

# New England Combat News

VOLUME 18 NUMBER 9      FEBRUARY 2007  
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



## **Ken Hargreaves wins 2006 Most Improved GX Pilot Award**

**The photo above is Ken being presented an award, by Roy Glenn, at the 2005 Nats**

**2006 Formula GX Season Re-Cap  
14 Contests ( 5 different winners )**

<b>4/30</b>	<b>Wompatuck Ice Breaker-Hingham, MA</b>	<b>Neil Simpson</b>
<b>5/7</b>	<b>Wingbuster Spring Kick Off-Middleboro, MA</b>	<b>Neil Simpson</b>
<b>5/21</b>	<b>Granite State Invitational-Franklin, NH</b>	<b>Neil Simpson</b>
<b>6/12</b>	<b>Ron Connors Memorial-Wrentham, MA</b>	<b>Ken Hargreaves</b>
<b>6/26</b>	<b>Len Minick Memorial-East Hampton, CT</b>	<b>Will Rogers</b>
<b>7/30</b>	<b>Granite State Championships-Franklin, NH</b>	<b>Neil Simpson</b>
<b>8/13</b>	<b>Eastern Mass Championships-Middleboro, MA</b>	<b>Neil Simpson</b>
<b>8/27</b>	<b>Salmon River Shootout-East Hampton, CT MA</b>	<b>Neil Simpson</b>
<b>9/3</b>	<b>New England Championships-Worcester, MA</b>	<b>Brian Stas</b>
<b>9/24</b>	<b>Mass Cup Championships-Wrentham, MA</b>	<b>Neil Simpson</b>
<b>10/1</b>	<b>Wingbuster Invitational-Middleboro, MA</b>	<b>Jeff Vader</b>
<b>10/8</b>	<b>North County Shootout-Leominster, MA</b>	<b>Neil Simpson</b>
<b>10/15</b>	<b>The Fall Finale-Worcester, MA</b>	<b>Brian Stas</b>
<b>11/5</b>	<b>Wompatuck Fall Fly Off-Hingham, MA</b>	<b>Neil Simpson</b>

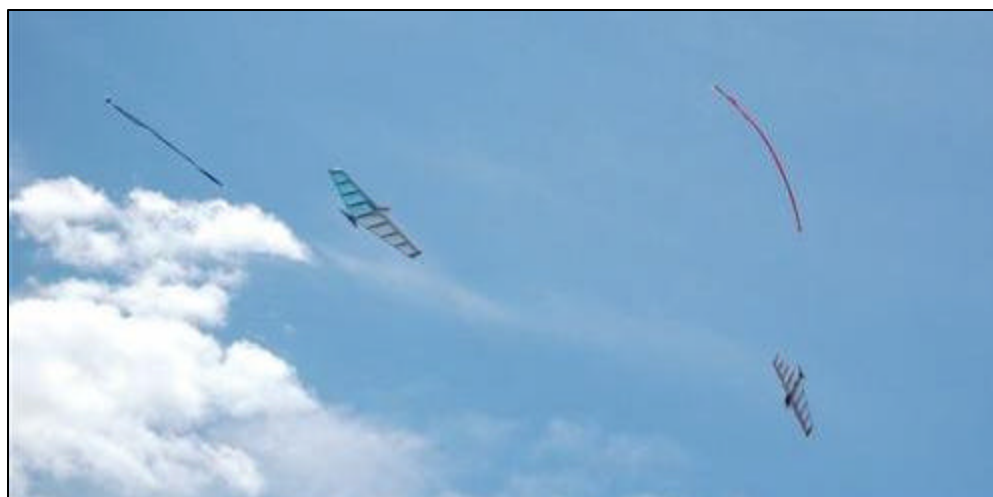
**Editors Note :** The above re-cap represents a correction from the results published in the last issue. The winner of the Ron Connors Memorial ( GX Portion ) was Ken Hargreaves.

**2006 F2D Season Re-Cap  
5 Contests ( 3 different winners )**

<b>5/7</b>	<b>Wingbuster Spring Kick Off-Middleboro, MA</b>	<b>Mark Rudner</b>
<b>5/28</b>	<b>Disstrict I Championships-Kingston, MA</b>	<b>Ken Hargreaves</b>
<b>8/13</b>	<b>Eastern Mass Championships-Middleboro, MA</b>	<b>Neil Simpson</b>
<b>9/24</b>	<b>Mass Cup Championships-Wrentham, MA</b>	<b>Neil Simpson</b>
<b>10/1</b>	<b>Wingbuster Fall Shootout-Middleboro, MA</b>	<b>Mark Rudner</b>

**2006 1/2A Season Re-Cap**

<b>6/12</b>	<b>Ron Connors Memorial-Wrentham, MA</b>	<b>Rick Clark</b>
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FROM THE EDITOR: New England Combat News exists, not to make a profit, but rather, to promote control line combat in New England. It is distributed without charge to those readers who participate in New England combat contests or who support these contests through donations to the New England contest fund. The subscription rate is \$10.00/year for people who do not meet the above criterion. If you have information you would like to see in this newsletter please call or write:


NEIL SIMPSON 129 PODUNK ROAD EAST BROOKFIELD, MA 01515  
PHONE: 508-867-8702 (Home after 6:00pm) E-MAIL: podunk129@charter.net

If you make a donation or if you subscribe to this newsletter make the check payable to NEIL SIMPSON .....Donations go into the New England Contest Fund and are used to cover the cost of running New England control line combat contests. IF YOU WANT TO RUN A CONTROL LINE COMBAT CONTEST IN NEW ENGLAND AND YOU NEED HELP (FINANCIAL OR OTHERWISE) CALL OR WRITE NEW ENGLAND COMBAT NEWS. We want to continue to help make New England a "Hot Spot" for control line combat. New England Combat News is your newsletter-USE IT. Control line combat is your sport-PROMOTE IT.

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## F2D News - January 2007

Mark Rudner rudner@mit.edu

Happy New Year everybody! The winter in much of the east coast has been very mild so far this year. I've been away in sunny Southern California for the past few weeks, but I hope some of you have taken advantage of these additional flying opportunities.

In recent months I have received a slow and steady stream of emails from people who have seen the website and are thinking about starting to fly combat or returning to it after a break of anywhere from a few to tens of years. It's really great to receive these messages, so keep 'em coming and I'll do whatever I can to help out. Probably the most important thing I can do is to help set you up with current active combat fliers in your area, but I will also try to answer any questions you may have about equipment, training, etc.

This month I'll discuss a bit about training to fly combat again after a break of a few years. This is a pretty common scenario, and actually most of the ideas can be applied equally well by new fliers or even steady fliers looking to kick their flying up a notch or two.

When approached by a someone who is ready to get back into combat after a long lay-off, the conversation often starts something like this: ``Mark - My name is xxxxxx yyyyyy. I used to fly combat zz years ago, and want to try getting back into it. What's the best way for me to get back to the level I was at zz years ago?''

This is a very natural question to ask, and quite a reasonable goal for one to set for himself. However, this is really a time of rebirth -- a new beginning -- and as such it is a great opportunity to push oneself to even greater heights. Flying control line is like riding a bike; the basic mechanics will return with relative ease, especially if you have done some sport flying in the interim period. During the layoff, any old bad habits will have weakened their hold on your flying, and any possible misconceptions about flying style/strategy have probably become foggy at best. Now is the time to lay out a regimented training routine for yourself that will build up proper technique and the skills you want while pushing aside any bad habits that you don't.

I think that this notion is nothing new to most of you. Simply by the fact that many people ask me if ``just getting back in the circle and smashing up some models'' is really the best way of getting back up to speed, it seems clear that everyone knows there must be another, possibly better way. The idea may not be clearly formulated, however, or you may be unsure how to execute such a plan.

If you just get back in the circle and smash up some models, you will get back in the swing of things and regain your old level after some time. However, it will be a somewhat costly/painful process, and may bring up old or new bad habits that will be even harder to break in the aftermath. Below I'll outline my suggestions for a more efficient and powerful method of getting (re)started in combat.

The first step toward getting back to combat is to get your timing back and to get the feel of the combat model (how it pulls, how it turns, etc) back into your fingertips. You're going to accomplish this by taking a lot of solo flights with your top of the line combat models (you do have some fresh equipment, right?). It's all about timing and feel, so flying garbage will train you to fly garbage. If your goal is to fly good combat with good models, you'll need to train your arm to fly good models.

When you fly by yourself, don't just fly around. Make every maneuver have a purpose. Make sure you're just as comfortable doing gigantic wide loops or figure eights as you are doing small ones. Practice doing your maneuvers low to the ground. Fly "eyes-off" for segments of your flights. Be sure you can fly inverted, eyes on or off. You should also practice ``clean pull-outs,'' i.e. maneuvers that end up with you flying either perfectly flat right side up or inverted.

One last thing is to practice flying through stationary or moving objects in the sky. For example, if a jet or bird is flying over, focus on it with your eyes and fly your model right through it (focusing always on the jet or bird). If nothing is flying over, you can pick a particular point on a tree, or a flag in the distance. The point is just to train yourself to focus on a target and make the model fly to it.

(continued on next page )

You can burn through a gallon or two of gas doing this kind of stuff, getting yourself really in tune with your models. It's important to be focused on your goals and what you're learning while you test fly, otherwise you'll just be flying around. Any stick time helps, but it won't set you up for where you want to be when you start flying matches if you aren't exercising the right parts of your brain while you test fly.

Once you're ready to start chasing streamers, you have another choice to make. You can find a partner and let loose, or you can formulate some exercises to do with your partner. There are merits to each method, but whichever you choose the most important thing is to always know what it is you're trying to learn with each match and to stay focused on that. You may spend some matches working on your following skills, others concentrating more on defending. Above all else, however, the most important thing to work on is to *\*always\** keep your eye on your opponent's model.

No matter if you're flying offense or defense, fast or slow, if you can get yourself to where you're looking at your opponent's model 85-90% of the time, you'll be golden. That's what all that solo flying was about, and that's what will get you into the driver's seat. Nobody ever hit a baseball by staring at his bat.

While this isn't a comprehensive training guide, I think it lays out a solid template for you, the returning or new flier, to get up and running. Tailor it to your own needs/skills/ desires, and go from there. If you try any of these things, write back to me some time and let me know how it works for you. Any feedback I get on this will help me refine my advice for future like-minded re-treads.

Happy Flying!

2006 Regular Season GX Points Championship

(final stats)

<u>Name</u>	<u>Total Accum Points</u>	<u>Total Possible Points</u>	<u>Percent</u>
Simpson, Neil	122	130	938
Seymour, Brian	8	10	800
Vader, Jeff	91	130	700
Fustolo, Joe	41	60	683
Stas, Brian	75	110	682
Rogers, Will	13	20	650
Sherman, Dick	45	70	643
Simpson, Glenn	70	110	636
Hargreaves, Ken	57	90	633
Stas, Matthew	23	40	575
Wondolowski, Conrad	16	30	533
Clark, Rick	31	60	517
Seymour, Lloyd	5	10	500
Kubek, Paul	27	60	450
Vader, Shaylene	48	110	436
Langella, Vinnie	4	10	400
"Lil Sherm"	13	70	186

Position in the season point standings is determined by the percentage column. The formula to determine percentage is total points accumulated divided by total possible points. Points are awarded in descending order for the first ten places in each contest ( 1st Place = 10pts, 2nd Place = 9pts etc. ) Total possible points is the number of contests participated in multiplied by ten. Participation in no less than 50% of the New England regular season GX meets is the eligibility requirement for a season championship award.

# Ken Hargreaves 2006 Most Improved Pilot



NECN CONTEST FUND  
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8/12/06	Eastern Mass Championships	Entry Fees	140.00
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8/27/06	Salmon River Shootout	Entry Fees	90.00
8/27/06	Ray DuFour	Contribution	35.00
8/27/06	Vinnie Langella	Contribution	25.00
9/4/06	New England Championships	Trophy Expense	(330.00)
9/4/06	New England Championships	Trophy Expense	300.00
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9/24/06	Mass Cup Championship	Entry Fees	160.00
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10/1/06	Wingbuster Invitational	Entry Fees	80.00
10/8/06	North County Shootout	Trophy Expense	(83.00)
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10/15/06	Paul Arsenault	Contribution	100.00
10/15/06	Brian Stas	Contribution	319.00
10/15/06	Fall Finale	Trophy Expense	(83.00)
10/15/06	Fall Finale	Entry Fees	110.00
10/15/06	Fall Finale	T-shirts	(156.00)
10/23/06	Wingbuster Fall Shootout	Trophy Expense	(83.00)
10/23/06	Wingbuster Fall Shootout	Entry Fees	60.00
11/4/06	Roy Glenn	Contribution	20.00
11/5/06	Paul Kubek	Contribution	40.00
11/5/06	Wompatuck Fall Fly Off	Trophy Expense	(83.00)
11/5/06	Wompatuck Fall Fly Off	Entry Fees	90.00
11/5/06	Season Ending Awards	Trophy Expense	(211.00)
11/6/06	Ernie Carosella	Contribution	25.00
GRAND TOTAL			247.00





# New Year's Eve "Last Kill of the Year" 1/2A Contest

## At the beach in LA

Photos courtesy of Mark Rudner



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