2D Andrej Beljaev with carbon trailing edge and full kevlar wrapping



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



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



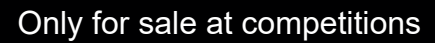
Shut off, a pod or a carbon rod. can be installed on any models

YUVENKO & CO

AEROMODEL PRODUCTION

yuvenko-combat.com

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

