



CFA

NEWSLETTER

NO.45

“VIEW FROM THE CHAIR”

Welcome to this months newsletter.

I hope you all survived the “beast from the east” by making good use of the time spent in your man caves.

It's certainly been a snowy, wet, windy miserable start to the year. If you did manage to get out flying, well done, I have certainly struggled this winter/spring to find the time & when I did have time the weather put a stop to it.

The winters fun comp “Retro Combat” has been a struggle, we did manage the one in February but the January was postponed, re-scheduled, postponed and rescheduled for 8/4/18 and hopefully, by the time you read this we should have managed to complete it. If we did, results will be in the next newsletter.

The new Vintage Combat season should also have got underway, first comp is 15/4/18 at the Buckminster Lodge, the BMFA National Flying Centre.

I am hopeful hopeful that 2018 will be another good year for the CFA, with some new faces joining us, first timers and old hands that are returning and on behalf of the CFA Committee, we welcome you all. The Vintage Combat Revolution is THE fastest growing discipline in control line, if not the whole of the sport (apart from drones).



We (the CFA) are also leading the way in some other areas as well, possibly the first to have our own defibrillator, 2 comprehensive first aid kits and 2 burns kits, these will be carried to all our events. Lets's hope we never need to use them but, we have them.

The CFA have this year also introduced a pre-entry option for the competitions, this is as I type already in action, with over half the expected entries already pre-entered for the first competition at the NFC, we have done this to speed things up for the organising crew on the day of the comps, it will enable us in the long term to plan ahead and do the first round draws. We are also asking for you all to take responsibility to find the person collecting entry money on the day, rather than them having to wander the field for an hour when there time could be better spent. Don't forget we are all there to fly and enjoy the day and not run around making sure everyone is entered and paid.

To pre enter go to the CFA website at <http://combatflyers.co.uk/index.htm> click on the Vintage League tab on the left, click on 2018 Round by Round, click on the next round, in this case (at the moment) Buckminster, click on Pre Entry and enter your details, simple as that.

The screenshot shows a web-based entry form for the 'Vintage Combat Pre-entry - NFC Buckminster April 15th'. The form includes fields for Name, Address, City, State, Zip, and a checkbox for 'Please see Fly Day' or 'Please inform me of the competition'. A note at the bottom states: 'It is your responsibility to fit the aircraft correctly for each day and pay at least £5 towards each day's competition.'



In the coming months, certainly before the end of this year we will be adding a payment option.

You can of course still enter and pay on the day but, pre entry just makes our life easier on competition day.

I will also be having a short pilots briefings on each comp day, maybe 10mins before the first round.

The CFA this year have been asked to provide a display team for the "Weston Park Model Show" which takes place 15th to 17th June, which we have accepted, we will also have a display stand, this will be a good opportunity to promote the CFA and what we do.

This event takes place on the same weekend as the South Bristol Gala Sunday 17th June, so we will attend Weston Park Friday and Saturday, staying over both nights, then travel down to the Bristol Gala for the Sunday competition. Initially the following are attending, Mick Lewis, Vernon Hunt and Myself, also there will be 2 or 3 others.

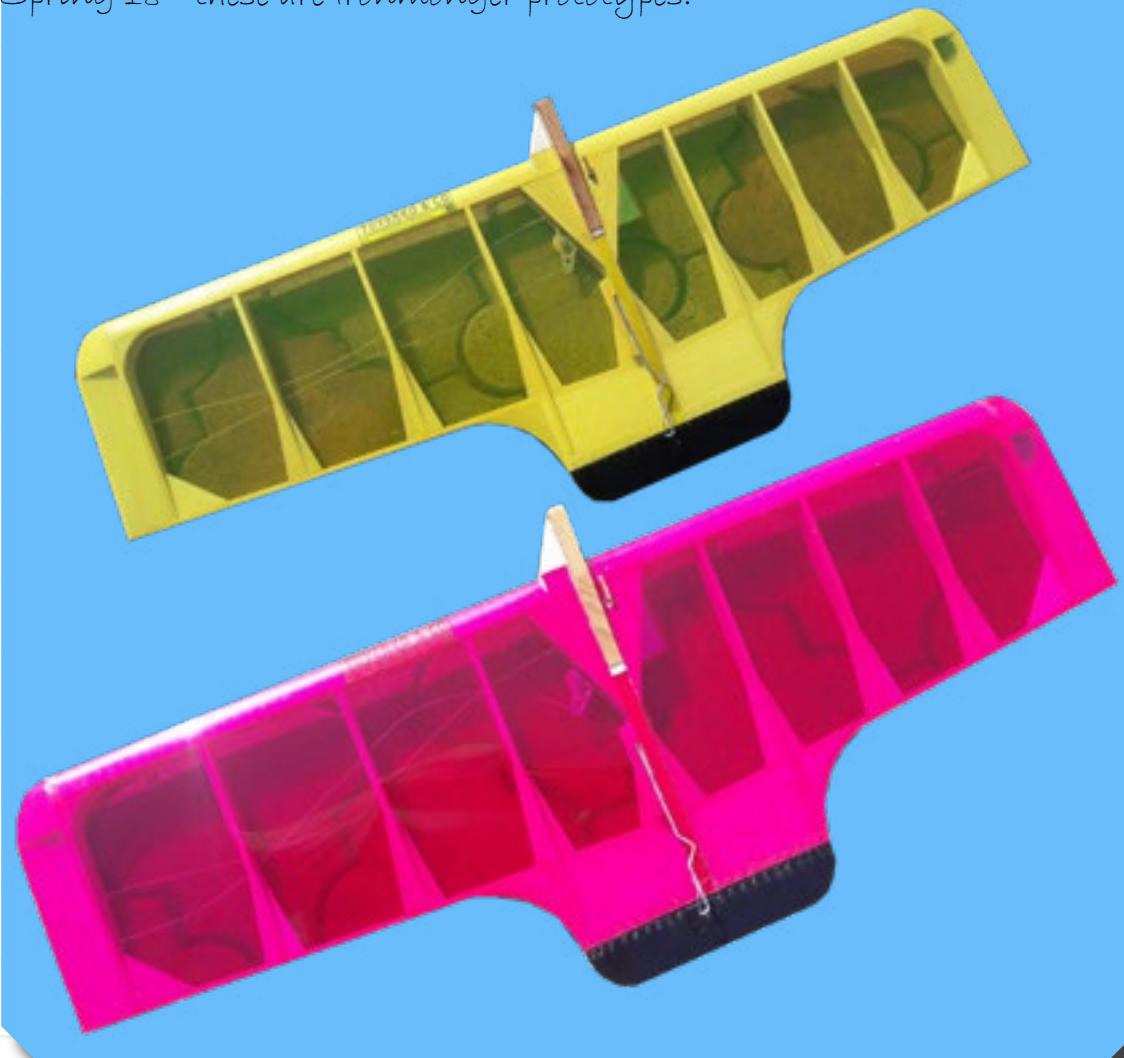
That's it for now, so, tight lines and all the best to all of you for the 2018 season.

CFA Chairman - Tony Cookson



NEWS UPDATE

Roman Yuvenko (YUVENKO & CO) contacted the CFA to confirm that they are going to start producing Vintage Combat models for Spring 18 - these are Ironmonger prototypes.



Mike Waller (SM models) has restocked laser cut kits. These will be the last ones produced (due to time constraints). See either Mike or Steve at competitions.

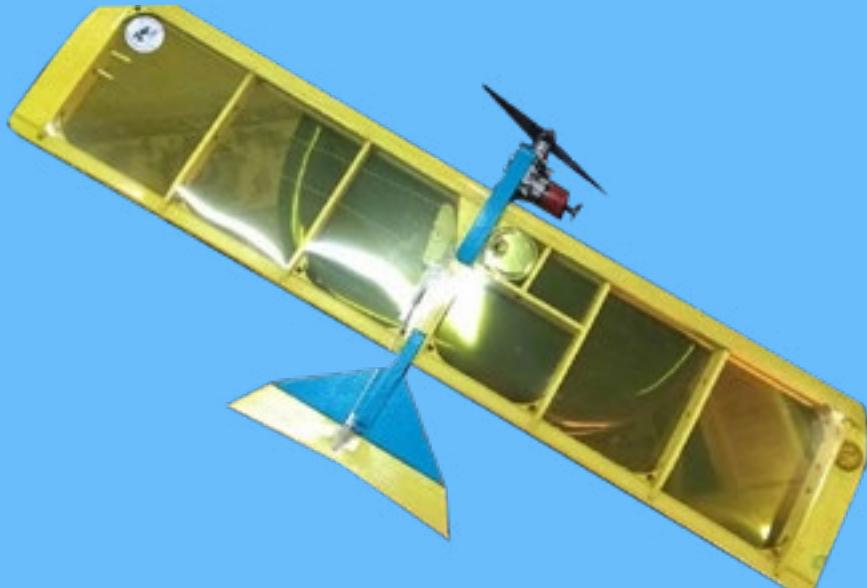
YUVENKO-F2D
has started
producing fully
covered vintage
combat models.
Piranha XL,
Andruil, Finale.
Contract via Facebook



K12 2.5 and 3.2cc combat engines have started to be posted from Ukraine - keep an eye on your post!



David Marshall is organising 1/2A combat diesel engines, at Sleaford and Darley. Tim Hobbins has produced a very nice kit/design and CS engines for sale - keep an eye on facebook for updates!



Technohobby West has confirmed the 2018 Fora Junior are expected in UK in 3 weeks. Price is £97 and will have backplate removal tools for £5. There are Limited quantities so place your orders to technohobbywest@gmail.com

NEW SEASON READY ?

Please have a think about what you may need for the new upcoming season and give us a chance to get parts in stock for you. You can order through our websites at technohobbywest@gmail.com or mikecrozman1@gmail.com and you can pay when parts have arrived!

Thanks.

CFA has been invited to produce a display and information stand at the biggest model show in the UK Western Park. <http://www.westonpark-modelairshow.co.uk/> 15-17th June 18

Any help would be appreciated - contact Mick L.

Tim Hobbins Combat Models

Tim has introduced some new kits to his list of offerings at an introductory cost of £20 per kit, which apart from covering has everything you need to make a top competitive model. There is also a long list of models which means you can take your pick of one of the top contenders or the not so common designs. Tim not only serves the UK but will post world wide.



Tony Cookson is stocking Tiapan 8x6 propellers in the UK, now being remade in Australia. Tony is also looking to get an order of fuel ingredients together for the nationals. See him at a competition or drop him an email tony-cookson@btconnect.com

SAFE FLYING



Last Years 'Bladder Grabber' in the good old U.S of A - What's wrong with this picture?
Answers on a postcard addressed to the

A.M.A.....

'Oh no' I hear you say 'Mick is having a rant again' Well folks yes I am because it is necessary particularly as our numbers continue to grow.

Most of our competition sites are really too small but be that as it may it is my belief that we can operate safely. It all begins back in our 'dens' which for me is a drop leaf table in the dining area of the lounge.(this really is true but it's a long story!) First and foremost our models need to be as safe as possible. This means pegging bell cranks and checking lead outs particularly if you use crimps which can slip. Give them a good pull and maintain it for several seconds as it can take this long for the slipping wire to exit the crimp.

Another danger area concerning models is launching particularly in the wet. An oil soaked wing can be as slippery as the proverbial eel. This leads us on quite naturally to lines. For 2018 the minimum diameter has been increased to 0.38 mm which still allows the use of the popular 15 thou stainless wire. The CFA committee intend to review this at the end of the season and it is possible(probable) that the minimum diameter will be increased again this time to 0.385mm in line with F2D. This follows no less than seven (7) fly aways at the Nationals. Ready made F2D lines are available from Technohobby West (and other outlets) at around £5 a set. I know that not all lines which gave way at the Nats were stainless. Indeed some were F2D lines. So it seems most likely that the material is

not to blame but we flyers ourselves. As a regular centre marshal I have seen people flying on lines which although they get through the pull test are well past it only being fit for the bin. So how about chucking old lines out more often in 2018 before they cause a nasty accident?



And now to Jonny Allcock's favourite topic the wearing of crash hats. Our gratitude to Jonny for continuing to point out our shortcomings. We (your committee) believe that when flying or launching at comps your 'bone dome' should sit proudly on your oh so vulnerable head. It is highly recommended that crash hats are always worn when flying combat even if it is just a 'knock about' amongst friends.

Going back to the earlier point about the room available to practise fly at comps it is so very tempting to fly too close together. Flying in intersecting circles is a sure recipe for disaster. We have all seen it happen I'm sure? My crash hat would make a good 'battering ram' and is not great to wear all day long so I often defer to a base ball SBMAC hat which would offer no protection from anything more than a demented house fly. With this in mind I intend to buy a 'bump cap' which will offer much more protection. These are available from Screwfix and range from £6 to £20. They are even made in 'fetching' red and yellow colours. Scorers in particular should always wear these in my humble opinion. Well what if the 'unthinkable' were to happen to you?



I am delighted to report that thanks to the generosity of members the CFA now has its own defibrillator. To add to this the donations have also covered the purchase of two good first aid kits and also two burns kits. It is intended to have all this gear on hand at all events in future but let us hope its use is minimal as we all know accidents do happen from time to time.



Hockey and Snow Boarding Helmets are ideal. But watch out for hats with lots of large holes or thin skins as they may not be suitable.



Well that's the end of my ranting for now. Here is to safe flying in 2018.

cheers, Mick

Some good examples of hats



Strong cycling helmet, ideal for combat. Most plastic hats have use by dates on, worth checking every so often.



FIRST-AID

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



TIM HOBBINS KIT REVIEW BY KARL SEVERNE

I recently purchased several kits from Tim for models suitable for the Fora Junior as the season was fast approaching and I had been too busy flying and not building!!!, I was very impressed with the parts included and the ease of assembly. I went for full kits with tanks and a plan.

The kits are very comprehensive including assembled pod, shaped leading edge with spars glued in place, hard wood trailing edge strip (with scarf joints already done), all control components (including: leadouts and crimps, bellcrank, control horn and pushrod) and lazer cut balsa and ply parts to complete the models. The centre ribs are made up of 4 pieces of lazer cut Light Ply with alignment plates which go through the rib to aid alignment (which I found work very well).

The parts needed minimal sanding for final fits, this meant I assembled two air frames ready to cover in an afternoon, this time could be reduced considerably as I was not rushing.

I have used kits from all the current suppliers, the availability of lazer cutting has made these kits so accurate and easy to assemble which does save a lot of time, the two models I built were ready to test fly with three afternoons in the workshop start to finish.....now time to fly.





RULES 2018

CFA Rules For Decoration Of Models And Pitting Items

Any model decoration which might cause offence will not be allowed. In particular this applies where the human body is concerned.

The female figure may only be shown with breasts and crotch covered eg. wearing minimum of a two piece swimsuit. A male figure must have crotch area covered. eg wearing swimming trunks.

All religious and political symbols are not allowed.

If in any doubt contact the committee before using the decoration. At competitions the CD may reject any model he or she considers to be in breach of this rule.

Proposed by the CFA Committee on Safety Grounds

4.8.4.3

(c) First sentence becomes

Only two line control is permitted and each of these lines shall be multi-strand and of a minimum diameter of 0.38mm.

(e) Final sentence becomes

The pull test shall be equal to 125 Newtons (12.5 kgf) held for 5 seconds.

Rule Changes For Vintage Combat From The 2018 Season

4.8.4.1 The Model

(h) Change

Anduril 1&2 to Anduril 1969&70 (This is a clarification NOT a rule change)

Add Model Designer Source Date

Boogy-Man XL Terry Lee (UK) A.M. Jun 64

Cobra 2 XL Don Halls (Aus) A.M. May 68

4.8.4.2 (a) Engine

Add

Sharma (15 & 19) Techno K12 (2.5 cc and 3.2 cc) Fora Junior

(d) Re-write as:-

The propeller for engines above 2.5 cc must be a commercially available 8 in by 6 in thermoplastic item.

The propeller for the Fora Junior must be a commercially available 8 in by 4 in thermoplastic item. The propeller may not be reworked except that one blade may be modified for balancing purposes. All other 2.5 cc engines may use any commercially available thermoplastic item.

Rule Changes For Oliver Tiger Combat From the 2018 Season

4.8.5.2 Engine

(a) Engines in this class should be either genuine Oliver Tiger Mk3 or Mk4 (John Oliver or Tom Ridley) or their clones (Russian, Chinese, Parra T3 or Techno K12 (2.5cc))

These rules changes were voted in at the CFA AGM on Sunday 27th August

A TRIP TO KHARKOV

БУ MIKE CROSSMAN

Thank you CFA for asking what a trip to Eastern Ukraine is like, well, Malcom Pinnoch and I went there in December 2017, it was Malc's first trip and my second, I had previously been there about a year earlier, and with a winter of Russian lessons under my belt, I was quite looking forward to the visit, notably planned to go and "sign-off" the K12/Oliver engines I had ordered to be made, more on this aspect later.

The trip is an easy one, you do not need any special documentation, nor a visa, and the trip we made was the early flight from Heathrow via Warsaw to Kharkov, and to add a little interest, I had to take with me, a PINK plastic suitcase, it's a long story, but it was ordered by Joanna Stoll who many of you will know as the (ex) wife of Polish Team Race pilot Krystov Pitrowski, she is an aircraft mechanic working for the company who service the Polish LOT aircraft in Warsaw, and she wanted the case for her tools, it wheels around and I advised her that if she ever wanted another one, to pay the £25 delivery charge and do NOT get it delivered to the UK !. Joanna picked Malc and I up at Chopin Airport, as we had 4 hours layover and we went to breakfast in the city, had a few coffees and returned to Chopin to continue our onward trip to the new airport in Kharkov, to be met by Aleksi Igoshyn of technohobby.

Aleksi is the F2C Pilot of Yuriy Chayka, who is one of the principles of Profi, and Aleksi had used Profi in the past to manufacture the miniature Oliver copies of 0.25 and 0.5cc and he was the principle force behind the K12.

The K12 story started about the end of the 2016 season in the UK, when Ed Needham had told me there was a "big problem" with his British Goodyear engine, it was a 12mm shaft version built by the late Tom Ridley, who had worked with the late John Oliver to produce an upgraded version of the Oliver Tiger to be used for BGY to attempt to rival the dominant PAW, and there was a decision made that it needed a larger shaft passage to provide more fuel for the engine to make it closer to being competitive for BGY. John Oliver had made about 1995 a 12mm shaft engine (currently owned by Malc), and subsequently Tom Ridley had developed a similar layout engine and also a "19" sized version for Vintage Combat, Im sure you all are aware of this engine!

Ed Needhams engine would start and run at a prodigious pace for a while, then start to slow down, and he could not understand why. He and several engine wizards has looked at the problems, and had established a likely cause, but by now Tom had passed away and there were no more UK build Olivers/ Clones available, so an alternative strategy was formulated.

Ed and I discussed the possibility of manufacturing a new series of engines for BGY/ Classic 15 and I spoke to Aleksi on the subject, he spoke to some manufacturer's in Kharkov, his home city, and I approached Tom's wife to see if she would be happy to form an alliance to continue production in the Ukraine. She said NO, and so we put the idea on the back burner for some months.



Further investigation as to the causes of the slowing down during a race provided the answer, along with some measuring done by Kharkov, and we established a new plan to remanufacture. The Oliver had been copied many times over its life, and from China, Russia, Spain, Australia and small individual builders had made copies, and we eventually decided to start production when a suitable slot was available in Kharkov.

PROFI was the preferred choice of manufacturer, due to the previous experience with the baby Olivers, and work started on the crank-case mould and other parts, and we decided on "K12" as the name, its simple – 12mm shaft and K for Kharkov ! Malc had by now buttoned holed me as to what I was making 2.5cc and not 19's ,..... his persuasive powers led me to double the order, and hence K12/15 and K12/19.

An aside to this story is the supply of Swiss bearings, I was at Landres for the Dutch and French World Cups as a Jury member for F2C and rather than rush back on the Sunday night, I stayed one more night and met up with Rob Metkemeijr and a few others at the fab Argentinian Restaurant close to Landres, Rob sat opposite me, we started chatting and he asked me how the Oliver project was going, he has his Pylon Engines all machined by Profi and knew the story, I told him that I had spoken to his bearing supplier but had no reply, he asked what I needed and replied that he thought he had a " few hundred in his workshop ! These were subsequently handed to Aleksi in Hungary at the Euro Champs, and that problem was resolved, thanks Rob.

I asked Malc and Ed to speak to potential customers for names (and 50% deposits), to ease the considerable costs involved in producing 200 engines, and thankfully a substantial number have been reserved, we are possibly looking at a second build later, with a few requested changes, watch this space !

KHARKOV

A significant City in Eastern Ukraine, a major engineering centre, and not too far from the Russian Border, it is suffering from a lack of government funds, its infrastructure could be better looked after, but its inhabitants are well used to avoiding pot holes.

We visited Fora first as I think Aleksi was trying to stall the visit to Profi, we had an idea they were a “ bit behind ” and did not want to pressure them, and the visit to Fora was also very good where I was able to discuss some small quality improvements for the Junior – another story ! and we stopped for a nice lunch in central Kharkov, I was so pleased with the Russian lessons, I could read the wall menu (although half in English !). Malc had a good look at Fora machinery and workforce and operations, and drooled at all the engine bits everywhere (they only make model engines), and a few photos with all the people there concluded our visit.

Kharkov operates on a “small private business” scenario, and we went over the next couple of days to several suppliers / manufacturers, the man who makes engine mounts, and notably Yuriy Yatsenko who makes those superb F2B take-apart models, I have known Yuriy for some years now, and always a pleasure to meet up with him in his workshops, and see what he is developing, it was not a disappointment !

More eating and drinking and Sunday morning we went to PROFI !



Profi is housed in a factory unit I guess about 60 x 40m its located at the rear of an enormous factory now disused, and the entry via the electric gates with a uniformed lady pressing the open/close lets the car onto a fairly dilapidated roadway and a 5 minute journey across railway tracks, past rusting infrastructure through large puddles to a self contained building housing old but quality machinery, some home-automated, that produces superb quality model engines, some you all would recognise, some you would love to own, these are multi cylinder working models of V8's ranging from tiny palm of hand size to large – two hands to hold size, where do these go ?

Sasha the engineer responsible for the K12 production was there and several of the Profi owners/directors arrived (Sunday remember), and Sasha was pleased to show the small number of K12/15 and K12/19 he had assembled, it was not long before malc had a prop on each and there we were “flicking” !

The test room is at the rear of the main Profi Engineering Office, and we were all in there filling the test tank with some premade brew, and the 15 burst into life, we all had smiles ! The 19 followed and plan hatched to go test fly them, Malc had taken a combat model with him for the purpose, and a very cold, wet Monday morning saw us clambering through a 10 ft deep ditch to a flat field on the edge of Kharkov and a few minutes in the cold wind and it was in the air. The 15 first and then the 19 was fitted and both given a tankfull, we told Aleksi – “ Build the engines “

TO BE CONTINUED





PART 2

Malc sent a text “ Coffee “ ? and back in September after Aleksi had visited the NATS and I had introduced him to a few over in the Vintage Combat circles, Malc was asking me “ why no combat 2.5’s ? Here we go again I’m thinking, it turned out that the only conceivable differences between the Team Race and Combat 2.5’s would be the venturi and Needle Valve layout, it was a 10 minute discussion over the coffee at the AV8 café on the Kemble airfield between Cirencester and Chippenham that sorted the details, and so we now had available suitable power for the Oliver Combat as well as the Vintage Com-

bat, and thanks must go to all at the CFA who voted for the K12 and Junior at the NATS meet up.

As I write this article (Mid January 2018), the engines are being assembled by Sasha, and we have had to do a couple of alterations to both 15 and 19, after some feedback from the very small number of users we have already supplied the initial batch to, these mods are to eliminate backward starting in the 19 and to reduce the liner taper in 15 and 19, Profi had concluded it was too large, and we want them to be easy starting and long lasting, and I have had several comments wanting integral washer aluminium prop nuts, no knurling on the 19 head, and protected front race facilities on them both, we will look at any points

made to us when they finally arrive, enough to say that there will be an optimisation of venture size as we gain more experience with them, and I would like to have feedback to me please and not slagging on social media !

We have hopefully provided a nice looking, superbly made, functional, and fairly low cost engine that will eventually be a winner. We at Technohobbywest, Ed Needham, Malcom Pinnock and the testers are all thanked for their input, lets hope they are well received and well used, several people have already emailed to say " they are too nice for combat " ! I hope your pleased with yours.

To order send email to the-needhams01@sky.com along with paypal £180 plus £8 postage and your full delivery address please.

Available options :-

2.5cc Team Race (long straight NVA and Hex comp screw)

2.5cc Oliver Combat (short NVA and T Bar Comp screw)

3.2cc Vintage Combat (short needle and T bar comp screw)

either 15 or 19 available with any set up – ask when ordering.

Will be sent directly from Ukraine, so will need someone available to receive from Mr Postman. If that's a problem we can ship to Ed in Stockport, Mike in Gloucester or anyone else you wish).

VINTAGE CALENDAR 2018

April 15th	NFC Buckminster Lodge, Grantham, NG33 5RW - Vintage
May 13th	Old Warden (SG18 9EP) - Vintage
June 3rd	Darley Moor Club Gala - Vintage
June 17th	Berkely South Bristol Gala (GL13 9PA) - Vintage
July 1st	NFC Buckminster Lodge, Sewstern, Grantham, NG33 5RW - Vintage
July 22nd	The Jack Marsh Trophy - Old Warden - Oliver Tiger Combat
July 29th	RAF Scampton (LN1 2ST) - Vintage (Provisional)
Aug 25th/27th	British Nationals - TBA (RAF Barkston)
Sept 9th	NFC. Buckminster Lodge, Sewstern, Grantham, NG33 5RW - Vintage
Sept 23rd	The John Oliver Trophy - Old Warden - Oliver Tiger Combat
Oct 7th	NFC. Buckminster Lodge, Sewstern, Grantham, NG33 5RW - Vintage

F2D CALENDAR 2018

31st. March/ 1st. April	Team Selection Event - ALBEMARLE
14th. April	Non qualifying Competition NFC
5th. / 6th. May	Team Selection Event. - ALBEMARLE
9th. /10th. June	Team Selection Event - ALBEMARLE
24th. June RESERVE DATE	DARLEY MOOR
30th. June	Non qualifying Competition NFC
25th- 27th. August Power C/L Nationals	Team Selection Event BARKSTON HEATH.
22nd. /23rd. September	Team Selection Event - ALBEMARLE
13th. / 14th. October	October RESERVE DATE.- ALBEMARLE

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.sleculk.com	Balsa, ply, glue, modelling knives, control line components 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	Dope 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 supplier, 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 bellcranks, horns - loads of stuff



Technohobby west
technohobbywest@gmail.com

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 Newsletter please contact Mike Waller -
Note: must be combat related and able to serve uk customers. Thanks

Mick Lewis Kits and Combat Supplies

For Sale - Part Kits

Anduril 69 £12

Plans @ £3 each (specific to these kits)

Leading Edges @ £4 each

8x6 RAM props @ £2 each

7x6 Taipan Props (white nylon) £2 each

Supermonger £14

Piranha XL £14

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



Anduril 69



Piranha XL



Supermonger



TIM HOBIBNS COMBAT MODELS AND STUFF

PRICE LIST

Ready To Fly Models

Laser Cut Models Covered Models in Diatex or film

£45.00*

Scratch Built Models in Diatex or Film

£50.00



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



Engines

Fora Junior 2.5cc (Vintage Combat spec)

£97.00**

CS Cubs available, Checked and test run

£75.00

Tanks

Snuff Tins (Medium or Large) (tin only)

£1.50

Snuff Tins (Medium or Large) ready made
(Rear Feed)

£7.00

Uniflo metal tank 50cc (T4, For a Junior, Oliver)

£8.00

Rear Feed Uniflo tank 70cc Rothwell, Lancaster Bomber etc.

£8.00



High Quality Laser cut kits



Fora and Oliver Powered Vendetta.
Very underrated model



Ready to Fly Vendetta XL in Ripstop



Ready to Fly Supermonger XL in Ripstop



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



YUVENKO & CO

AEROMODEL PRODUCTION

yuvenko-combat.com



Only for sale at competitions

Official CFA Plans

Simon Miller

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