

New England Combat News

VOLUME 22 NUMBER 7 DECEMBER 2010
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



Now Celebrating our 22nd year of Publication

New England Championships

**JEFF VADER, DICK SHERMAN & RICHARD SHERMAN
ARE THE TOP THREE
RICHARD SHERMAN IS THE SPORTSMAN
WINNER**

OCTOBER 17, 2010-WORCESTER, MA -This year's New England Championships attracted eleven pilots for the twenty first annual running of this very successful Formula GX happening. The location was Boynton Park in Worcester, Massachusetts. The weather seasonably warm and clear, however, a pesky breeze made it less than perfect.

The best start in a low scoring first round was 620 point one cut win by Lloyd Seymour. In round two Lloyd and Dick Sherman flew to a one cut draw. Meanwhile Jeff Vader got past Jake Vader with a one cut win while Chris Sarnowski posted a two cut win over Richard Sherman. At the half way point Chris has a five point lead over Lloyd, Dick and Jeff who each had accumulated 1130 points. In round three Jeff got a 520 point airtime win over Chris while Dick got past Brian Stas by the same score. Next Lloyd and Richard flew to a one cut apiece draw. Next, Neil Simpson, after a slow start, used a two cut win over Kevin Seymour to climb into the hunt. In the final round three match, Jake Vader earned a one cut win over Paul Kubek to also move into the mix. Jeff, Dick, Lloyd, Neil, Richard, Chris, Jake and Brian were all in contention with cumulative scores ranging from 1650 points down to 1225 points. In the fourth to last match Chris got an airtime win over Brian to post the clubhouse lead. Next Richard and Jake hooked up. These two talented young flyers had a good one with Richard earning the win two cuts to one. In the semi final Lloyd and Neil flew to low scoring draw. Next it was a Jeff and Dick flying to a one cut apiece draw and a tie at the top of the leader board. Three fly off matches later Jeff got the better of Dick to take home the "gold". The final order of finish was Jeff, Dick, Richard, Lloyd, Neil and Chris. Richard, by virtue of his third place finish, also took home the Sportsman Division win.
(continued on page two)

Wingbuster Shootout for F2D Combat

**NEIL SIMPSON, GREG WORNELL
AND BRIAN STAS
TAKE THE TROPHY SPOTS**

OCTOBER 24, 2010-MIDDLEBORO, MA-Five New England pilots were on hand for this one. The weather was mostly cloudy and dead calm with temperatures peaking in the low sixties. The Wingbuster Club Field in Middleboro, Massachusetts, was the location for what would be a great day of F2D Combat.

Because there were five competitors, we flew a round robin format each pilot flying the other four once each. This would be ten matches with the best record taking home the
(continued on page two)

Wingbuster Fall Fly-Off

**NEIL SIMPSON, JOE FUSTOLO
& CHRIS SARNOWSKI
TAKE TOP THREE SPOTS
JAKE VADER WINS SPORTSMAN**

OCTOBER 31, 2010 – MIDDLEBORO, MA – This year the Wingbuster Club Field in Middleboro, Massachusetts was chosen as the site for our annual post-season contest. In addition to being a great late season Formula GX event, this post season contest has become the forum at which the top finishers in the New England season point championships receive their awards. The weather was seasonable, with temperatures into the fifties, however the wind was strong and made things difficult, at times. This year's event attracted eight pilots, to celebrate a successful 2010 Formula GX season.

Round one saw Joe Fustolo post a 620 win followed closely by Jeff Vader and Chris Sarnowski who each posted 520 point wins. In round two Jeff and Joe matched up.
(continued on page two)

NE CHAMPS (continued from page one)

The top three flyers plus the sportsman winner received beautiful awards. Every competitor received a T-shirt to commemorate their participation in this annual GX happening. In addition, every pilot also received a raffle prize which included a Smoothie ARF, a OS Max 25LA engine, ready to fly airplanes, fuel, Gotcha t-shirts and GRW tanks. GRW Model Products, J&J Sales, The Corehouse, Hog Heaven Hobbies and the Connecticut Ringer Model Airplane Club all made serious cash or merchandise contributions. Thank You to all these great sponsors from all of us. A special thank you to Brian Stas and Jeff Vader who donated RTF combat ships to the raffle. Thank You to everyone who shared in the judging of this event and to Kevin Seymour who made an in contest emergency repair to the contest clock.

New England Championships

Formula GX Combat

11 contestants (9 from MA) (2 from NH)

21 matches- no mid-air

(E) Jeff Vader-Franklin, NH	2160pts
*won fly-off	
(E) Dick Sherman-Andover, MA	2160pts
*lost fly-off	
(S) Richard Sherman-Andover, MA	2145pts
(E) Lloyd Seymour-Leominster, MA	2050pts
(E) Neil Simpson-E.Brookfield, MA	1955pts
(A) Chris Sarnowski-Bedford, MA	1855pts
(S) Jake Vader-Franklin, NH	1640pts
(A) Paul Kubek-Brockton, MA	1520pts
(S) Kevin Seymour-Leominster, MA	1410pts
(E) Brian Stas-Kingston, MA	1325pts
(E) Glenn Simpson-Worcester, MA	500pts
*withdrew after two rounds	

FALL FLY-OFF (continued from page one)

Jeff emerged with an airtime win when Joe had mechanical problems. Round two also saw Chris post a one cut win over Brian Stas taking the contest lead in the process followed closely, on the leaderboard, by Jeff. Following a slow start, Neil Simpson got into the hunt, earning a one cut win over Paul Kubek. Round three started with Jeff and Chris mid-airing late in their match hurting both their cumulative scores, in the process. Round three also saw Neil get another good win when he managed a one cut win over Joe. Going into the final round it was Neil with 1550 points, Chris with 1440 points, Brian with 1335 points, Jeff with 1240 points and Joe, within sight, at 920 points. The last three matches would be meaningful. In the first of these Joe got past Glenn Simpson with a one cut win. In the next match Brian and Jeff mid aired very early killing their chances. In the final Neil and Chris started strong with good early action. Neil managed a small cut fairly early on and then shortly after that Chris' engine went over lean and slowed. Neil moved in for two more quick cuts before the lack of power and a strong gust of wind caused Chris to crash. When the scores were tabulated Neil had

WINGBUSTER SHOOTOUT (continued from page one)

win. The last two of these ten matches would be pivotal. Going into these matches Brian Stas, Greg Wornell and Neil Simpson were sitting at two wins and one loss. In match number nine Greg and Brian faced off. They had a great match, lots of twisting and turning with each pilot accumulating two cuts apiece. In the re-fly Greg got past Brian on airtime following some mid air contact. Match ten was between Neil and Jeff. If Jeff won there would be a three way tie for second between these two pilots and Brian. If Neil won he would be tied for first with Greg. The combat gods favored Neil in this one as Jeff had engine trouble that cost him serious airtime at the start. When Jeff did get up Neil successfully ran like a rabbit despite some serious pressure from Jeff. This result forced a fly off for first and gave Brian sole possession of third place. In the fly off for first the combat gods were still smiling on Neil when Greg also had engine trouble at the start of the match. When Greg did get up the action was fast and furious, however, Neil held on for the match and contest win.

Thank You to the Wingbuster Model Airplane Club for the use of their wonderful facility. Please know it's very appreciated. Also, a special thank you to Chris Sarnowski who came by to help with the judging and made the day better for all of us, in the process.

The Wingbuster Shootout
F2D Combat 5 contestants

Neil Simpson-E.Brookfield, MA	4-1
Greg Wornell-Wellesley, MA	3-2
Brian Stas-Kingston, MA	2-2
Jeff Vader-Franklin, NH	1-3
Paul Kubek-Brockton, MA	1-3

the win and Joe had moved all the way up to a second place tie with Chris. In the subsequent fly off Joe earned the win and a second place finish in the contest. Jake Vader took home the sportsman "gold".

Thank you, again this week, to the Wingbuster Model Airplane Club for the use of their fine facility and thanks to all the guys who helped judge the matches, not just on this day, but all year long.

Wingbuster Fall Fly-Off
8 contestants (6 from MA) (2 from NH)
16 matches - 4 mid-air

(E) Neil Simpson/E. Brookfield, MA	2380pts
(E) Joe Fustolo/Stoughton, MA	1540pts
(A) Chris Sarnowski-Brookline, MA	1540pts
(E) Brian Stas/Kingston, MA	1435pts
(E) Jeff Vader/Franklin, NH	1340pts
(S) Jake Vader/Franklin, NH	1020pts
(E) Glenn Simpson/Worcester, MA	1000pts
(A) Paul Kubek/Brockton, MA	900pts

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 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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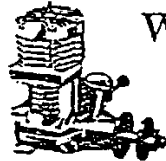
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F2D News - November 2010

**Mark Rudner
rudner@mit.edu**

This month's column begins with some very sad news. World-renown F2D mechanic ``Big'' Andrey Kudinov passed away earlier this month. Andrey was a superbly skilled and dedicated mechanic, intense competitor, and big-hearted guy, whose presence will be dearly missed. The last time we were in Novomoskovsk, he was very kind and helpful to me, and I was very much looking forward to the next time we would meet. Unfortunately that chance will not come. My condolences go out to those who were close to him.

In keeping with Andrey's spirit as a mechanic, I've decided to make this month's column about engines. I get asked from time to time to review tips about engine starting, tuning, and maintenance, so this seemed like a good time to do it.

First is maintenance. To keep your engines running strongly and reliably, it is important to take good care of them. Perhaps it goes without saying, but most importantly you should never run (or even crank) an engine which you suspect in any way may have dirt or any other kind of foreign object (such as a detached glow plug element) inside it. If you suspect that the engine is dirty, then, while it is still on the model, loosen the plug, then loosen the head, then remove the engine from the mounts. It is important to loosen the plug and the head while the engine is still mounted, otherwise you may not have enough leverage to loosen them in your hand. Once the engine is off, remove the backplate and the head and inspect the inside thoroughly. Look for dirt on the back of the crankshaft, on the rod, and on top of the piston. If you see anything, you will need to wash it out. Then remove the cylinder and the piston and check inside the piston for dirt. Note that most F2D engines have a slot in the flange of the liner which keys onto a pin in the case. When it's time to reassemble the engine, this will make sure you get it back in with the right orientation. Look for any scratches running up and down the piston and/or liner. If there are deep scratches, then you will probably need to replace the piston and/or liner. Before doing so, however, try to ascertain the origin of the scratches and any foreign material found inside the engine. If the pieces look like metal, are they fragments from a blown plug? Have you been blowing a lot of plugs? Inspect the main bearing carefully. If the bearing starts to go bad, small bits of metal may come off of the balls and lead to blown plugs and piston/liner damage. In this case, change the bearing immediately. Also, inspect the top surface of the piston and combustion chamber of the head. Do they have a sandblasted, rough appearance? If so, this could be an indication that your head clearance is too low (see below). This roughness can degrade performance, but can be smoothed out with careful polishing.

While the engine is apart, look to see if there is a thick brown/black buildup on the sides of the piston, near the top of the liner, and/or in the head. If you are using a lot of castor oil in your fuel, it is likely that such build-up will occur. Such build-up can slow an engine down, and cause plugs to blow. Carefully removing this buildup can help restore an engine's performance. If you have let it build up for too long, however, this build-up could have grown to the point where it is maintaining the compression of your engine. In this case, removing all of it may lead to a loss of compression, which will eventually return after many runs. However, this situation indicates that the piston and liner are worn out, and probably should be changed.

Regarding performance, there are a few more things to keep your engines running well. First, always make sure your bearings are in good shape. The whole job of your engine is to turn, fast. If the bearings are shot, you're not giving it a chance to do its job properly. Front bearings,

(continued on the next page)

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which can be obtained for example from Boca Bearings (www.bocabearings.com), are straightforward to change, and barely more expensive than a plug. There's really no reason not to keep them fresh. Head clearance is also key to getting the best performance out of your engine. For more on this, please see the detailed guide about head clearances that I have posted in the ``Resources'' section of the F2DNews website (F2DNews.homestead.com/Resources).

Assuming that everything is in working order, it's time to start your engine. How can you make sure that it's going to go? First, make sure your starting battery is well-charged. Take a plug and glow it with the battery. When the battery is set-up properly, the element should glow a dull-to-solid orange. If it barely lights up or doesn't light up at all, turn up the battery or get a different one. If it glows very bright orange or white, the battery is too hot and you may damage your plugs. In this case turn down the battery (if you don't currently have control over it, you may need to add a small resistor into your circuit). Next, before connecting the battery to the engine, flip it over one or two times to feel what's going on inside it. Is it hydro-locking from too much fuel already inside? If the engine is flooded, try to blow out the excess fuel by turning the prop to a position where both the intake and exhaust ports are open, and blow air either into the venturi or exhaust. If the engine is dry, let a few drops in from the bladder, or squeeze a few drops into the exhaust from a syringe or priming bottle. Point the top of the cylinder towards the ground and flip the engine over a few times. The purpose of this step is to get the fuel up to the combustion chamber, where it needs to be in order for the engine to fire. It's very easy to get yourself in the situation where the engine has too much fuel in the bottom of the case, but actually still not enough in the chamber to light up. If this happens, you could flip for days and it will never go.

When the engine is ready to go, you should feel a ``bump'' when you turn it over by hand with the battery connected. If there is no bump, chances are that the engine is not ready to go. Note that, as a general rule, more prime is needed when it is cold outside, than when it is hot. As a last resort, if you get stuck and cannot figure out why your engine is not starting, you can purposefully flood it by letting fuel from the bladder run into the venturi (with crankshaft open) for a couple seconds. It sounds crazy, I know, but the point is that once you've done this, you know exactly what your starting point is. The engine is flooded. Now, blow it out, tip the head towards the ground, flip it over a few times, then try again. If you practice this trick a few times, you will get a very good intuition about how to proceed from this starting point. It might feel weird or against your nature at first, but never be afraid to use this trick (even in a match) if you're not sure what's happening with the engine.

When the day's flying is done, and you're sure that your engine is clean, connect the starting battery and flip the prop to burn out any residual fuel that may be left in the case. Then, after removing the battery, put several drops of oil (e.g. 3-in-1 oil) down the venturi, and down the exhaust, and flip the engine over a few times to make sure that the oil coats the inside well. Remove the prop and the thrustwasher, and put a few drops of oil in the front bearing. The last thing you want is a rusty bearing. If the thrustwasher will not come off, tip the crank towards the ground and try to get a few drops of oil to go in the crack between the thrustwasher and the case, and hopefully run up to the bearing.

Alright, I hope this was helpful. Winter is coming. Stay warm.

**2010 New England Championships for Formula GX Combat -October 17th
Jeff Vader Photos**



**The trophy winners were Jeff Vader (1st), Dick Sherman (2nd) and
Richard Sherman (3rd overall and 1st Sportsman)**



Neil Simpson and Brian Stas



Kevin Seymour launches his Dad's airplane



Jake and Jeff Vader



Paul Kubek and Lloyd Seymour do some judging

Wingbuster Shootout for F2D Combat - October 24th, 2010

Jeff Vader Photos



Paul Kubek and Neil Simpson



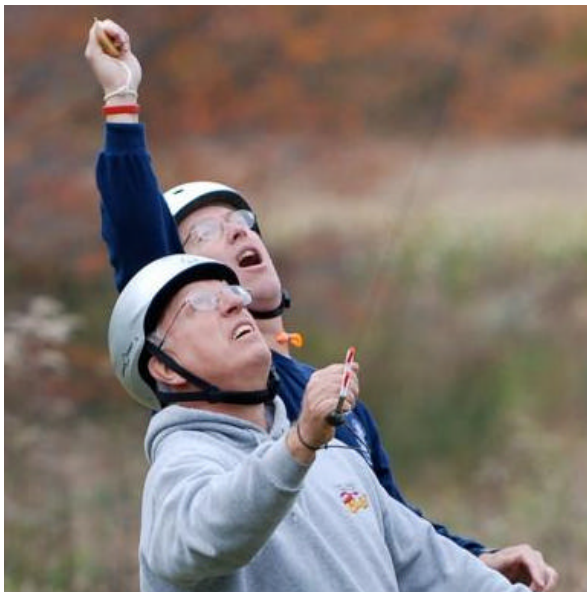
Brian Stas



Paul Kubek



Greg Wornell and Brian Stas



Neil Simpson and Brian Stas



The trophy winners were Neil Simpson(1st),
Greg Wornell (2nd) and Brian Stas (3rd)

Fall Fly Off - Middleboro, MA - October 31, 2010

Jeff Vader Photos



Joe Fustolo and Jeff Vader



Jeff Vader and Chris Sarnowski



Paul Kubek and Jake Vader



Pretty Airplane from the "Team Vader" fleet



The trophy winners were Neil Simpson (1st),
Joe Fustolo (2nd), Chris Sarnowski (3rd),
and Jake Vader (1st Sportsman)



Chris Sarnowski and Brian Stas

Date	Payee	Category	Amount	Running Total
1/1/2010	balance		107.00	107.00
1/22/2010	Will Rogers	contribution	75.00	182.00
3/6/2010	NH Contests (2)	Permit/Sanction Ex	(50.00)	132.00
3/13/2010	Worcester Contests (2)	Permit/Sanction Ex	(210.00)	(78.00)
3/19/2010	Salmon River contests (2)	Permit/Sanction Ex	(140.00)	(218.00)
3/19/2010	Wingbuster contests (4)	Permit/Sanction Ex	(100.00)	(318.00)
4/12/2010	June Kingston contest	Permit/Sanction Ex	(175.00)	(493.00)
4/18/2010	Ken Hargreaves	contribution	20.00	(473.00)
5/3/2010	Glenn Simpson	contribution	60.00	(413.00)
5/3/2010	Granite State Invitational	trophy expense	(74.00)	(487.00)
5/3/2010	Granite State Invitational	entry fees	135.00	(352.00)
5/8/2010	Len Thibault	contribution	75.00	(277.00)
5/21/2010	Gregory Wornell	contribution	100.00	(177.00)
6/12/2010	Saugus Contest	Permit/Sanction Ex	(25.00)	(202.00)
6/12/2010	Saugus Contest	trophy expense	(74.00)	(276.00)
6/12/2010	Chris Sarnowski	contribution	105.00	(171.00)
6/12/2010	Joe Fustolo	contribution	50.00	121.00)
6/13/2010	Eastern Mass Invitational	trophy expense	(126.00)	(247.00)
6/13/2010	Eastern Mass Invitational	entry fees	195.00	(52.00)
6/20/2010	Granite State Championships	entry fees	120.00	68.00
6/20/2010	Granite State Championships	trophy expense	(74.00)	(6.00)
6/27/2010	Len Minick Memorial	entry fees	135.00	129.00
6/27/2010	Len Minick Memorial	trophy expense	(74.00)	55.00
7/17/2010	Silver Lake Shootout	Permit/Sanction Ex	(100.00)	(45.00)
7/17/2010	New England Cup	Permit/Sanction Ex	(180.00)	(225.00)
8/15/2010	Silver Lake Shootout	trophy expense	(74.00)	(299.00)
8/15/2010	Silver Lake Shootout	entry fees	135.00	(164.00)
8/23/2010	New England Championships	t-shirts	218.00)	(382.00)
8/30/2010	New England Championships	trophy expense	(285.00)	(667.00)
9/4/2010	Leominster	Permit/Sanction Ex	(25.00)	(692.00)
9/5/2010	Salmon River Shootout	entry fees	150.00	(542.00)
9/5/2010	Salmon River Shootout	trophy expense	(74.00)	(616.00)
9/5/2010	Dave Parizo	contribution	20.00	(596.00)
9/12/2010	Wingbuster Invitational	trophy expense	(57.00)	(653.00)
9/12/2010	Wingbuster Invitational	entry fees	105.00	(548.00)
9/19/2010	107th RC Flyers GX Shootout	entry fees	90.00	458.00)
9/19/2010	107th RC Flyers GX Shootout	Permit/Sanction Ex	(20.00)	(478.00)
9/19/2010	Chris Sarnowski	contribution	20.00	(458.00)
9/19/2010	Ken Hargreaves (fascal roll)	contribution	50.00	(408.00)
9/25/2010	NE Cup Expense Reimbursement	contribution	205.00	(203.00)
9/26/2010	Ken Hargreaves(1/2-As)	contribution	140.00	(63.00)
10/10/2010	North County Shootout	entry fees	135.00	72.00
10/10/2010	North County Shootout	trophy expense	(54.00)	18.00
10/17/2010	New England Championships	entry fees	330.00	348.00
10/17/2010	Brian Stas	contribution	20.00	368.00
10/20/2010	Robert Butler	contribution	30.00	398.00
10/24/2010	Wingbuster MAC	donation expense	(100.00)	298.00
10/24/2010	Wingbuster Shootout	entry fees	75.00	373.00
10/24/2010	Wingbuster Shootout	trophy expense	(54.00)	319.00
10/31/2010	Season End Awards	trophy expense	(201.00)	118.00
10/31/2010	Fall Fly Off	entry fees	120.00	238.00
10/31/2010	Fall Fly Off	trophy expense	(54.00)	184.00
11/1/2010	Ernie Carosella	contribution	20.00	204.00
11/3/2010	2010 Streamers (340 qty)	Streamer Expense	(38.00)	166.00
11/15/2010	Streamer String (6 rolls)	Streamer Expense	(16.00)	150.00
		GRAND TOTAL	150.00	150.00

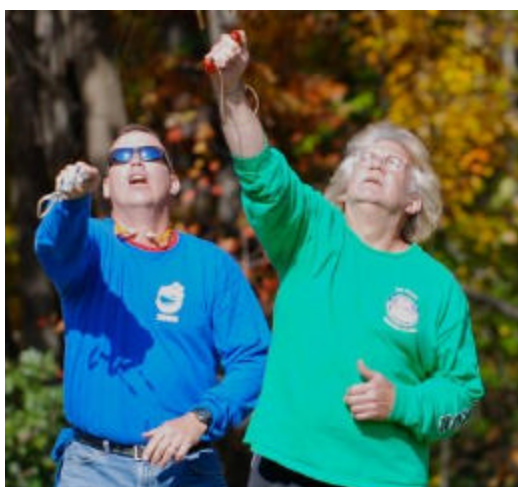
2010 New England Championships for Formula GX Combat -October 17th
Jeff Vader Photos



Jeff Vader



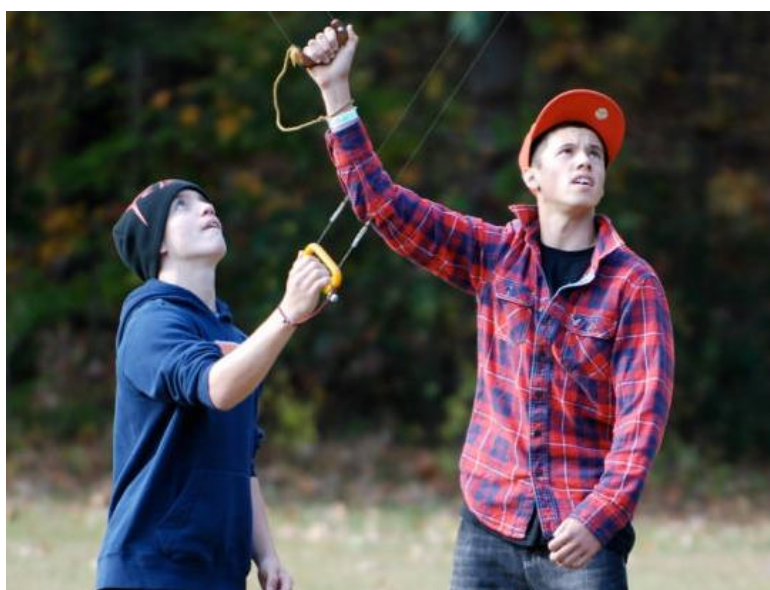
Glenn Simpson



Brian Stas and Dick Sherman



Neil Simpson and Chris Sarnowski



Jake Vader and Richard Sherman



Brian Stas' entry

2010 Regular Season Points Championship

(final stats)

<u>Name</u>	<u>Total Accum Points</u>	<u>Total Possible Points</u>	<u>Percent</u>
Simpson, Neil	82	90	911
Seymour, Lloyd	17	20	850
Fustolo, Joe	40	50	800
Stas, Matthew	15	20	750
Vader, Jeff	43	60	717
Parizo, Dave	7	10	700
Sherman, Dick	52	80	650
Sarnowski, Chris	38	60	633
Stas, Brian	45	80	563
Sherman, R "Sherm"	42	80	525
Carpenter, Jim	5	10	500
Kubek, Paul	38	80	475
Lord, Dana	4	10	400
Vader, Jake	19	50	380
Simpson, Glenn	25	70	357
Seymour, Kevin	4	20	200

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: Three nice donations this month. Brian Stas, Ernie Carosella and NECN reader Robert Butler from Noank, CT all gave us nice donations.



Lloyd and Kevin Seymour at the 2010 New England Championships

ASP 32

Following a discussion, at our last contest revolving around the viability of the ASP32 as a replacement for the now defunct OS32SX, I was finally motivated to test fly my ASP, which I had purchased at least a year ago.

Ken Hargreave's All American Coyote, which he had gifted to me, on or about the same time was my choice for the test ship. Not being a big proponent of test stands or long break-ins the engine was immediately transferred from its' box to the airplane.

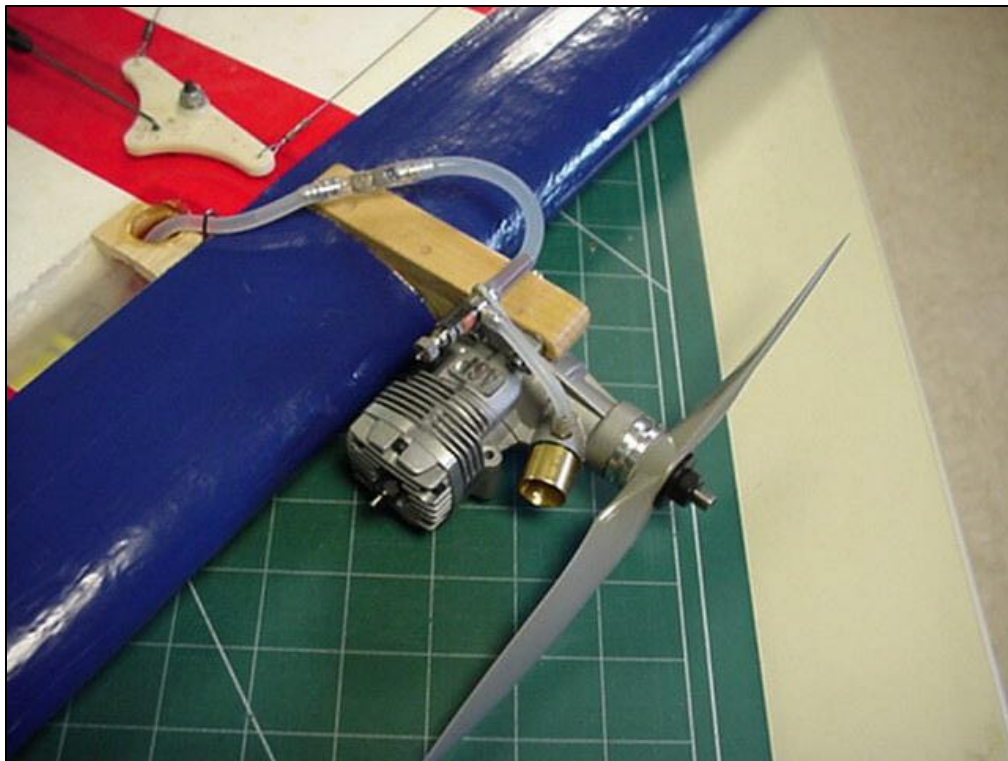
OS 10 Remote needle, 9/32 venturi, 9-4 APC, K&B Plug, 5% fuel were my choices.

Its' starting characteristics are excellent and it decided to run on the first flip. One click rich and off it went. Three minutes later it came down with a blown plug. The second flight was a repeat, it ran very well until the three minute mark and then another blown plug.

The next two flights were full bladder five minute plus flights where the engine never skipped a beat. That was enough for me, I declared it contest ready. My ASP runs every bit as strong as my best 32SXs.

It's a nice combination with Ken's Coyote which was trimmed perfect. Flies flat and turn's very well Ken, I might just start next season with this combo.

Neil Simpson





MACA APPLICATION AND RENEWAL FORM
mail to : MACA, c/o GENE BERRY, 4610 89th Street, Lubbock, TX 79424
(Please write your AMA Number on your Check.)

Name _____ Date _____

AMA Number _____ AMA Category JR. [] ; SR. [] ; OP. [] ; CD. [] ; Other

Address _____ Telephone (____) _____

City _____ State _____ Zip Plus Four _____ - _____

E-Mail Address _____ Forum login name _____

Birth Date _____ Male [] Female [] Competition Flyer [] Sport Flyer [] Non Flyer []

Club/ Clubs Affiliation _____

Please rate your preference of flying 1 through 10 with 1 being most preferred.

Combat: 1/2A [], Fast [], Slow [], Super Slow [], FAI []; Stunt []; Racing []; Carrier [];
Speed []; Free Flight []; R/C []; Other []

ANNUAL DUES: \$ 15.00 U.S. - \$ 18.00 Canada & Mexico - \$ 25.00 Foreign (U.S. Funds Only)
\$ 3.00 for each additional family member at same address (No Newsletter)

DONATIONS F2DPitman Fund \$ _____ **Other** (Specify) _____ \$ _____

Be sure to include your forum login name so that you can be granted access to the members section.