

New England Combat News

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THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



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The North County Shootout

**ROY GLENN, NEIL SIMPSON,
AND JEFF VADER ARE TOP THREE**

SPORTSMAN TO CHRIS SARNOWSKI

OCTOBER 12, 2008 – LEOMINSTER, MA – Fifteen contestants were on hand to participate in this annual event. The weather conditions were clear and warm, but not hot, with a gentle breeze. Add in the fact that the fall foliage was at or near peak and you definitely had the perfect New England day.

At the end of round one, Roy Glenn had the early lead posting a 725 point, two cut win. Neil Simpson and Brian Stas were close with one cut round one wins of their own. In round two Roy and Brian faced off against each other flying to a two cut apiece draw. In the next match Neil earned a one cut win over Chris Sarnowski. Meanwhile Phil Cartier, Lloyd Seymour and Jeff Vader pulled into contention with good round two wins of their own. Round three started with a match between Phil and Roy with Roy getting the win two cut to one in a well flown affair. Next, Neil got past Lloyd with a one cut win in another well flown match. Going into round four Roy had 2065 points, Neil had 1860 points, Brian had 1755 points, Jeff had 1750 points, Phil had 1740 points with Lloyd, (continued on page two)

Wompatuck Invitational

**BRIAN STAS, RICK CLARK
& JEFF VADER ARE TOP THREE**

CHRIS SARNOWSKI WINS SPORTSMAN

OCTOBER 5, 2008 – MIDDLEBORO, MA – The day was seasonably warm, no wind, overcast with off and on light rain. Less than perfect but still a good day for a little Formula GX combat. Nine New England pilots were in attendance and ready for action.

The best score of round one was posted by Rick Clark earning a two cut win over Joe Fustolo. Rick stayed hot in round two with a one cut win over Chris Sarnowski. Meanwhile Neil Simpson had moved into contention.
(continued on page two)

Fall Finale

**LLOYD SEYMOUR, BRIAN STAS
& NEIL SIMPSON
TAKE TOP THREE SPOTS**

AARON SEYMOUR WINS SPORTSMAN

OCTOBER 19, 2008 – WORCESTER, MA -Thirteen contestants were on hand for this, the twentieth annual running of the Fall Finale Combat Tournament at Boynton Park in Worcester, Massachusetts. This contest was the eleventh and final stop on this year's New England Formula GX circuit, the end of the 2008 regular season. The weather was cool and breezy with temperatures toping out in the fifties.

The best starts in round one were Paul Kubek, Brian Stas and Neil Simpson all posting 725 point wins. Lloyd Seymour was just off that pace with a 620 point win of his own. Round two saw Brian and Paul fly to a 410 point draw while Neil and Lloyd flew to 510 point draw. Meanwhile, Richard Sherman and Roy Glenn each posted their second good scores of the contest. In round three Neil and Richard flew to a 410 point draw while Lloyd stayed hot posting a two cut win over Paul. In the next match Brian and Roy had an exciting match that ended in a mid-air late. Round three also saw Aaron Seymour post his third good score of the contest moving himself into contention. Going into the final round it was Lloyd with 1855 points followed by Richard and Neil (1645pts), Aaron (1550pts), Brian (1540pts), Roy (1340pts) and Paul (1335pts). Early in round four Roy posted a one cut win over Paul. In the very next match Brian posted a two cut win over Kevin Seymour. In the next match Neil and Aaron flew to a low scoring draw. In the final Lloyd got a one cut win over Richard. When the dust settled Lloyd was the clear winner followed by Brian, Neil, Roy and Aaron. Aaron, who ended up in fifth place took home the sportsman division win in the process.

(details on page two)

LEOMINSTER (continued from page one)

Chris Sarnowski and Joe Fustolo all within range of the leaders. It would come down to the final four matches. In the first of these matches Lloyd and Joe flew to a low scoring draw. Next, Chris got past Phil two cuts to one in a very exciting match. In the semi final Jeff and Brian Stas waged war with Jeff leading two cuts to one when a mid air ended things with only a few seconds left. In the final Roy and Neil also had an exciting nonstop match that was well flown and ended in a one cut apiece draw. When it all sorted out the final order of finish was Roy (2575pts), Neil (2370pts), Jeff (2255pts), Phil (2190pts), Chris (2170pts), Brian (2155pts) and Lloyd (1950pts). On this day Chris Sarnowski took home the Sportsman "gold" getting past Aaron Seymour, Richard Sherman and Jake Vader who all flew very well.

Thanks go out to Lloyd Seymour who promoted and CD'ed this annual event. Also a special Thank You to Lloyd's wife, Cheryl, who invited us back to her house, at day's end, for food and drink. She also sent everyone home with a home-made apple crisp. Thank You Cheryl, you treat us way too well.

The North County Shootout Formula GX Combat
15 contestants (11 from MA) (2 from NH) (1 from PA) (1 from NJ) 29 matches -5 mid airs

(E) Roy Glenn-Southampton, NJ	2575pts
(E) Neil Simpson-East Brookfield, MA	2370pts
(A) Jeff Vader-Franklin, NH	2255pts
(E) Phil Cartier-Hummelstown, PA	2190pts
(S) Chris Sarnowski-Brookline, MA	2170pts
(A) Brian Stas-Kingston, MA	2155pts
(E) Lloyd Seymour-Leominster, MA	1950pts
(S) Aaron Seymour-Leominster, MA	1830pts
(E) Joe Fustolo-Stoughton, MA	1755pts
(A) Paul Kubek-Brockton, MA	1330pts
(S) Richard Sherman-Andover, MA	1310pts
(S) JakeVader-Franklin, NH	1200pts
(A) Brian Seymour-Leominster, MA	900pts
(E) Dick Sherman-Andover, MA	725pts*
(E) Glenn Simpson-Worcester, MA	700pts

* withdrew after two rounds

Fall Finale Combat Tournament -Formula GX Combat
13 contestants (9 from MA) (3 from NH) (1 from NJ)
26 matches (2 mid-airs)

(E) Lloyd Seymour-Leominster, MA	2475pts
(A) Brian Stas-Kingston, MA	2265pts
(E) Neil Simpson-East Brookfield, MA	2055pts
(E) Roy Glenn-Southampton, NJ	1960pts won fly-off *
(S) Aaron Seymour-Leominster, MA	1960pts lost fly-off *
(S) Richard Sherman-Andover, MA	1945pts
(A) Paul Kubek-Brockton, MA	1635pts
(S) Kevin Seymour-Leominster, MA	1320pts
(E) Jim Carpenter, N. Salem, NH	1240pts
(S) Ralph Gonzalez-Haverhill, MA	1230pts
(A) Jeff Vader-Franklin, NH	1230pts
(S) Jake Vader-Franklin, NH	1200pts
(E) Glenn Simpson-Worcester, MA	700pts

WOMPATUCK INVITATIONAL (continued from page one)

Rick and he faced off in round three with Neil squeaking out a low scoring win. Going into round four Neil had 1550 points, Rick had 1545 points followed by Paul Kubek, who after a slow start had good wins in round two and three. Paul through three rounds had 1445 points with Brian Stas at 1330 points, Glenn Simpson at 1320 points and Jeff Vader at 1230 points all very much in contention. In the final round Glenn and Rick flew to a one cut apiece draw, Jeff got past Paul two cuts to one and Brian scored a two cut win over Neil. When the dust settled Jeff had finished third with Brian and Rick tied for first. Brian won the fly off and the contest in the process. On this day, Chris Sarnowski got past Jake Vader to take home the sportsman "gold".

Thank You to everyone who shared in the judging. Thank You to Rick Clark who cd'ed this contest and did a lot of work behind the scenes to bring it to fruition and thank you to the Wingbuster Model Airplane who let us use their fine facility when we ran into permitting problems at the Hingham site.

Wompatuck Invitational

9 contestants (7 from MA) (2 from NH)
18 matches (2 mid-airs)

(A) Brian Stas-Kingston, MA	2055pts	won fly-off
(A) Rick Clark-Hingham, MA	2055pts	lost fly-off
(A) Jeff Vader-Franklin, NH	1955pts	
(A) Paul Kubek-Brockton, MA	1845pts	
(E) Glenn Simpson-Worcester, MA	1830pts	
(E) Neil Simpson-E.Brookfield, MA	1650pts	
(S) Chris Sarnowski-Brookline, MA	1435pts	
(E) Joe Fustolo-Stoughton, MA	1320pts	
(S) Jake Vader-Franklin, NH	1200pts	

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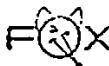
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F2D News - October 2008

Mark Rudner
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When things are going your way, everyone wants to be your friend. When times are tough, however, that's when you find out who your friends are. I recently returned from what very well could be the best combat contest in the world, the Dnipro F2D World Cup in Novomoskovsk, Ukraine. The trip was anything but smooth for me, but owing to the generosity of great friends American, Mexican and Ukrainian, I still had an awesome time. More on the Dnipro Cup will follow below, but first a quick follow-up from last month.

After last month's column, I got some great feedback about statistics in combat from Dave Lovgren in Canada and Henning Forbech in Denmark. This led to some very interesting discussions with Dave about the state of combat, strategies, and several other topics. Additionally, he pointed out that at a US Team Trials many years ago, Paul Smith did keep win/loss stats and afterwards they had a good time comparing the relative "difficulty" of the draw for different pilots based on the records of their opponents. Henning has taken the work a bit further, and in fact done some analysis on the distribution of final score differences based on the results of the 2006 Nordic Championships. He found that the cumulative distribution of final point differences is fit very well by an exponential with a decay constant of just a bit over 100 points.

There are various things one can take away from Henning's analysis, but basically what it says is that the probability of a "blow-out" match with a very large difference of final scores is quite small. The majority of matches are won by a margin of around 100 points (one cut) or less. Perhaps the reason for this is partly strategic; as discussed last month, in many cases going for a "blow-out" win means taking extra unnecessary risks. If pilots really do try to win with the minimal effort and risk, then maybe we should expect that once one pilot is 1 cut ahead of his opponent and his own streamer is gone, he will stop flying; if this situation happens often, as it seems to, then it makes sense that relatively few matches are observed with more than 100 points difference. It would also be interesting to see some analysis on total scores (not just differences), but so far the data have not been processed in this way. However, Henning sent me data for all matches in the 2006 F2D World Championships in Valladolid, Spain. I haven't had a chance to perform any analysis, but once I do I'll report my findings here.

Meanwhile, back in the Ukraine...

This year the US delegation at the Dnipro Cup consisted of Andy and Cary Minor, myself, and Mike Willcox. We were joined by the multi-time Mexican champion Leonardo Silva. Originally Lester Haury was scheduled to join us there, but unfortunately was forced to cancel at the 11th hour.

To reach the Dnipro Cup, I had to take the following route: Boston to New York, New York to Kyiv, Kyiv to Dnipropetrovsk. The flight from Boston to New York took off a bit late due to rain and traffic, but not terribly late. The flight to New York was relatively uneventful, but when I arrived in the terminal at JFK and looked at the monitor to find the gate of my connecting flight, it said the strangest thing: "Flight Time 4:30, Now 4:10. Now Boarding..." *What the...? What kind of flight leaves early?* Between the 30+ minutes on the ground in Boston and the negative 20 minutes for the connection, suddenly the leisurely layover became a mad dash to make it there on time. Once at the gate, I found that the boarding process was sufficiently chaotic and disorganized that I was never in any danger of getting left behind. *Phew.* Off we went.

The flight from New York to Kyiv was relatively uneventful. Across an empty seat from me sat Sylvia de Swaan, an art photographer from upstate New York. We talked about all kinds of interesting things to pass the time over the long flight. About half way through the flight, some guy about 7 or 8 rows ahead had a little accident, and according to the flight attendant "ruined the row of seats." This led to some commotion, a reshuffling of passengers, and an unpleasant smell that fortunately stayed relatively localized to that area.

Finally we landed. Woohoo! As usual for international travel, because Kyiv was my point of entry into the country, I had to pick up my bag for customs control and recheck it for the connection to Dnipropetrovsk. Uh oh, did I say recheck? You can't recheck what you aint got (but you can surely lose what you used to have!)... No sign of the bag.

I went into the lost and found/claims office and tried explaining in Russian that my bag didn't arrive (aside from talking during the flight, I was also studying Russian from a little Berlitz traveler's Russian book). *They understand, great!* And then the response... oops. Better switch to English. The girl who helped me was really nice and spoke good English which helped a lot. As much as she wanted to help, however, the baggage tracking system in the computer had no information on my bag whatsoever. It seems nobody had any idea where my bag was. Damn... She told me it would probably come on the next day's flight and then they would bring it to me at the contest. Let's hope so, because aside from models, that bag contained basically all of the F2D gear that I own. With nothing more to be done there, after a quick bowl of nice bowl Ukrainian borscht I continued on to Dnipropetrovsk with fingers crossed.

Dniproavia State Aviation Company transported me safely from Kyiv to Dnipropetrovsk in less than 1 hour. Bag or no bag, at least it was finally time to meet up with friends and get to the combat site. Well, maybe not so fast. Outside the terminal, there were no familiar faces in sight. I knew that Mike and company were on their way and wasn't too worried. After 20 minutes or so I tried to get in touch with them using an international mobile phone that I had with me (leftover from an academic trip to Europe last year). Unfortunately, it couldn't connect to the network in Ukraine. No problem, it was pretty nice and sunny out so I decided to just have a seat on the steps in front of the terminal and wait. and wait. Dnipropetrovsk is a reasonably large city, but the airport was fairly small. After another hour passed, I began to wonder if the airport was big enough to stay open at night, or if after the last flight things would shut down. I was still confident that my compatriots were coming, but just in case I needed to think of a backup plan for getting to Novomoskovsk (the village about 90 km away where the contest was held). Taxi seemed like the best option, and since I didn't want to risk missing the last taxi and getting stuck there I decided that once the time reached 2 hours past my arrival time I'd just try to grab a taxi.

Sitting by myself in front of the mostly empty terminal, going through such mental deliberations, I probably started to look either a little nervous, a little vulnerable, or both. As much as I tried to not dress American, it must have been clear that I wasn't a local. Just at the moment when I was starting to think about going back into the terminal to check the time, I felt two guys walk up behind me. Something told me that it wasn't good for them to be where I couldn't see them, so I got up and turned to go back in to the terminal. "Blah blah Russian/Ukrainian something blah Documents blah blah blah" one of them said to me as I stood up. *Ah crap... I'll pretend I didn't hear that.* "Ha ha ha nyet, nyet" he laughed as I tried to walk away, apparently amused by the fact that I was trying to ignore him. *Double crap... he's following me now.* Something was about to happen, but I figured it was best if it could at least go down inside the terminal where some people are around to see it. Finally he cornered me in the waiting area, "blah blah blah documents blah blah blah." Obviously he wanted to see my documents (passport), and obviously I didn't want to give him any information. Time to play dumb (and not give away my nationality!). Shrug. Blank stare. "Nyet." It was buying some time, but the guy was neither amused nor discouraged. Finally I pulled out the contest invitation to show the purpose of my visit while still giving away as little information as possible. Unfortunately, he wasn't impressed by the world cup of toy airplanes. "Police! Understand? Police!" he said, and opened his wallet to reveal something that could have either been his badge or his driver's license. How should I know? And what should a plain-clothes officer want with little old me anyway? I guess he was catching on though, and it was doubtful that if I started speaking Chinese to him he would believe that I'm actually from China...

Extremely tired from 20 hours of traveling and running out of ideas, finally I showed him my passport. *The gig's up, time to speak English.* "Vui govorit'ye po Anglisky?" "A little bit" he says. *Well at least maybe now we can communicate.* After staring at my passport for a while, he said something in Russian that had the ring of "okay, we're going down to the station," and started walking towards the door out of the terminal. "Nyet!" *No way I'm going anywhere with this dude.* I tried to grab my passport back and he held on tight. Exasperated, he then pulled out some Bulgarian guy's passport from his jacket and asked me "Is this your friend?" *Man, who is that?* "No, I have no idea who that is." After a sigh, he said "okay" and started motioning back towards the security area of the airport. That at least seemed like a safer direction to go, so I figured I would follow him back there. He went into some room, and I stood there waiting, thinking, wondering how to come out on the right end of this situation. *Oh sweet lord, hallelujah! There's F2D World Champion and former nightclub bouncer Mike Willcox coming into the terminal! The force is strong in this one...* No sooner did he set foot in the terminal than that guy came back out of the room, handed me back my passport and said "sorry" and walked off. What on Earth was all that about? I'm still not sure if I was just almost mugged, kidnapped, or arrested, but who cares... It was time to be with friends, get back to the sport I love, and to make the most of this weekend. After a journey like that, the only thing to do is to be sure to have enough fun to make it worth it!

In order that this story doesn't reflect poorly on my friends, let me assure everyone that they were making every

effort they could to get there to pick me up as quickly as possible. I know they were quite worried about me, and were very frustrated by the delays at the hotel and traffic on the road that kept them behind schedule!

This year was the 10th anniversary of the Dnipro Cup. In anticipation of a large turnout (I believe there were 92 entries), the contest was extended to 3 days (Friday, Saturday, Sunday). It was late Thursday afternoon by the time we rolled up to the Hotel Osokura. While Mike, Jeka, and Marina (our gracious hosts from the Aerolux model factory) went out to pick me up, Andy, Cary, and Leonardo stayed behind to assemble our shiny new Aerolux models. When we got there they showed me to four of my own that they had kindly set up for me. But by then I no longer had any engines (not to mention props, lines, handles, bladders, ...). This is where these guys really showed their colors as my true friends. They all offered to chip in equipment – a Fora from Leonardo, another from Cary, lines and handles from Andy, a Fora and some props from Mike. I don't like to borrow stuff, but there was no choice and I was extremely grateful for the generosity of these guys to put their equipment on the line for me.

Still there was one more problem... No clothes! The jeans I flew there in were a bit restrictive and really not suitable for sports. Fortunately, it turned out that Jeka was very close to my size, and he lent me the warmup bottoms from a Ukrainian team uniform and a long sleeve shirt to wear. My roommate in the hotel, Sasha, also lent me a sweater. The weather was pretty good all weekend, but the lows at night were in the 40s and those clothes were well needed and appreciated.

Even with 3 days, getting through a double elimination F2D contest with 92 entries requires diligence on the part of organizers and competitors to keep the pace flowing. One of the features of this contest that sticks out the most to me is how professionally it is run. Every detail is considered, and the matches go off like clockwork. About 4 or 5 matches before your own, it's your responsibility to pull-test your models. After passing the inspection, the pull-test guy gives you either a blue card or a red card with your name on it. This card is your ticket into the circle. They use two circles, which means that two matches before your own it's time to fill up the bladders; as soon as that match is done you need to start walking to the circle with your mechanics and equipment. When you reach the circle, you give your colored card (which is also the scorecard) to the judges, and they give you a streamer of the matching color. No room for mistakes there! One thing that can be challenging for an outsider in this whole arrangement is that when there are 92 pilots, and maybe you only know 25 of them well, it's not so easy to look out into the circle and determine which match is currently up. This means that it's important to keep checking to know how far along the round has progressed. If you're not in the circle when your match is called, they will *not* hesitate to start without you.

Over the course of the weekend, I witnessed some great combat and some so-so combat. The standout performance was by the recently crowned World Champion Stas Culachkin. He followed up an awesome performance at the World Championships with another one to claim the World Cup title in Dnipropetrovsk. That's some serious first class flying from a really first class guy. On top of it all, when he flies, there's no funny business. He's a really admirable pilot, and everyone is truly happy for him and his success. It looks as though he will claim the double crown of World Champion and World Cup Champion for 2008! Way to go Stas!

As for the North American delegation, overall we did okay for ourselves. Mike lasted 7 rounds, finishing in a tie for 9th place. On the way there, his pit crew of "Big" Andrei and Stas Culachkin managed an amazing 6 second pit stop when Mike landed his damaged primary model in front of them. My bag never did arrive, and I had to go all weekend on borrowed equipment. It was really great of these guys to lend me their equipment, and I was happy to still be able to compete. In the end I lasted 5 rounds for a tie in 19th place. Andy flew well, but went out in round 4. Cary and Leonardo went out in the 3rd round. While flying against Fetisov from Russia, Leonardo's watch got caught in Fetisov's vest. Somehow, this ended up with Leonardo getting yanked to the hard concrete pilot's circle, and his model getting jerked out of his hand. The safety thong broke, and his model flew off into a giant inflatable globe positioned off to the side of the circle. It was a direct hit on Chicago! Chicago guys – you better watch out, I think Leonardo's sending a signal!

Of course there are a lot more things I could say about this trip, but that's all the time I have now. It's a really great contest, and if you're considering going abroad for a competition I would definitely recommend this one. Last I want to send out one more giant thanks to Jeka, Marina, Mike, Andy, Cary, and Leonardo for everything they did for me that week. Furthermore, I want to personally thank contest organizer Vladimir Shatkov for putting on a great competition that never fails to outdo itself, and for generously arranging for my transportation to the airport early Monday morning. Thanks everyone!

Wompatuck Invitational for Formula GX Combat

October 5th, 2008

Jeff Vader Photos



The trophy winners were Brian Stas (1st), Rick Clark (2nd), Jeff Vader (3rd) and Chris Sarnowski (1st Sportsman)



Brian Stas



Paul Kubek and Joe Fustolo



Neil Simpson and Rick Clark



Brian Stas and Jeff Vader



Jake Vader and Glenn Simpson

2008 North County Shootout –Formula GX Combat - October 12th

Jeff Vader photos



The trophy winners were Roy Glenn (1st), Neil Simpson (2nd), Jeff Vader (3rd) and Chris Sarnowski (1st Sportsman)



Richard Sherman and Aaron Seymour



Phil Cartier and Roy Glenn



Lloyd Seymour and Neil Simpson



Paul Kubek and Roy Glenn



Brain Stas and Jeff Vader

2008 Regular Season Points Championship

(final results)

<u>Name</u>	<u>Total Accum Points</u>	<u>Total Possible Points</u>	<u>Percent</u>
Simpson, Neil	95	110	864
Stas, Matthew	15	20	750
Stas, Brian	71	100	710
Cartier, Phil	7	10	700
Clark, Rick	28	40	700
Glenn, Roy	34	50	680
Vader, Jeff	66	100	660
Simpson, Glenn	62	110	564
Hargreaves, Ken	11	20	550
Lopez, Louis	11	20	550
Seymour, Lloyd	15	30	500
Kubek, Paul	44	90	489
Fustolo, Joe	29	60	483
Sarnowski, Chris	36	80	450
Seymour, Arron	9	20	450
Vader, Shaylene	4	10	400
Seymour, Kevin	3	10	300
Sherman, Dick	8	30	267
Carpenter, Jim	2	10	200
Vader, Jake	10	60	167
"Lil Sherm"	6	40	150
Gozalez, Ralph	1	10	100
Lopez, Chris	0	10	
Seymour, Brian	0	10	

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.



Rumors Facts Etc

CONTEST FUND: This month we received very generous donations from Ernie Carosella.
Thank you very much.

NECN CONTEST FUND
7/1/2008 Through 10/24/2008

Date	Payee	Category	Amount	Running Total
7/1/2008	balance		257.00	257.00
7/20/2008	Jeff Vader	contribution	10.00	267.00
7/20/2008	Chris Sarnowski	contribution	10.00	277.00
7/20/2008	Ron Connors Memorial	entry fees	110.00	387.00
7/20/2008	Ron Connors Memorial	trophy expense	(68.00)	319.00
7/20/2008	Jeff Vader	contribution	10.00	329.00
7/20/2008	Rick Clark	contribution	10.00	339.00
7/31/2008	Wingbuster Shootout	Permit/Sanct Ex	(25.00)	314.00
8/10/2008	Eastern Mass Champs	trophy expense	(68.00)	246.00
8/10/2008	Eastern Mass Champs	entry fees	70.00	316.00
8/10/2008	Paul Kubek	contribution	10.00	326.00
8/17/2008	District I Champs	trophy expense	(51.00)	275.00
8/17/2008	District I Champs	entry fees	110.00	385.00
8/17/2008	Jeff Vader	contribution	10.00	395.00
8/24/2008	Ray DuFour	contribution	10.00	405.00
8/24/2008	Salmon River Shootout	entry fees	100.00	505.00
8/24/2008	Salmon River Shootout	trophy expense	(68.00)	437.00
8/31/2008	Brian Stas	contribution	40.00	477.00
8/31/2008	New England Champs	trophy expense	(280.00)	197.00
8/31/2008	New England Champs	t-shirts	(209.00)	(12.00)
8/31/2008	New England Champs	entry fees	450.00	438.00
9/1/2008	Wingbuster Invitational	Permit/Sanct Ex	(20.00)	418.00
9/7/2008	Wingbuster Invitational	trophy expense	(51.00)	367.00
9/7/2008	Wingbuster Invitational	entry fees	80.00	447.00
9/10/2008	Wingbuster MAC	donation expense	(100.00)	347.00
9/29/2008	Ernie Carosella	contribution	25.00	372.00
10/5/2008	Wompatuck Invitational	entry fees	90.00	462.00
10/5/2008	Wompatuck Invitational	trophy expense	(68.00)	394.00
10/12/2008	North County Shootout	entry fees	150.00	544.00
10/12/2008	North County Shootout	trophy expense	(68.00)	476.00
10/19/2008	Fall Finale	trophy expense	(68.00)	408.00
10/19/2008	Fall Finale	trophy expense	130.00	538.00
		GRAND TOTAL	538.00	538.00

Fall Finale - Formula GX Combat - October 19th, 2008

Jeff Vader Photos



Paul Kubek



Brian Stas



Jake Vader and Richard Sherman



The trophy winners are Lloyd Seymour (1st), Brian Stas (2nd), Neil Simpson (3rd) and Aaron Seymour (1st Sportsman)



Team Sherman



Lloyd and Aaron Seymour

Wingbuster Fall Flyoff

**Post Season Contest
November 2nd, 2008
Wingbuster Club Field
Middleboro, MA
AMA Sanctioned**

**Formula GX Combat
Trophies for top three plus first in Sportsman
Season End Awards will also be presented**

**NEIL SIMPSON
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EAST BROOKFIELD, MA 01515**