

# New England Combat News

VOLUME 19 NUMBER 4      SEPTEMBER 2007  
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



## Granite State Championships

**NEIL SIMPSON, KEN HARGREAVES,  
JEFF VADER  
AND SHAYLENE VADER  
ARE THE TOP FOUR**

### **SHAYLENE TAKES SPORTSMAN**

JULY 29, 2007 – FRANKLIN, NH – The Granite State Championships, this year, drew only five competitors. The event was hosted and cd'ed by Jeff Vader. Jeff had coffee and doughnuts waiting for everyone as we arrived. Weather conditions were quite warm, but otherwise, a great day for combat.

The contest saw Neil Simpson get off to a fast start with high scores in both round one and two. At the half way point, Neil had 1555 points followed by Ken Hargreaves (1020 pts) and Shay Vader (920 pts). In the first match of round three Neil and Ken had an action filled buzzer to buzzer war that ended in a one cut apiece draw. Shay then squared off with her dad, Jeff in yet another exciting match that ended in a two cut apiece draw.

Going into round four it was Neil (2065pts), Shay (1535pts), Ken (1530pts) and Jeff (1425pts). In the semi-final Ken got an airtime win over Shay when she had engine problems that kept her grounded for most of the match. In the finals Neil and Glenn Simpson had a good match that was tied, one cut apiece, when a mid-air in the final minute ended things. When the scores were tabulated Neil was First, Ken second, Jeff third and Shay fourth. Shay also took home the Sportsman "gold" by virtue of finishing fourth overall.

Thank You to everyone who shared in the judging. Thank You to the Vaders for a good contest and a great day.

( Details on page two )

## Eastern Mass Championships

**BRIAN STAS, NEIL SIMPSON,  
JOE FUSTOLO & RICK CLARK  
ARE TOP FOUR IN GX**

### **F2D TROPHIES GO TO NEIL SIMPSON, KEN HARGREAVES AND GREG WORNELL**

AUGUST 11&12, 2007— MIDDLEBORO, MA - Eight contestants participated in this year's Eastern Mass Championships. The weather was warm, not hot, with low humidity. This was a two-day event, first up was Formula GX combat.

In round one action Joe Fustolo set the pace with 620 points, however, everyone was very much within striking distance. Round two saw everyone stay bunched with a lot of low scoring matches. Brian Stas used a round three two cut win over Jeff Vader to separate himself from the field, meanwhile, Neil Simpson used a one cut win over Joe Fustolo to stay in the hunt.

Going into round four it was Brian with 1755 points followed by Neil with 1640 points. Joe, Jeff and Rick Clark were all bunched together with scores in the 1200 point range. This event would come down to the final three flights. In the first of these Rick and Paul Kubek flew to a one cut apiece draw. In the next match Neil got an airtime win over Jeff. In the finals Brian and Joe battled hard and tight for several minutes. Brian got an early cut, however, he took the whole streamer which forced him to run for the remainder of the match. Joe got one cut back but in the end had to settle for a one cut apiece draw. The final order of finish was Brian, Neil, Joe and Rick.

( Continued on page two )

Granite State Championships - Formula GX Combat  
 5 Contestants (3 from MA) (2 from NH)  
 10 Matches-1 mid-air

(E) Neil Simpson - E.Brookfield,MA	2365pts
(A) Ken Hargreaves - Worcester, MA	2050pts
(A) Jeff Vader - Franklin, NH	1625pts
(S) Shaylene Vader - Franklin, NH	1535pts
(E) Glenn Simpson - Worcester, MA	1530pts



**The trophy winners at the Granite State Championships were Neil Simpson (1st), Ken Hargreaves (2nd), Jeff Vader (3rd) and Shaylene Vader (4th)**



**The GX trophy winners at the Eastern Mass Championships were Brian Stas (1st), Neil Simpson (2nd), Joe Fustolo (3rd) and Rick Clark (4th).**

## EASTERN MA CHAMPS ( continued from page one )

On Sunday we were back to fly F2D Combat. There were seven competitors. After two rounds of action five were left and as the next round wore on only three remained. Ken Hargreaves and Neil Simpson were undefeated while Greg Wornell had one defeat. This set up a battle royal between Neil and Greg that was definitely action filled and exciting. When the scores were tabulated Neil had survived it setting up the finals between Neil and Ken with someone having to win twice. Neil managed to squeak past Ken in both matches which were exciting, well flown and closely contested.

Thank You to Rick Clark, who cd'ed this event, and Thank You to the Wingbuster Model Airplane Club for allowing us to use their fine facility.

### Eastern Mass Championships

#### Formula GX Combat

6 Contestants (5 from MA) (1 from NH)  
 12 matches - 2 mid airs

(A) Brian Stas-Kingston, MA	2265pts
(E) Neil Simpson-East Brookfield, MA	2160pts
(E) Joe Fustolo-Stoughton, MA	1730pts
(A) Rick Clark-Hingham, MA	1725pts
(A) Paul Kubek-Brockton, MA	1625pts
(A) Jeff Vader-Franklin, NH	1420pts

#### F2D Combat ( 7 contestants)

Neil Simpson	5 wins – 0 losses
Ken Hargreaves	3 wins – 2 losses
Greg Wornell	2 wins - 2 losses
Rick Clark	1 win – 2 losses
Jeff Vader	1 win – 2 losses
Brian Stas	0 wins – 2 losses
Paul Kubek	0 wins – 2 losses



**The F2D trophy winners at the Eastern Mass Championships were Neil Simpson (1st), Ken Hargreaves (2nd) and Greg Wornell (3rd).**

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:

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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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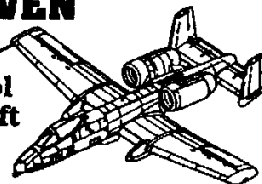
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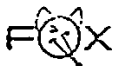
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## F2D News - August 2007

Mark Rudner  
rudner@mit.edu

15.08.07 - WINDSOR, UK: I'm coming to you remotely this month from Windsor, UK. I'm over here for work connected with my studies, but as luck would have it the timing of the trip coincided with that of an F2D contest in the northern part of the country near Newcastle upon Tyne. This contest was originally scheduled to take place the same weekend as the big Houston F2D contest in the US. Both venues were plagued by heavy winds that weekend, and while it was possible to forge ahead and complete the contest in Houston, the British competition was postponed to August.

One of the coolest side effects of competing in this international sport of ours is the opportunity it creates to make great friends all around the world. The American and British F2D teams have a long standing friendly rivalry that extends back at least as far as I can remember, and undoubtedly longer. It's always loads of fun when we get together, and this time was no exception. My generous Novocastrian hosts Martin and Ben Johnson and Dave Riley greeted me at the train station, and off we headed straight to the local pub to catch up and unwind.

On Friday, the Johnson family took me on a driving tour of the beautiful English countryside, and out to Bamburgh Castle. The castle has been standing on a hill overlooking the beach on the northeastern coast of England in various forms for on order of 1000 years. The ``modern" incarnation of the castle is around 500 years old. The inside has been turned into a museum full of all kinds of cool stuff. That was really a treat to see.

The contest was scheduled for Sunday, so Saturday morning we ventured out to a vacant lot in a nearby industrial park for some test flying. Because my focus for this trip was primarily academic, I wasn't able to bring along enough gear to fly a whole contest. I did, however, bring along an engine to run in and to use for some practice matches. Martin and Ben lent me a Dementiev model and we were ready to go. The wind steadily picked up pace all morning, and by the time we were done testing models in preparation for the contest, it was sufficiently intense that it was clear where any attempt at practice matches was going to end up.

In the mean time, however, Dave put me on one of his F2E models. For those who are not familiar with this event, F2E is a diesel combat event that has become very popular in England and Europe in the last several years. In contrast to the sputtering diesel models I'd seen floundering around the sky in the past, this was a high performance machine. The rules of F2E sound pretty similar to the single airplane F2D event we often fly in the states, except that everyone has to run 2.5 cc diesels. One advantage of the diesels is that they run on resilient plastic propellers that are capable of withstanding most crashes allowing for very quick pit stops. The flat-out speed of the models is a bit lower than top-notch F2D equipment yet still fast enough to get some adrenaline pumping, making it a lower carnage event that is probably especially appealing to new pilots.

Don't tell anyone, but I have to admit that I was pleasantly surprised with the feel of that model. At the risk of being banned from flying back home ever again, I also have to confess that I flew a vintage diesel model. It was just one time though, and I swear I didn't inhale. I'll never do it again, I promise!

Early Sunday morning we headed out for the contest site, which was an army base about 20 minutes from the Johnson's house. That weekend, the base also happened to be hosting a classic motorcycle race and military exercises. On our way in, we were warmly greeted (intercepted?) by an armoured missile-launching tank of

some sort. Fortunately the driver (on the right hand side!) believed our story and let us in to play with our toy airplanes. (Side note: riding in the front seat of a car driving on the left side of the road is a traumatic experience not suited for the faint of heart.) The site itself was beautiful, with nearly golf-course quality grass for several hundred yards in all directions. Ah, paradise.

We had 11 pilots, and one full-time mechanic (me). This compact field contained quite a high density of talent, however, with a very high standard of flying across the board. The British F2D combat community has adopted an interesting interpretation of the usual F2D rules, dubbed ``Dutch Rules." To reduce destruction, Dutch Rules require pilots to fly legitimate defense after fully removing an opponent's streamer. In principle this reduces a lot of model bashing and leads to a lot more exciting combat action for everyone. It's definitely a sporting way to fly and seemed to generally work well, though carnage levels were fairly high nonetheless.

Throughout the day, several people asked me how the contest compared with our contests back home. Combat is combat, of course, so in that respect things were quite similar. Since I pitted in every match, I had sort of a unique opportunity to see first hand what kind of equipment/pitboxes almost everyone was using. What I noticed was that pitting setups were surprisingly uniform compared to those I've seen in the US. With one exception, I think all of the streamer hooks I got to play with were of one design. In the US, it seems that nearly everyone has his own particular variation on the streamer hook. Another item of surprising uniformity was fuel pinch-offs. This is another piece of gear that I've seen probably hundreds of variations on, from haemostats to modified clothespins, to on-board bent-wire pinch-offs. Here I didn't see a single model with an on-board pinch-off, and furthermore \*everyone\* used the same metal spring clamps for this purpose. This level of standardization made it much easier to bounce between pitting for various people, though unfortunately everything was a little different from what I'm used to and led to a few minor fumbles.

Something less pleasant that reminded me of some things I've witnessed back in New England was the lack of a clearly marked outer circle. Admittedly, the thought of spraying graffiti on that beautiful army grass with missile launchers pointed right at us was a bit daunting. However, the absence of the circle led to a few mildly unsafe situations, and eventually to some controversy in the final match. As far as I can tell, the problem was that one team's mechanics began working on the model apparently inside the imaginary circle. The circle marshall told them to move the model out, which they did. The problem then was that they moved the model 3 or 4 meters outside of where this imaginary circle seemed to be. Because it was so far out, a mechanic from the opposing side later ran over the lines to fetch his downed model. Ordinarily this would be a disqualification, but under the circumstances no penalty was assessed.

In such a situation where painting an outer circle is not permitted, even a series of markers could make a big difference. Strips of yellow caution tape 6-8" long nailed to the ground through 3" x 3" cardboard squares can perform this function very well. It only takes a few minutes to set up, and can avoid a lot of problems later on. Rules aside, I always worry about the safety of mechanics when I see them pitting under airborne models. It adds an element of danger that we don't really need these days and as we saw in the finals, can lead to unnecessary scoring complications as well. Let's all agree to pay more attention to this in the future and play it by the book.

When the day drew to a close, Dave Riley of the Novocastrians came out on top, with Mervyn Jones 2nd and Mike ``Whacker" Whillance 3rd. I had a great time, and really enjoyed seeing all my old friends again. Finally I would especially like to thank the Johnson family for their very generous hospitality including a series of wonderful home cooked meals. Hope to see you all again soon!



# 2007 Eastern Mass Championships - August 11th and 12th

Jeff Vader photos



Jeff Vader launches Rick Clark's GX machine



Brian Stas



Joe Fustolo and Brian Stas are ready to mix it up in the final GX match



Rick Clark and Ken Hargreaves in F2D action



Greg Wornell and Neil Simpson in F2D action



## ***Rumors Facts Etc***

**CONTEST FUND:** This month we received very generous donations from Rick Clark and Ernie Carosella. Thank You Gentlemen.

The contest fund has a current balance of \$138.00 . We will have the normal full accounting next issue. No room this time.

### 2007 Regular Season Points Championship ( thru 7 contests)

<u>Name</u>	<u>Total Accum Points</u>	<u>Total Possible Points</u>	<u>Percent</u>
Hargreaves, Ken	38	40	950
Simpson, Neil	62	70	886
Clark, Rick	35	50	700
Fustolo, Joe	21	30	700
Simpson, Glenn	42	60	700
Vader, Jeff	47	70	671
Kubek, Paul	36	60	600
Stas, Brian	18	30	600
Langella, Vin- nie	5	10	500
Vader, Shaylene	15	30	500
Sherman, Dick	13	30	433
"Lil Sherm"	12	30	400
Fustolo, Joey	3	10	300

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 then 50% of the New England regular season GX meets is the eligibility requirement for a season championship award.



Jeff Vader's crew won the "best pit crew" competition at the Granite State Championships  
I believe the vote was unanimous



Jeff Vader and Paul Kubek at  
The Eastern Mass Championships



Joe Fustolo, Rick Clark  
And Paul Kubek



## 2007 CONTEST SCHEDULE

This is a work in progress /All GX Combat unless noted otherwise/All dates are tentative

8/26 Salmon River Shootout - East Hampton, CT  
9/2 New England Championships - Worcester, MA  
9/9 District I Championships -F2D Combat - Middleboo, MA  
9/16 Middlesex, NJ – Speed Limit and 1/2A  
9/23  
9/30 Wompatuck Invitational - Hingham, MA  
10/7 North County Shootout - Leominster, MA  
10/14 Fall Finale - Worcester, MA  
10/21 The Last Shootout - F2D Combat - Hingham, MA  
  
10/28  
11/4 Wompatuck Fall Fly-Off / Post Season Contest - Hingham, MA

For more info contact: Neil Simpson Phone: 508-867-8702 E-Mail: podunk129@charter.net

### ***2007 District I Championships For F2D Combat September 9th***

**Wingbuster Club Field - Middleboro, MA  
AMA Sanctioned –Rick Clark-CD**

#### **Mark's Single Airplane Rules**

Trophies for top three spots

Registration 9:30am to 10:00am-First Match 10:00am

Directions: Take 104 east to 106 east from Route 24 - Turn right onto Route 105-Go two to three miles turn left onto River Street - Look for gate on right with Wingbuster sign - drive up between corn fields



**Greg Wornell and Ken Hargreaves have Greg's F2D ship ready for a match at the Eastern Mass Championships**

## **2007 Salmon River Shootout**

**Salmon River State Forest-East Hampton, CT-August 26th, 2007**

**Formula GX Combat Four Rounds  
Prizes for top four plus first in Sportsman**

**First Match 10:00 am AMA Sanctioned**

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**New England Championships**  
**Formula GX Combat**

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