

# New England Combat News

VOLUME 22 NUMBER 9      FEBRUARY 2010  
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



**Jeff Vader  
wins  
2010 Most Improved GX Pilot Award**



**2010 F2D Season Re-Cap  
4 Contests**

**6/13 Eastern Mass Invitational-Kingston, MA  
9/12 Wingbuster Invitational-Middleboro, MA  
9/25&26 New England Cup of F2D-Kingston, MA  
10/24 Wingbuster Shootout-Middleboro, MA**

**Paul Kubek  
Mark Rudner  
Alex Prokofiev  
Neil Simpson**



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


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

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

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**F2D News - January 2011**  
**Mark Rudner**  
**rudner@mit.edu**

Well, 2011 is here, and -- it's a miracle -- the world is still turning. Not only is the world still turning, but I can personally vouch that F2D is still alive and well.

Why is the persistence of F2D into 2011 such a remarkable event that it warrants a column in the F2D News? Towards the end of last year, a vigorous debate raged among the F2D community about the fate of the sport in light of the rules changes that went into effect on 1/1/11 (see the Resources section of the F2D News website for a link to the new official Sporting Code). In particular, many among our ranks were convinced that the change to a 6 mm maximum silencer outlet diameter would instantly kill the sport. Yes, the sport had been stable for a long time, and yes, it had evolved into a very enjoyable form, but external pressure from the FAI/CIAM could not be ignored, and the issue of noise had to be dealt with in one way or another. Perhaps 6 mm mufflers was not the most effective, or most efficient way of addressing this problem, but it is what we have, and it is what we will use for now. I must confess that I had many worries of my own, but after a brief trip home to southern California for some family time and F2D flying, I am extremely encouraged by the prospects for this year.

Why the sudden excitement? Within a single afternoon, my dad Chuck and I made a batch of 12 inserts that convert 8 mm outlet Fora mufflers to the new legal 6 mm size (see photos). The design of this extremely cheap and easy quick-fix solution was first conceived by Pete Athans, and then refined by another local pilot Russ Hester. Once the inserts are made, they are locked into the muffler outlet by flaring out the flange which sticks into the chamber with a long punch.

Undoubtedly, the size/shape of the silencer chamber can be optimized for the new outlet dimensions, but this method will allow you to keep flying with the equipment you already have.

But what about performance? With the insert in, the engine was slightly quieter than with the old 8 mm outlet. Admittedly, these changes aren't going to make it so that you can fly F2D in your local park/soccer field. Speedwise, we had to go to a little bit smaller/lighter prop, but after doing so, things weren't so bad. The engines (Fora) ran steady, and held their needle settings well. In combat, although the models flew a bit slower than before, line tension was not a problem. We used the Rastenis-style swing-arm shutoffs which had been set up for 2010 rules, without any additional adjustment, and did not find the need to readjust them. This observation firmly indicates that the performance is still in the same ballpark as before. Essentially, the change from 8 mm to 6 mm will take your best engine and make it run like one from the lower-middle range of your arsenal.

Although I love going fast, I can actually imagine that we may end up seeing more cuts with speeds toned down a notch. These things of course are very hard to predict, but overall I just want to make the point that based on my experience over Christmas, F2D in 2011 is going to be every bit as fun as it was in 2010. I hope to see all of you in the circle as soon as it thaws out this Spring (or before)!

All the best for 2011!

P.S. - As a group (and in the sense of preserving the sport we are really all on the same team here), we must remember that this rule is essentially a stop-gap measure which has bought us some time to come up with a better, and longer lasting solution. Now is the time when we should all be using the creativity and ingenuity that drew us to aeromodelling, and channeling it towards finding a cheaper, faster, quieter solution for the future of F2D. It's our sport, and all options are on the table. If we can find a revolutionary solution that will meet all of these goals (and I believe wholeheartedly that we can), the CIAM will be happy to have us update the sport. This is an opportunity -- let us not waste it.

Editor's Note: Please see the photos on the following two pages



Fig1: First, turn down the outside of the bar stock to the desired diameter (approximately 1/2"). This dimension will be the diameter of the flange that holds the insert from the outside. Make the center hole a bit smaller than 6mm to allow for reaming later).

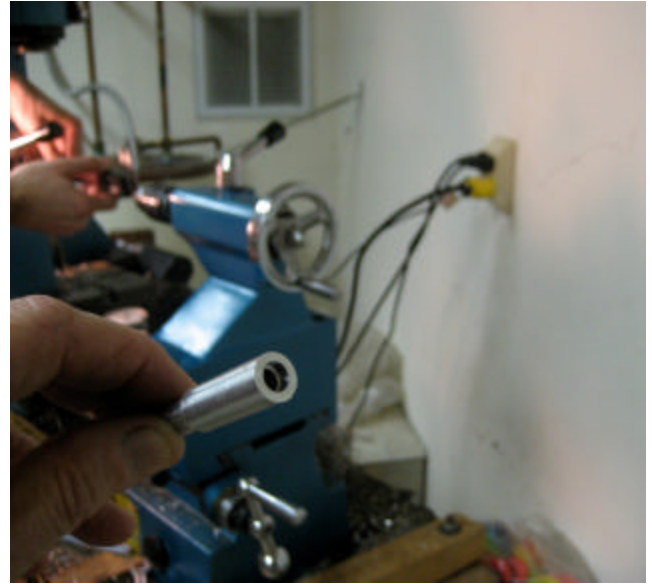


Fig2: Determine the depth that the insert will extend into the muffler, and drill down to slightly less than this depth with a bigger diameter (e.g. 9/32"). Ideally, you want the 6 mm portion to be just a thin rim at the very outlet, so that flow is not restricted too much.



Fig3: Turn down the outside diameter for a snug fit into the end of the muffler. It's a good idea to measure an assortment of mufflers in advance. Although the rules state a maximum outlet diameter of 8 mm, many of the mufflers may be undersize. It's much easier to turn down the O.D. of the insert at this stage than once the part is finished.



Fig4: Turn the part around and carefully re-chuck into the lathe. The wall thickness will be quite thin now (just the difference between the approximately 8 mm O.D. and the 9/32" internal hole). Cut off the part, leaving a 1/16"-3/32" flange with the smaller (6 mm) I.D. hole.





Fig5: Ream the hole to exactly 6 mm

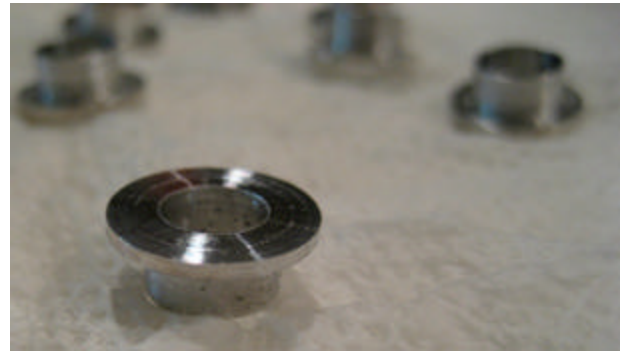


Fig6: Finished inserts



Fig7: More finished inserts



Fig8: To install, you will need a long punch (narrow enough to fit inside a muffler), and a hammer.



Fig9: Slip the insert into the end of the muffler.

Fig10: (To the Right) Carefully insert the punch into the muffler from the opposite end, and hit firmly with a hammer to flare out the inner flange of the insert. This will lock the part in place, and leave you with a flight-ready 6 mm outlet muffler.



## Jeff Vader 2010 Most Improved Pilot



**Jeff and Chris Sarnowski**



**Jeff and Brian Stas**



**Joe Fustolo and Jeff**



**Jeff and Ken Hargreaves**



**Chris Sarnowski and Jeff**



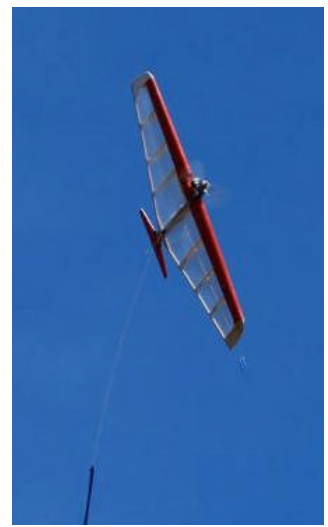
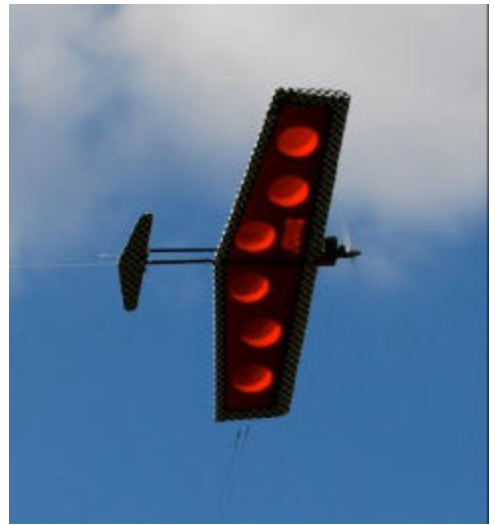
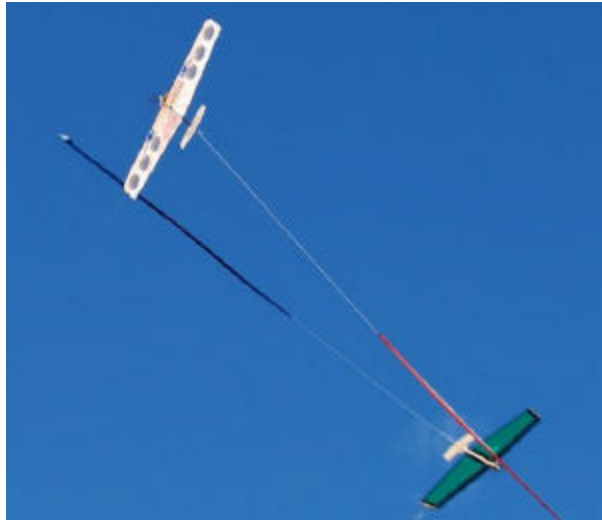
# Capturing the Action

Jeff Vader Photos



# Capturing the Action

Jeff Vader Photos





**When Jeff Vader, “Our 2010 Most Improved Pilot”, won this year’s New England Championships he joined a distinguished list of former winners**  
 ( complete history of the event can be found below )

### The History of The New England Championships

	<b>Date</b>	<b>Winner</b>	<b>Contestants</b>	
1	September 9, 1990	Glenn Simpson	12	
2	September 8, 1991	Gerry Pompeii	5	*Separate Expert Event
	September 8, 1991	Len Minick	12	*Separate Advanced Event
3	September 6, 1992	Neil Simpson	17	
4	September 5, 1993	Edward Blair	15	
5	September 4, 1994	Lloyd Seymour	18	
6	September 3, 1995	Neil Simpson	20	
7	September 1, 1996	Joe Fustolo	13	
8	August 31, 1997	Dana Lord	13	
9	September 6, 1998	Neil Simpson	16	
10	September 5, 1999	Roy Glenn	20	
11	September 3, 2000	Lloyd Seymour	14	
12	September 2, 2001	Louis Lopez	16	
13	September 1, 2002	Roy Glenn	16	
14	August 31, 2003	Lloyd Seymour	16	
15	September 5, 2004	Lloyd Seymour	15	
16	September 4, 2005	Dick Sherman	12	
17	September 3, 2006	Brian Stas	10	
18	September 2, 2007	Neil Simpson	12	
19	August 31, 2008	Roy Glenn	15	
20	September 6, 2009	Joe Fustolo	11	
21	October 17, 2010	Jeff Vader	11	



## 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.

	<u>2009 Meets</u>	<u>2009 Ave</u>	<u>2010 Meets</u>	<u>2010 Ave</u>	<u>% Imp</u>	<u>Mid #</u>	<u>Mid %</u>
Simpson, Neil	9	2060	9	2127	3.2%	1	2.8%
Seymour, Lloyd	1	1635	2	2053	25.5%	0	
Fustolo, Joe	6	1953	5	1844	-5.6%	4	20.0%
Stas, Matthew	3	1575	2	1748	11.0%	3	37.5%
Vader, Jeff	10	1671	6	1882	12.6%	3	12.5%
Parizo, Dave	1	1650	1	1845	11.8%	1	
Sherman, Dick	4	1720	8	1629	-5.3%	7	21.9%
Sarnowski, Chris	6	1604	6	1741	8.5%	1	4.2%
Stas, Brian	8	1679	8	1691	0.7%	7	21.9%
Sherman, R "Sherm"	5	1788	8	1590	-11.1%	1	3.1%
Carpenter, Jim	3	1400	1	1630	16.4%	0	0.0%
Kubek, Paul	8	1652	8	1513	-8.4%	3	9.4%
Lord, Dana	0	0	1	1335		0	0.0%
Vader, Jake	10	1274	5	1359	6.7%	1	5.0%
Simpson, Glenn	8	1874	7	1321	-29.5%	5	17.9%
Seymour, Kevin	0	0	2	1255		1	12.5%

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



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