

# New England Combat News

VOLUME 23 NUMBER 6 NOVEMBER 2011  
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



*Now Celebrating our 23rd year of Publication*

## Fall Finale

**NEIL SIMPSON, JEFF VADER &  
DICK SHERMAN ARE TOP THREE  
JAKE VADER WINS SPORTSMAN**

OCTOBER 2, 2011-WORCESTER, MA - Six contestants were on hand for this year's running of the Fall Finale Combat Tournament. The location was Boynton Park in Worcester, Massachusetts. The weather was cloudy and cool with fog and, for a good part of the day, a steady mist.

Brian Stas got out of the gate well with a 620 point win. Jeff Vader, Dick Sherman and Glenn Simpson were just off Brian's pace all posting 500 plus point wins. Round two started with a match between Brian and Jeff that ended in a fly-away. Also in round two Dick and Jake Vader mid-aired while Neil Simpson got a two cut win over Glenn. All this served to tighten things greatly at the halfway point. Round three started with a match between Neil and Brian that saw each pilot earn a cut, however, a missed airtime gave Neil the win. In the next match Jeff and Dick mid-aired hurting their cumulative scores. In the final round three match Jake and Glenn flew to a low scoring draw. Going into the final round Neil had 1545 points followed by Brian at 1220 points with Jeff, Glenn and Dick just north of 1000 points. Round four started with Jeff posting a two cut win over Jake to take the clubhouse lead. Next Brian and Glenn flew to a low scoring draw, following early contact that caused both airplanes to crash. In the final Dick got past Neil with a one cut win. When the scores were tabulated Neil had hung onto first place followed by Jeff, Dick, Brian and Glenn. Jake Vader, who flew very well, took home the sportsman win.

Thank You to everyone who shared in the judging.

Fall Finale Combat Tournament -Formula GX Combat  
6 contestants ( 4 from MA ) ( 2 from NH )  
12 matches ( 2 mid-air ) ( 1 fly-away )

(E) Neil Simpson-East Brookfield, MA	1845pts
(E) Jeff Vader-Franklin, NH	1745pts
(E) Dick Sherman-Andover, MA	1630pts
(E) Brian Stas-Kingston, MA	1430pts
(E) Glenn Simpson-Worcester, MA	1330pts
(S) Jake Vader-Franklin, NH	1110pts

## The North County Shootout

**JOE FUSTOLO, CHRIS SARNOWSKI,  
AND RICHARD SHERMAN  
ARE TOP THREE**

**SPORTSMAN TO RICHARD SHERMAN**

OCTOBER 9, 2011 - LEOMINSTER, MA - Ten contestants were on hand to participate in this annual event. The weather conditions were clear and seasonably warm with a moderate wind. A good day for GX combat.

At the end of round one, Richard Sherman had the early lead posting a 725 point two cut win. Dick Sherman and Neil Simpson were close with 620 point round one wins of their own. In round two Dick and young Richard faced off in a match that ended in a one cut apiece draw. Next Neil and Chris Sarnowski flew to a low scoring draw. In the very next match Brian Stas and Joe Fustolo flew to a one cut apiece draw both moving into contention in the process. At the halfway point Richard had the clear lead with 1235 points followed by Dick, Neil and Brian who were bunched 100 points or so behind Richard. Round three started with Richard and Neil flying to a one cut apiece draw. In the next match Dick and Brian suffered a fly-away following some good action early. Next Joe continued to move toward the front with a two cut to one win over Chris, who was flying very steady. Both Jeff and Jake Vader were flying steady, as well. Going into round four they were also beginning to move toward the front of the pack. Going into round four it was Richard with 1745 points, Neil with 1540 points with Dick and Joe both at 1435 points. Chris, Brian, Jeff and Jake were just behind Dick and Joe. Round four started with Jake earning a one cut win over Paul Kubek. Next Jeff got a one cut win over Glenn Simpson. Next Chris got a two cut to one win over Brian. In the semi-final Dick and Neil mid-aired taking each other out of contention, in the process. In the final Joe earned a two cut to one win over Richard. When the scores were added up Joe had the win, Chris and Richard were tied for second with Jeff fourth and Jake fifth. A coin flip decided the second place tie. Richard took home the Sportsman "gold".

(continued on page two)

NORTH COUNTY SHOOTOUT (continued from page one)

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. Cheryl has done this for many years now and it's certainly a treat. Cheryl also sent everyone home with an apple crisp. Thank you Cheryl for your hospitality and generosity..

The North County Shootout

Formula GX Combat

10 contestants (8 from MA) (2 from NH)

20 matches - 3 mid airs -1 fly-away

(E) Joe Fustolo-Stoughton, MA	2060pts
(A) Chris Sarnowski-Bedford, MA	2045pts (won coin flip)
(S) Richard Sherman-Andover, MA	2045pts (lost coin flip)
(E) Jeff Vader-Franklin, NH	1855pts
(S) Jake Vader-Franklin, NH	1830pts
(E) Neil Simpson-East Brookfield, MA	1740pts
(E) Brian Stas-Kingston, MA	1725pts
(E) Dick Sherman-Andover, MA	1635pts
(E) Glenn Simpson-Worcester, MA	1310pts
(A) Paul Kubek-Brockton, MA	1110pts

# *2011 Wingbuster Fall Fly Off*

**Post Season Contest October 30th, 2011  
Wingbuster Club Field Middleboro, MA  
AMA Sanctioned**

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

# *2011 Wingbuster Shootout*

**Wingbuster Club Field  
Middleboro, MA  
October 23rd, 2011**

**F2D Combat  
Single Airplane Rules**

**Prizes for top Three  
First Match 10:00 am  
AMA Sanctioned**

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**  
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Yankee Nipper full size plans

Plans show hopper hard tank but can easily be set up with bladder fuel system - \$12.00 ea

Yankee Nipper pine center ribs - as shown on plans (3/4" white pine) in case of broken wing cores, simply cut old ones off and re-core - \$5.00 ea

From time to time, I have other items in stock - needle valve assemblies, props, bellcranks etc.

Always include \$5.00 for priority mail

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## Combat DVD's

Mike has just finished making a DVD of the 2004 Word Champs and the 2003 World Cup in the Ukraine

Contact:

Mike Willcox  
1927 Running Springs  
Kingwood, TX 77339  
[EMOWILLCOX@AOL.COM](mailto:EMOWILLCOX@AOL.COM)

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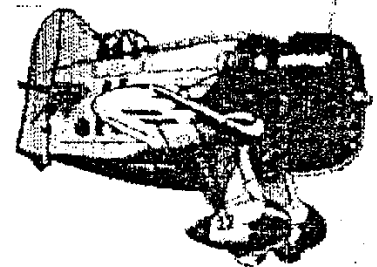
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# F2D News - November 2011

Mark Rudner  
rudner@mit.edu

Well I lied... I'm back. I was expecting to be somewhat detached from aero-modeling while living out here in Austria, but last week I saw something that blew my mind and I wanted to share. It was my good fortune to get the opportunity to visit the Deutsches Museum in Munich, Germany, which turned out to be by far the coolest technical museum that I've ever visited. They had a massive collection of all kinds of neat things, but I never made it out of the aerospace wing. Even more exciting than the cool airplanes and rockets was the quality of the displays and interactive exhibits that demonstrated a wide variety of concepts ranging from lift and drag (with a working wind tunnel model) to the rigidity of various spar arrangements, beam cross-sections, etc. The quality was extremely high, and they somehow managed to connect with everyone from children up to experts.

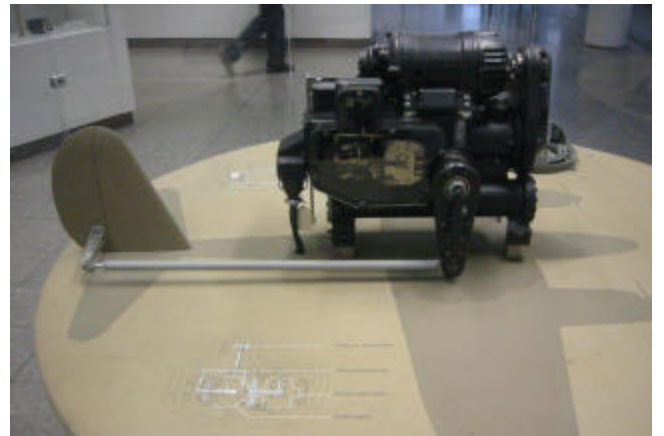
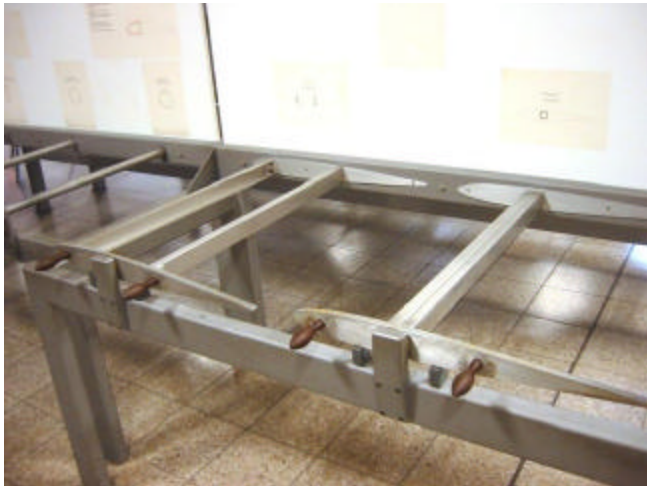
To my amazement, among the halls of this museum of national pride, full of opened up 747 engines, WWII fighters, homemade airplanes intended for use as escape vehicles from East Germany in the 70s, and a room dedicated to explaining the history, development, and operating principles of ejection seats (no rides here), was a serious exhibit devoted to aero-modeling (sponsored in part by UHU it seems). Never in my life have I seen something like that. They had a wide range of free flight, control line, and radio controlled models, as well as rockets on display. In each section they had detailed information about how the planes work, and what types of competition events are flown. There was even an FAI speed (F2A) ship hanging up, complete with lines and handle, though unfortunately no combat planes. At one end they had a large display case set up with probably 50-60 engines of all sizes, including a few familiar Coxes and a Super Tiger 0.35 combat engine. On the other side was a display about materials and construction techniques, describing the merits of different types of woods, laminated materials, carbon composites, and adhesives. It was truly brilliant, and hopefully I'm not just saying that as an enthusiast.

More broadly, this experience tied into a theme that it seems is of more importance now than ever before: our [aero-modelers'] relationship to the greater community around us. Pressure has steadily been growing for us to reduce noise, our friends in California have been threatened that their field could be converted to electric only in order to reduce air pollution in LA (really? I mean seriously? ...) and now, quite unfortunately, we have to deal with the fallout from a Massachusetts man's intended plot to use radio controlled planes to carry out some kind of terrorist attack. Never mind the fact that his plan was ridiculous, it has brought our community into the spotlight -- in a bad light.

It seems that these days we are in a holding pattern of trying to stay out of society's way just enough to keep our hobby alive. But what are we giving to society? Do people at large have any way of knowing how interesting and exciting our hobby/sport really is? Seeing that exhibit in Munich, I got the feeling that maybe we need to get more up in the face of society, and to increase the number of chances for people to be exposed to the fun of what we do. For example, the Wingbusters in Middleboro, MA recently held an open house in which people from the community could come out to the field and talk to friendly modelers, see all kinds of models flying, and even get a chance to fly with an instructor. It was a great, well-attended event, that was fun for all. It was even a good opportunity for modelers from different disciplines to interact and learn about what others are up to (and to remember that we're all in this together). This is exactly the kind of community involvement that we need to pursue if we want our hobby to flourish (or even just to hang on). I hope we will all find the energy to do our parts for putting on more events like this in the future!

Please see Mark's photos from the Deutsches Museum (next two pages)





## Der Fesselflug

### Control-line Flying

Beim Fesselflug fliegt ein motorisiertes Flugmodell über Leitern getrieben in einem Kreis. Der Amerikaner Nelson E. Walker führte den Fesselflug 1940 ein; nach dem Zweiten Weltkrieg wurde er auch in Europa populär. Heute hat die Freizeitsportart des Fesselflugs weitgehend verdrängt:

#### Das Fesselflugmodell

Während Freizeitsportmodelle frei, ohne Steuerung, fliegen, zwingen Steuerketten das Fesselflugmodell zu einer kreisförmigen Flugbahn. Der Pilot bedient über die Steuerketten lediglich das Höhenrad.

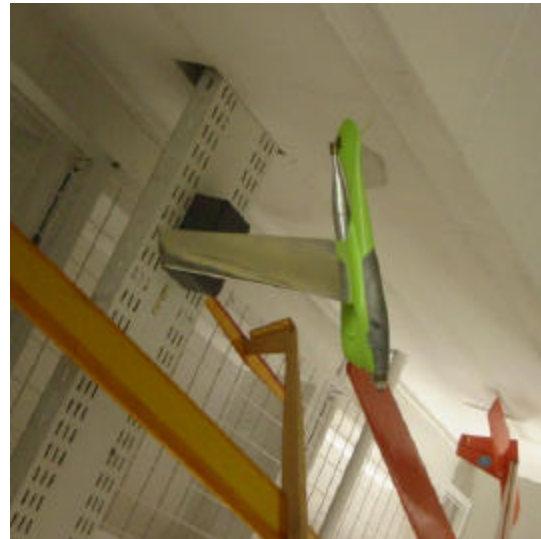
Fesselflugmodelle werden in verschiedenen Wettbewerbsklassen geflogen:

- Geschwindigkeitflug
- Manschnittenflug
- Kurvenflug
- Fachflug

Beim Geschwindigkeitflug soll ein vorgeschriebener Kurs (Runden) mit höchstmöglicher Geschwindigkeit durchflogen werden.

**DX-Rube-Ber**  
 1.700  
 Motor: 2,0 cc  
 Hubraum: 2,0 cc (2,0 cc)  
 Leistung: 2,0 kW (2,0 kW)  
 Baujahr: 1980

**Supertigre ST-35 Combat**  
 1.900  
 Motor: 2,0 cc  
 Hubraum: 2,0 cc  
 Leistung: 2,0 kW (2,0 kW)  
 Baujahr: 1980

### Freiflug, Freeflight

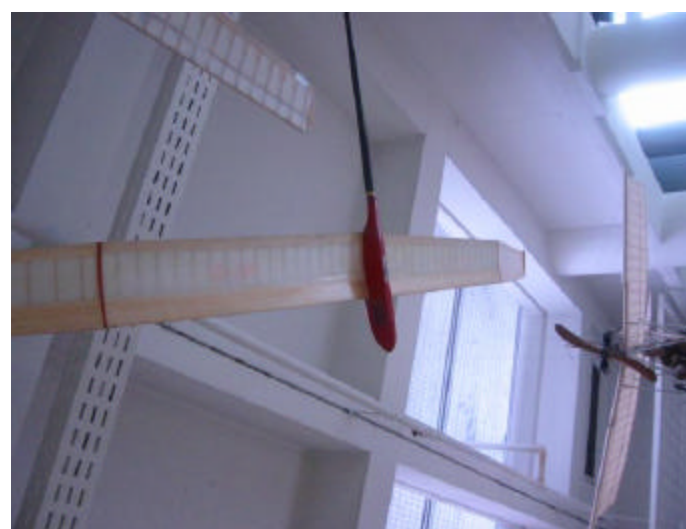
Freiflugmodelle sind unbemannte Flugmodelle, die durch ihre aerodynamische Form und durch die Wirkung der Schwerkraft in der Luft fliegen. Sie sind in der Regel aus Holz oder Kunststoff gefertigt und werden durch die Schwerkraft in der Luft gehalten. Freiflugmodelle werden in verschiedenen Wettbewerbsklassen geflogen:

- Geschwindigkeitflug
- Manschnittenflug
- Kurvenflug
- Fachflug

### Segelflugmodell

Segelflugmodelle sind unbemannte Flugmodelle, die durch ihre aerodynamische Form und durch die Wirkung der Schwerkraft in der Luft fliegen. Sie sind in der Regel aus Holz oder Kunststoff gefertigt und werden durch die Schwerkraft in der Luft gehalten. Segelflugmodelle werden in verschiedenen Wettbewerbsklassen geflogen:

- Geschwindigkeitflug
- Manschnittenflug
- Kurvenflug
- Fachflug







**The top finishers at the Fall Finale were Neil Simpson (1st), Jeff Vader (2nd), Dick Sherman (3rd) and Jake Vader (1st Sportsman)**



**The top three at the North County Shootout were Joe Fustolo (1st), Chris Sarnowski (2nd) and Richard Sherman (3rd and 1st Sportsman)**

Jeff Vader Photos



2011 Fall Finale - GX Combat - October 2nd - Jeff Vader Photos



Neil Simpson and Brian Stas



Jeff and Jake Vader



Jeff Vader



Jake Vader and Glenn Simpson



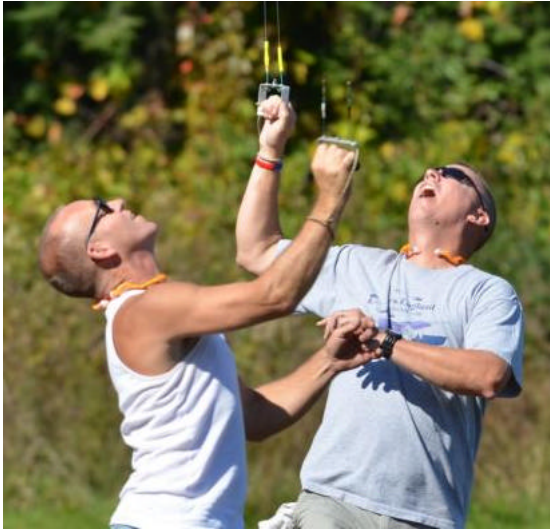
Brian Stas



Neil Simpson and Dick Sherman



2011 North County Shootout - GX Combat - October 9th - Jeff Vader Photos



Jeff Vader & Brian Stas



Richard Sherman and Jake Vader



Brian Stas and Chris Sarnowski



Glenn Simpson and Paul Kubek



Joe Fustolo and Brian Stas



Paul Kubek and Joe Fustolo



Neil Simpson and Dick Sherman

## News of Brian Seymour's Mission

The last three pages of this month's newsletter is a pdf file with a description of Brian's mission with specifications and pictures of the MC-130H Combat Talon II he will be flying. He will be stationed in England.

His proud father sent us the file.

Brian, please know you make us all proud.

### 2011 Regular Season Points Championship

(final stats)

<u>Name</u>	<u>Total Accum Points</u>	<u>Total Possible Points</u>	<u>Percent</u>
Fustolo, Joe	27	30	900
Simpson, Neil	74	90	822
Stas, Brian	74	90	822
Stas, Matthew	16	20	800
Vader, Jeff	47	60	783
Sarnowski, Chris	39	60	650
Sherman, Dick	44	70	629
Kubek, Paul	31	60	517
Sherman, R "Sherm"	30	60	500
Vader, Jake	27	60	450
Simpson, Glenn	38	90	422
Seymour, Lloyd	4	10	400
Carpenter, Jim	0		0
Lord, Dana	0		0
Parizo, Dave	0		0
Seymour, Kevin	0		0

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





# FACT SHEET

## U.S. Air Force Fact Sheet

### MC-130E/H COMBAT TALON I/II

#### Mission

The MC-130E Combat Talon I and MC-130H Combat Talon II provide infiltration, exfiltration, and resupply of special operations forces and equipment in hostile or denied territory. Secondary missions include psychological operations and helicopter and vertical lift air refueling.

#### Features

Both aircraft feature terrain-following and terrain-avoidance radars capable of operations as low as 250 feet in adverse weather conditions. Structural changes to a basic C-130 include the addition of an in-flight refueling receptacle and strengthening of the tail to allow high speed/low-signature airdrop. Their navigation suites include dual ring-laser gyros, mission computers, and integrated global positioning system. They can locate and either land or airdrop on small, unmarked zones with pinpoint accuracy day or night.

An extensive electronic warfare suite enables the aircrew to detect and avoid potential threats. If engaged, the system will protect the aircraft from both radar and infrared-guided threats.

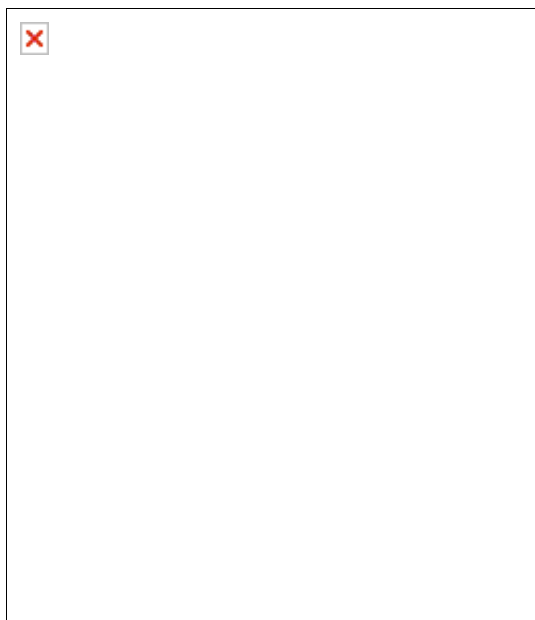
Both the MC-130E and MC-130H are equipped with aerial refueling pods to provide in-flight refueling of special operations forces and combat search and rescue helicopters and vertical lift assets.

The primary difference between the MC-130E and MC-130H involves the degree of integration of the mission computers and avionics suite. The Combat Talon I was conceived originally and developed during the 1960s, and although extensively upgraded in the 1980-90s it still features analog instrumentation and does not fully integrate the sensors and communications suites. The Combat Talon II, designed in the 1980s, features an integrated glass flight deck which improves crew coordination and reduces the crew complement by two.

#### Background

The MC-130E Combat Talon first flew in 1966 and saw extensive service in Southeast Asia, including the attempted rescue of Americans held at the Son Tay prisoner-of-war camp in 1970. Also, the MC-130E landed in the Iranian desert in April 1980 in support of Operation Eagle Claw, the attempt to rescue American hostages held by Iran.

The MC-130E saw combat in Grenada in 1983, delivering U.S. Army Rangers to Point Salinas Airfield in the opening moments of Operation Urgent Fury, and subsequently performing psychological operations leaflet drops. In 1989 they led the joint task force for Operation Just



Cause in Panama, helping to seize the airfield at Rio Hato.

In 1990, MC-130Es were employed in Operation Desert Storm, where they dropped 11 BLU-82 15,000-pound bombs and more than 23 million leaflets in a highly effective effort to encourage Iraqi soldiers to surrender. They also conducted numerous aerial refuelings of special operations helicopters with combat search and rescue operations.

The **MC-130H Combat Talon II** first arrived at Hurlburt Field, Fla., June 29, 1992, and after acceptance testing, began official flying operations Oct. 17, 1992. Since then, the **MC-130H** has played a vital role in AFSOC operations. Some of the aircraft's highlights include the evacuations of non-combatant Americans and other civilians from conflicts in Liberia in 1996. Also, in 1998, a **Combat Talon II** aircrew was awarded the Mackay Trophy for the involvement in the evacuation of civilians from the Republic of the Congo (1997); and they participated in combat operations in the Balkans during Operation Allied Force.

In 2001, **MC-130Hs** were employed to seize an airfield in southern Afghanistan delivering U.S. Army Rangers to commence ground operations in Operation Enduring Freedom and later in 2003, the **MC-130H** was the first US aircraft to land at Bagdad International to initiate missions supporting Operation Iraqi Freedom. Since Oct 2001, both aircraft have been used extensively in Operations Enduring, Operation Enduring Freedom-Philippines, and Iraqi Freedom in a variety of roles.

### General Characteristics

**Primary Function:** Infiltration, exfiltration, and resupply of special operations forces

Contractor: Lockheed

**Power Plant:** Four Allison T56-A-15 turboprop engines

**Thrust:** 4,910 shaft horsepower each engine

**Wingspan:** 132 feet, 7 inches (40.4 meters)

Length:

**MC-130E:** 100 feet, 10 inches (30.7 meters)

**MC-130H:** 99 feet, 9 inches (30.4 meters)

**Height:** 38 feet, 6 inches (11.7 meters)

**Speed:** 300 mph

**Load:**

**MC-130E:** 53 troops, 26 paratroopers

**MC-130H:** 77 troops, 52 paratroopers or 57 litter patients

**Ceiling:** 33,000 feet (10,000 meters)

**Maximum Takeoff Weight:** 155,000 pounds (69,750 kilograms)

Range: 2,700 nautical miles (4,344 kilometers); In-flight refueling extends this to unlimited range

**Crew:**

**MC-130E:** Two pilots, two navigators and an electronic warfare officer (officers); flight engineer, radio operator and two loadmasters (enlisted)

**MC-130H:** Two pilots, a navigator and electronic warfare officer (officers); flight engineer and two loadmasters (enlisted)

**Date Deployed:** MC-130E, 1966; **MC-130H**, June 1991

Unit Cost: MC-130E, \$75 million; **MC-130H**, \$155 million (fiscal 2001 constant dollars)

Inventory: Active force, **MC-130H**, 20; Reserve, MC-130E, 10; ANG, 0

### Point of Contact

[U.S. Air Force Special Operations Command](#), Public Affairs Office; 229 Cody Ave, Ste 103; Hurlburt Field FL 32544-5312; DSN 579-5515 or 850-884-5515

