

New England Combat News

VOLUME 21 NUMBER 2 JULY 2009
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



Now Celebrating our 21st year of Publication

Eastern Mass Invitational

**JOE FUSTOLO, NEIL SIMPSON,
& JEFF VADER ARE TOP THREE IN GX
JAKE VADER WINS SPORTSMAN**

**GREG WORNELL, MARK RUDNER,
& NEIL SIMPSON
ARE TOP THREE IN F2D**

JUNE 6 & 7, 2009– KINGSTON, MA – This year's Eastern Mass Invitational featured both Formula GX and F2D Combat. The weather was, in a word, beautiful, as were the fields at Silver Lake Regional High School. They were manicured, green like a rich man's lawn and expansive. This was a two-day event, first up was Formula GX combat.

In round one action Joe Fustolo and Neil Simpson set the pace with 725 point wins. In round two Joe got past Neil with a one cut win while Brian Stas, Jeff Vader and Paul Kubek all were flying steady. At the halfway point Joe had 1345 points while Neil, Brian, Paul and Jeff were all about 300 points behind. In round three Joe stayed hot with a two cut win over Brian. Neil and Paul also posted two cut wins to stay within range. In the final round Jeff got a two cut win to gain the clubhouse lead. Neil and Brian had a good one going that ended in a late mid-air limiting both their scores. The final saw Joe get past Paul with an airtime win. The final order of finish was Joe (2490pts), Neil (1950pts), Jeff (1945pts) and Paul (1845pts). The Sportsman winner was Jake Vader.

On Sunday we were back to fly F2D Combat. There were seven competitors, however, after three full rounds only three competitors were left. Greg Wornell and Mark Rudner were undefeated while Neil Simpson was hanging in there with one defeat. In round four Mark sent Neil packing. All that was left was three hard fought matches between Greg and Mark. Greg won two of them and the contest in the process.

(continued on page two)

Granite State Championships

**MATT STAS, NEIL SIMPSON
AND JEFF VADER
ARE THE TOP THREE**

**RICHARD SHERMAN
TAKES SPORTSMAN**

JUNE 14, 2009 – FRANKLIN, NH – The Granite State Championships, this year, drew eight competitors. The event was hosted and cd'ed by Jeff Vader. Weather conditions were cloudy, followed by some drizzle, followed by heavy drizzle, followed by heavy rain. Shortly after noon we went into a rain delay, and then after checking the computer forecast, it was a consensus decision to turn this year's event into an abbreviated rain shortened affair.

The top three at the end of the last completed round were Matt Stas, Neil Simpson and Jeff Vader. The sportsman winner was young Richard Sherman who nosed out Jake Vader for the "gold". Match of the day was a five minute battle royal between Paul Kubek and Brian Stas, that ended in a draw.

Thank You to everyone who shared in the judging and thank You to Jeff for a good contest despite the weather conditions.

EASTERN MASS INVITATIONAL (From Page One)

Thank You to Brian Stas, who secured the site and to Rick Clark who cd'ed the event. Thank You, also, to Carol Stas for inviting us back to her home and feeding all of us after the contest. Carol, great spread as usual.

It was also great to have Chuck Rudner, all the way from Santa Ana, California, flying F2D with us. Along with being one of the best in the country, Chuck is a gentleman and a pleasure to compete against.

Eastern Mass Invitational

Formula GX Combat

6 Contestants (4 from MA) (2 from NH)

12 matches - 1 mid air

(E) Joe Fustolo-Stoughton, MA	2490pts
(E) Neil Simpson-E.Brookfield, MA	1950pts
(E) Jeff Vader-Franklin, NH	1945pts
(A) Paul Kubek-Brockton, MA	1845pts
(E) Brian Stas-Kingston, MA	1625pts
(S) Jake Vader-Franklin, NH	1300pts

F2D Combat (7 contestants)

Greg Wornell	5 wins – 1 loss
Mark Rudner	4 wins - 2 losses
Neil Simpson	2 wins – 2 losses
Chuck Rudner	1 win – 2 losses
Brian Stas	1 win – 2 losses
Paul Kubek	0 wins – 2 losses
Jeff Vader	0 wins – 2 losses



Brian Stas and Jeff Vader



**The GX trophy winners at the Eastern Mass Invitational were
Joe Fustolo (1st), Neil Simpson (2nd),
Jeff Vader (3rd)
and Jake Vader (!st Sportsman)**



**The F2D trophy winners
at the Eastern Mass Invitational were
Greg Wornell (1st), Mark Rudner (2nd) and
Neil Simpson (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:

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 SIMPSONDonations 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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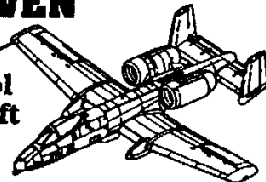
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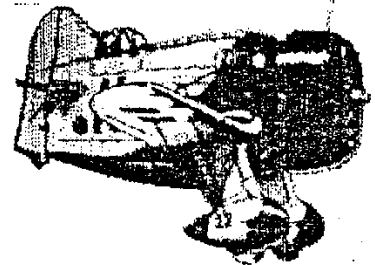
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F2D News - July 2009

Mark Rudner
rudner@mit.edu

After some early setbacks, the New England F2D season is ON. Following Pat Willcox's lead, we obtained a one-time waiver from the AMA to run the first contest of the year as "shutoffs-optional" in order to help smooth the transition. Our order of swing-arm shutoffs arrived literally at the 11th hour, which meant that there was essentially no time to work with them beforehand. As a result none of the New England natives were able to run shutoffs this time. Fortunately, Chuck Rudner was on hand with a full set of working gear to demonstrate. He also provided the field with a wealth of valuable information on how to setup and use both the swing-arm and string-and-spring shutoffs. I was happy to see that the shutoffs and information were received with great enthusiasm, and look forward to seeing how everything comes together for the next contest.

Speaking of fields, I think we've landed in combat heaven. The contest took place on a new athletic field behind Silver Lake High School in Kingston, MA. We've previously held contests on other fields at this school, but the new field is lightyears ahead of all the others. Perhaps the sod farm in San Diego, CA and the AYSO fields in Riverside, CA where Bill Maywald holds the Riverside Combat Challenge can compete in terms of quality, but this field has the advantage of much greater contest availability. I'm talking about a secluded field, shielded from neighbors by forest, with pristine grass spreading out as far as you'd care to walk. We didn't measure, but I estimated you could fit probably 12 circles there with no problem. We're all excited about this field, and looking forward to showing it off to more out-of-towners in the future!

After a 7-month Winter recess, the flying quality was pretty good. Greg Wornell rose to the top for his first F2D title since coming back to the combat scene a couple years ago. He's been working a lot on his flying and on the trim of his models, and it's really starting to pay off. In the past I've written about the importance of setting up models properly. As Greg has come to understand, this pursuit has many layers. On the first level, it is critical to straighten all models, removing any warps that may have been built in or developed over time on the rack. Beyond this however, the "quicker" you set up your models (more responsive, less nose-heavy), the better their performance will be in the turns. No joke, this can seriously make up for even a modest lack of power. On the flip-side, you can have all the performance in the world, but if you can't put the model where you want it then it's not going to do you any good. The only way to find the optimal balance for yourself is through experimentation and by pushing your own limits a bit.

If you're comfortable with your ability to put your model where you want it but can't seem to get the cuts you want, try pushing the engine back a bit to quicken things up. In practice it's good to try to push yourself out of your comfort zone, and allow yourself to grow accustomed to the touchier setup. At contest time, however, pay very close attention to your flying, and if you notice that you're having trouble staying in control or the model is ending up somewhere other than where you want it, don't hesitate to bump the engine forward a bit to tone things back down. Remember that self-evaluation and the ability to make adjustments on-the-fly is a critical tool in your mental pitbox. Gradually moving towards quicker and quicker models can be a really powerful component of the long-term development of your flying. Rushing it by changing too quickly or trying to get used to it suddenly during contests won't do it though; the only way to make it work is through regular test flights between contests that give your brain the chance to develop the right connections for finer and finer control.

Brodak's Fly-In 2009 Report

Courtesy of Chris Sarnowski

Brodak's Fly-In was held from June 16th to June 20th this year. It's a multi-event contest that takes place in John and Buzz Brodak's back yard. It's a very large yard, by the way, with space for six control line circles and pit areas. And space for the Brodak's house, garage, pool, etc.

Brodak's is a great place to see different control line events, as well as fly some combat. It's also a great place to meet control line modelers from different areas of the country. Everyone seems to be happy to be there and really enjoying themselves. As David Midgely said to me before the trip, it's your own fault if you don't have a great time! I drove down with Woody Midgely, and we met up with Dick Carville, Len Harding, Dick Wolsey, and Norm Liversidge at the contest, all of whom I fly with at the 107th R/C club.

I was happy to see a few events that I had never seen before: Racing and Carrier. At last year's Combat Fun-Fly (Wompatuck State Park) we had some clown racing, but these guys were a bit more serious about it. There were 3 pilots and their airplanes in the circle for most heats. The pit men wore helmets so that they could safely retrieve the airplanes for refueling. Al Ferraro and his team from Middlesex Modeller's Club did well in racing. By the way, those racing pit men can really start an engine! I've never seen anyone flip a prop so fast without a starter. Things got a bit interesting in one heat that I watched. There were a few inexperienced pilots, one with some control issues (accidental loops and oscillations) and another who tried to pass by going underneath the other airplane (bad idea).

I thought Carrier was an interesting event. One of the pilots took the time to show me his airplane. It was a mechanical marvel, with sliding leadouts and landing hook triggered by motions at the handle. Plus a 3rd wire throttle for high speed and low speed laps. The low speed laps are flown after the high speed laps, and the sliding leadout is used to point the nose of the ship to the outside of the circle. This maintains line tension for the low speed laps. I watched a few competition Carrier flights, too. Landings seemed difficult, as the few pilots that I saw attempt had slammed the carrier deck but didn't catch any landing wires. One pilot caught a bad gust and put the airplane down into the grass. Looks like Carrier pilots know how to build airplanes that bounce, too.

Stunt is a big attraction at Brodaks. There are many events to enter: Old Time, Classic, Nostalgia '79, and PAMPA. Each of these is broken down into 4 skill levels: Beginner, Intermediate, Advanced, and Expert.

Between Dick Carville, Dick Wolsey, Norm, and myself, we had entries in each event and one or more skill levels. Happily, we brought back some trophies and I did not crash. There were many interesting and well-built stunt models, and you can see some great photographs in the "Open Discussion" forum at the Stunt Hangar web site (www.stunthangar.com/smf).

There were two Combat events at the contest, Speed Limit and WWII Combat. The Speed Limit event had about 22 entries, with 18 pilots actually flying. Phil Cartier organized the events, and it was great to see him as well as Louis Lopez, Roy Glenn, and Al Ferraro. I was also able to put faces to some names that I had heard – Rick "Catdaddy" Blankenship, Brad LaPointe, and Paul Smith. Scott Schmidt and his son Alex came out from the Washington DC area, too. Some of you might remember Alex from last year's Hershey, PA meet.

Norm Liversidge and Dick Carville helped out at the Speed Limit event by counting cuts and keeping track of air time. I think they had almost as much fun as the pilots did. I had a good match with Dan Bierke from the Canadian Balsa Beavers Club. Louis and Roy put up some great flights, with Louis finishing in 1st place and Roy taking 3rd. Scott Danford, who is working with Roy and Louis, took 2nd place. Brad Lapointe landed in 4th place, and I followed him in 5th place. There were a few scary fly-aways at the speed limit event, one of which was due to "irrational exuberance" of a pilot trying to assert control of his line-tangled ship. Reminder that it is better to safely put your model into the ground, rather than pull hard on the lines to keep it in the air.

WWII Combat had 8 entries, with 5 pilots actually flying. Models entered included an FW190 (Phil C), a Nakajima Ki-27 "Nate" (Paul Smith), an F6F Hellcat (Rick B), an ME-109 (Howard Shenton), and a P40 Warhawk (Brad Smith). I pitched in counting cuts, along with Tom Skinner and Dennis Moritz. Points were awarded for model appearance and authenticity, while match scoring was the same as the Speed Limit event. Paul Smith did well on appearance points, and his "Nate" was one of the better performers. Wind was a big factor in the WWII combat event, and the large side area of the models wasn't helpful. Clouds moved in towards the end of the event, and the final match was flown in a downpour. Howard and Paul flew in this final match, and received the award for the "Most Memorable Match".

Scale was also flown at Brodak's, with some very nice models. One scale pilot flew his event in the very same downpour that Howard and Paul enjoyed in their final match. Apparently the scale model just motored right along in the rain, no problem whatsoever.

(continued on the next page)

There were members from many well-known clubs at the Fly-In: Tulsa Glue Dobbers, Balsa Beavers, Philly Flyers, and the Garden State Circle Burners. Other well-respected clubs put in good showings as well: Middlesex Modellers, Washington DC Sky Lancers, and Harrisburg AeroModelling Society, to name a few.

All in all, it was a great event. Thanks to John Brodak and his family for hosting the contest, and I'm looking forward to next year's Fly-In.

Note: Pictures courtesy of Elwin Aud.



Clown Race Pit Stop



Paul Smith's Nate



Dick Carville's Mustang Stunter



Norm Liversidge and Dick Wolsey



Phil Cartier's FW -190



Racing Action

GX Action at the Eastern Mass Invitational-June 6th, 2009

Jeff Vader Photos



Brian Stas and Joe Fustolo



Matt Stas



Jake Vader and Paul Kubek



Neil Simpson and Joe Fustolo



Jeff Vader



A littleGotcha !

2009 CONTEST SCHEDULE

All GX Combat unless noted otherwise-All dates are tentative

6/28	Len Minick Memorial Combat Challenge-East Hampton, CT
7/4&5	FUN FLY SCHEDULED FOR THIS WEEKEND IS CANCELED
7/5-10	U.S Nats F2D/Speed Limit/1/2A/Fast
7/12	Ron Connors Memorial
7/19	
7/26	
8/2	East Coast Championships -Hershey, PA-CD Phil Cartier Speed Limit and 1/2A
8/9	Eastern Mass Championships -Middleboro, MA F2D Combat NOTE: NOW ONE DAY F2D COMBAT ONLY
8/16	107th R/C Flyers GX Shootout-Saugus, MA
8/23	Salmon River Shootout -East Hampton, CT
8/30	
9/6	New England Championships -Worcester, MA
9/13	
9/20	District I Championships -Middleboro, MA F2D Combat
9/20	Middlesex, NJ-CD George Connors Speed Limit and 1/2A Combat
9/27	
10/3	October Air War-Vincentown, NJ-CD Roy Glenn (single elimination 1/2A and Speed Limit Combat)
10/11	North County Shootout-Leominster, MA
10/18	Fall Finale- Worcester, MA
10/25	Wingbuster Shootout -Middleboro, MA F2D Combat
11/1	Wingbuster Fall Fly-Off / Post Season Contest - Middleboro, MA

For more info contact: Neil Simpson Phone: 508-867-8702
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Rumors Facts Etc.

CONTEST FUND: Generous contributions this month from Joe Fustolo, Brian Stas and Gregory Wornell Thank you gentlemen.

NEWSLETTER/WEBSITE CONTRIBUTIONS: I don't take the time to say it often enough, however, please know I, and I'm sure the entire readership, appreciate the contributions that several of you make to both the newsletter and the website. Mark Rudner finds the time to write a monthly F2D column. Only those of you, who have tried to write a monthly column know how difficult it is to keep it timely and informative. Mark does a great job. Jeff Vader takes the best combat photos in the nation and they grace our newsletter and website on a regular basis. Chris Sarnowski, again this month, has provided us with an excellent contest report, this time from the recent Brodak Fly-In. Over the winter Dave Parizo, Jim Carpenter and Ken Hargreaves often help to fill our pages with informative how-do articles. To all of you . . . Thank You Very Much.

NECN CONTEST FUND
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Date	Payee	Category	Amount	Running Total
12/1/2008	balance		\$406.00	\$406.00
12/30/2008	Roy Glenn	contribution	\$20.00	\$426.00
2/24/2009	Will Rogers	contribution	\$75.00	\$501.00
3/7/2009	Streamer String - 5 Rolls	Streamer Expense	-\$11.00	\$490.00
3/14/2009	New England Championships	Permit/Sanction Expense	-\$125.00	\$365.00
3/14/2009	Fall Finale	Permit/Sanction Expense	-\$125.00	\$240.00
3/27/2009	Jim Carpenter	contribution	\$50.00	\$290.00
4/4/2009	Salmon River contests (2)	Permit/Sanction Expense	-\$115.00	\$175.00
4/11/2009	New Hampshire contests (2)	Permit/Sanction Expense	-\$50.00	\$125.00
4/17/2009	Brian Stas	contribution	\$120.00	\$245.00
5/16/2009	Eastern Mass Championships	Permit/Sanction Expense	-\$210.00	\$35.00
5/17/2009	Wingbuster Sanctions	Permit/Sanction Expense	-\$120.00	-\$85.00
5/17/2009	Glenn Simpson	contribution	\$50.00	-\$35.00
5/17/2009	Paul Kubek	contribution	\$10.00	-\$25.00
5/17/2009	Chris Sarnowski	contribution	\$10.00	-\$15.00
5/17/2009	Granite State Invitational	entry fees	\$70.00	\$55.00
5/17/2009	Granite State Invitational	trophy expense	-\$72.00	-\$17.00
5/18/2009	Ernie Carosella	contribution	\$20.00	\$3.00
6/7/2009	Eastern Mass Invitational	entry fees	\$130.00	\$133.00
6/7/2009	Eastern Mass Invitational	trophy expense	-\$126.00	\$7.00
6/7/2009	Joe Fustolo	contribution	\$40.00	\$47.00
6/7/2009	Brian Stas	contribution	\$10.00	\$57.00
6/8/2009	Gregory Wornell	contribution	\$100.00	\$157.00
6/14/2009	Granite State Championships	trophy expense	-\$72.00	\$85.00
6/14/2009	Granite State Championships	entry fees	\$80.00	\$165.00
GRAND TOTAL			\$165.00	\$165.00

2009
Ron Connors Memorial
Wrentham State School Wrentham, MA
July 12th, 2009
Formula GX Combat Four Rounds
Prizes for top Three plus first in Sportsman
First Match 10:00 am
AMA Sanctioned

Granite State Championships-GX Combat-June 14, 2009

Jeff Vader Photos



Dick Sherman



Neil Simpson and young Richard Sherman



Team Stas-Brian and Matt



Brian Stas and Paul Kubek



Jake Vader and Matt Stas



F2D Action at the Eastern Mass Invitational - June 7, 2009

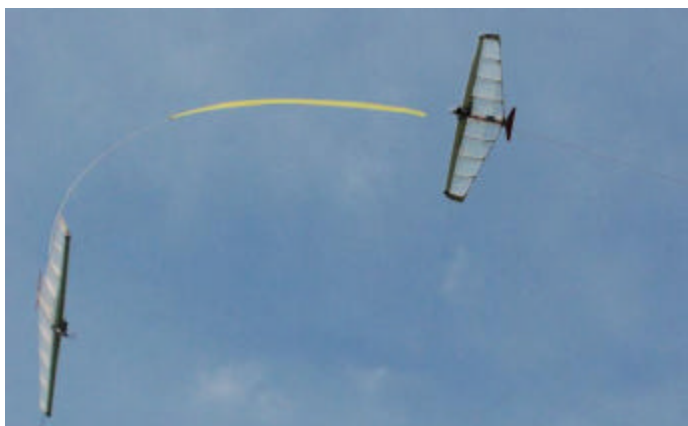
Jeff Vader Photos



Mark Rudner (foreground) / Rick Clark (background)



Brian Stas and Paul Kubek



Mark Rudner and Greg Wornell



Chuck Rudner

2009
Eastern Mass Championships

August 9th, 2009

**Wingbuster Club Field-Middleboro, MA
AMA Sanctioned**

F2D Combat-Mark's Rules

**Trophies for top three spots
Registration 9:30am - First Match 10:00am**

**NEIL SIMPSON
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