

# New England Combat News

VOLUME 23 NUMBER 9      FEBRUARY 2012  
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



*Now Celebrating our 23rd year of Publication*



**Brian Stas  
wins  
2011 Most Improved GX Pilot Award**



**2011 F2D Season Re-Cap 5 Contests**

**5/29**

**Wingbuster Spring Kick-Off-Middleboro, MA**

**Mark Rudner**

**7/17**

**Wingbuster Summer Sizzler-Middleboro, MA**

**Neil Simpson**

**8/6**

**New England Cup of F2D-Kingston, MA**

**Andrey Nadein**

**9/18**

**Eastern Mass Championships -Middleboro, MA**

**Mark Rudner**

**10/23**

**Wingbuster Shootout -Middleboro, MA**

**Jeff Vader**

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.

**New England  
Combat News  
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F2D News**  
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From time to time, I have other items in stock - needle valve assemblies, props, bellcranks etc.

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Contact: **Jim Carpenter** 4L Arrow Drive Salem, NH 03079  
603-898-3134 OldRustyLines@aol.com

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## Combat DVD's

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Contact:

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

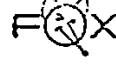
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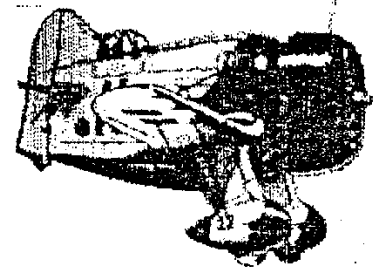
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## F2D News - January 2012

**Mark Rudner**

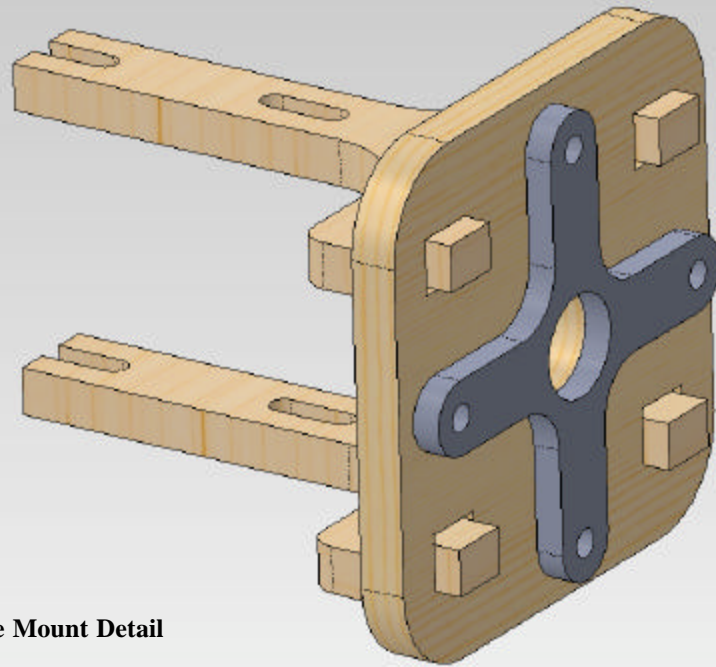
rudner@mit.edu

Happy New Year! For those who read the December 2011 installment of the F2D News, you had a chance to read about my brief exposure to electric combat in Germany this Fall. To summarize, Lothar and the Germans have been working hard to develop electric combat. For them, it's a matter of necessity as viable flying sites are growing nearly impossible to find due to noise problems. I was pretty skeptical before seeing it for myself, but was actually rather pleasantly surprised with what I found. Although the performance of the models I saw wasn't there yet to compete with a modern F2D ship, it was actually comparable to what one might find in 80 mph or GX. However, the range of electric equipment (motors, batteries, speed controllers) available on websites like [www.hobbyking.com](http://www.hobbyking.com) is so vast and evergrowing that there is almost unimaginable room for experimentation and improvement/optimization.

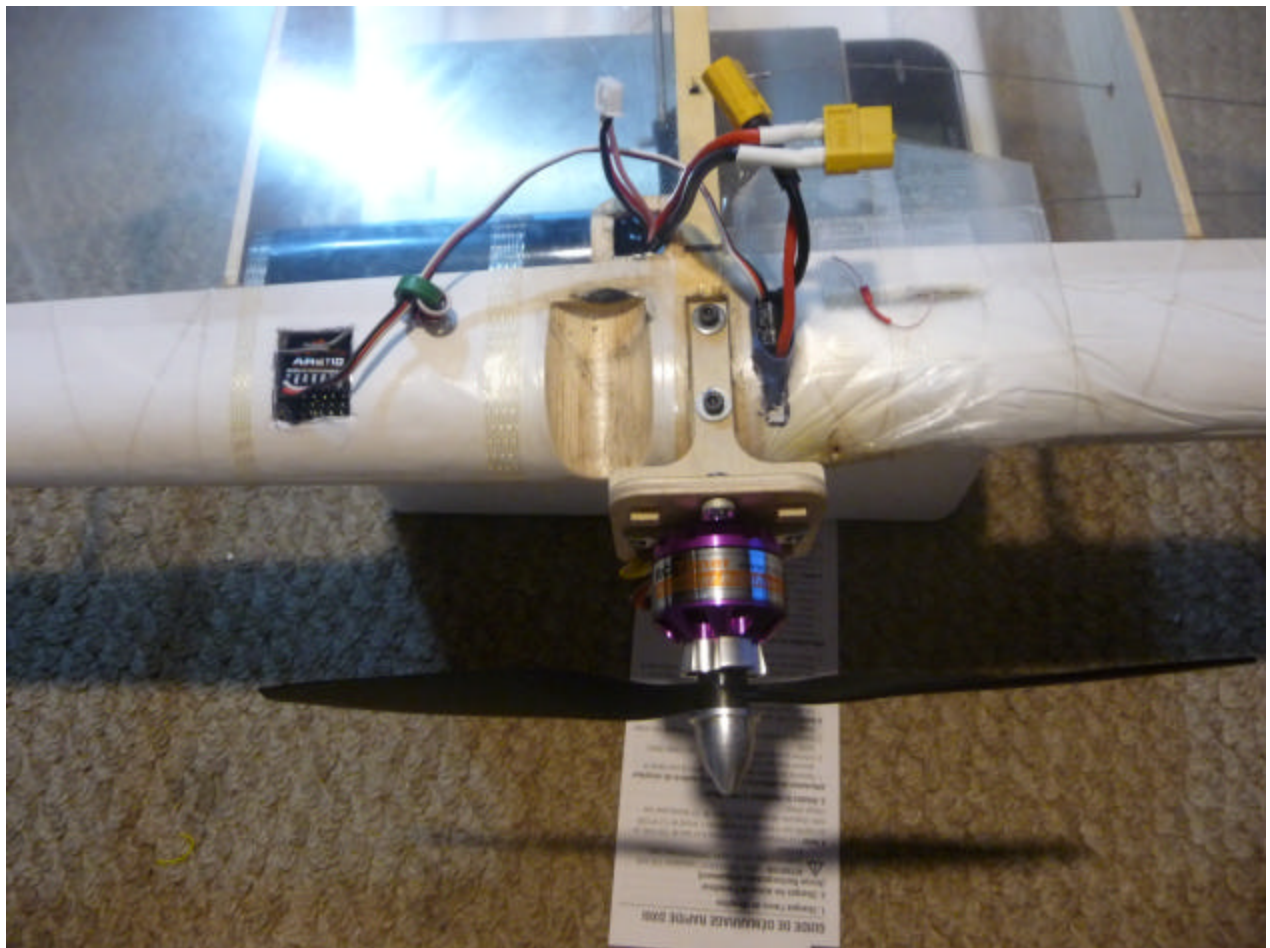
I'm sure there will be some resistance, but I think the time may be ripe to start playing with electric as a viable alternative to internal combustion based propulsion for combat. Many top stunt pilots have already switched to electric, so why not allow it to be tried in combat? We all know and love our methanol and nitro burning engines, but if it turns out that there may be something with even better performance out there, it would be a shame to miss it.

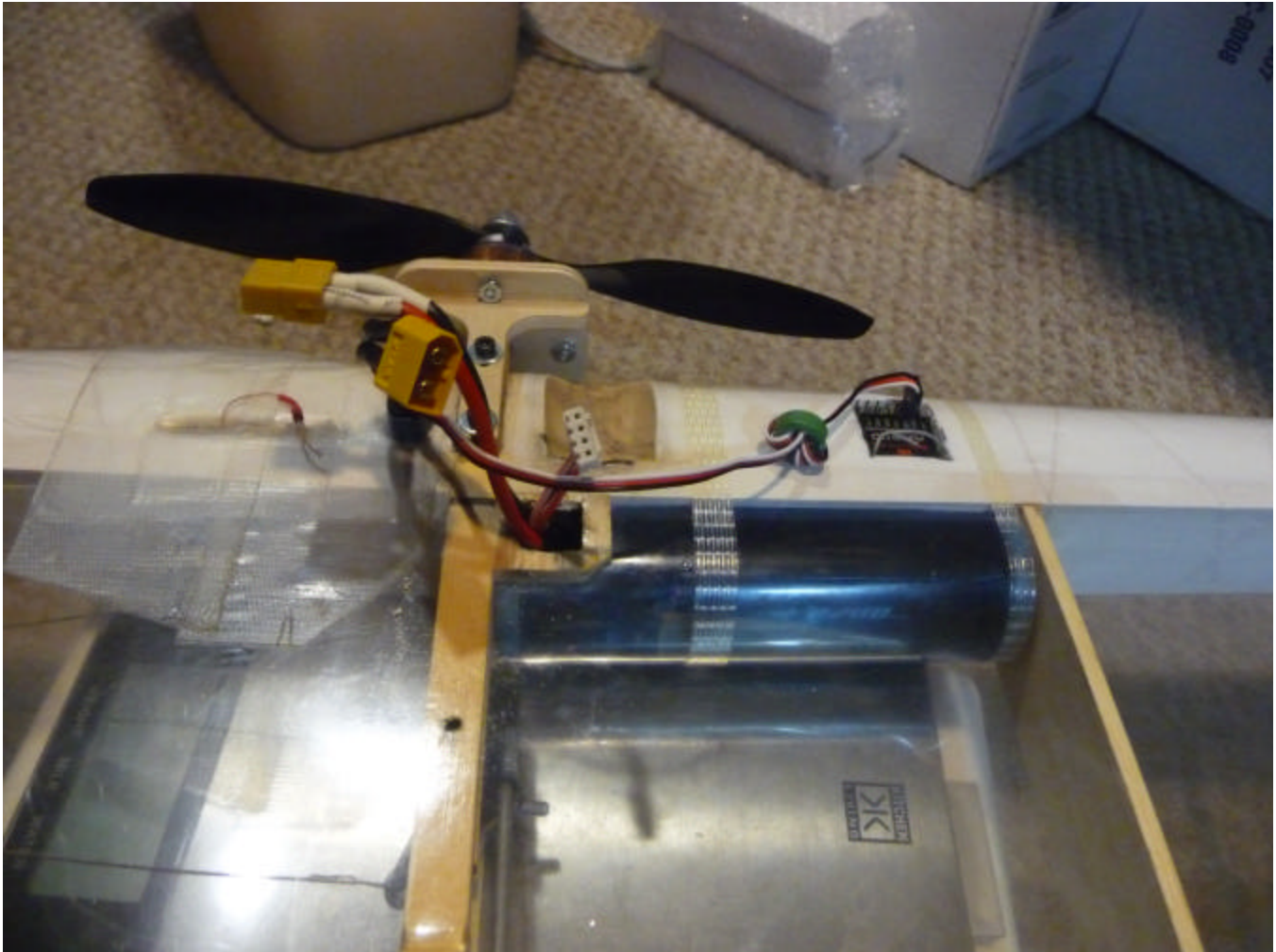
On my way back into the states, I stopped by Alex Prokofiev's house over Christmas weekend. Recently he's been busy building electric multicopters, and had a random selection of electric components laying around. To get the ball rolling, we decided to put together and test an electric setup on an F2D model (see photos). Of course the combination of motor, battery, prop and speed controller that we happened to have on hand was way out of spec for what we need, but as a proof of concept the experiment was quite successful. After drawing up and cutting out a radial mount which would allow a wide variety of electric motors to be fit onto a standard F2D mount block, it took under an hour to get the battery installed into the bladder compartment, and speed controller and receiver (temporarily used for throttle) embedded in a slot in the leading edge. Amazingly, the center of gravity came out right on. From here, it will be easy to pick out a list of promising motors, props, and batteries to get into a good power/economy regime. At 20 bucks or so per motor, it's not a huge investment to try a handful of powerplants. If one could be happy with a short flight of say 1 minute or 1 minute and 30 seconds, I'm pretty confident that the performance of a good F2D ship could be matched already.

While we were preparing the model, Alex made an interesting suggestion. Why not run some contests where we allow electric to be flown against normal models? No restrictions. Any battery, motor, speed controller you want. Combat pilots are an amazingly creative bunch, and with the potential for gaining a performance advantage hung out there I think that this kind of unlimited freedom could really spur development. Maybe those F2D-Fast events which are being held around the country would be a perfect testing ground for this. Or in 80 mph/GX. We could try it in local F2D contests as well. Eventually, if the performance of electric models gets ahead, we can start thinking about some suitable specifications on the motors and batteries, and consider whether to merge electric in like in stunt or split it off as its own event, but until then we can let anything fly. Personally, I think it's a great idea. Of course we can't do it in big official contests like the Team Trials, but I see no reason not to try it in local contests to promote the development of the technology. If anyone decides to do some tests I'll be quite interested to hear the results!



**Electric Engine Mount Detail**





## *Rumors Facts Etc*

**CONTEST FUND:** We received a very generous donation from friend and fellow competitor, Mister Will Rogers. Thank you Will.

**MACANEWS:** MACAnews is back thanks to the willingness of fellow New Englander, Chris Sarnowski, to accept the challenge of being the editor of the MACA newsletter. Thank you Chris, on behalf of combat flyers everywhere. The premier issue has been e-mailed to the current MACA members and the plan is for it to be also available as a download at the MACA website.

**MACA:** The current group of MACA officers are working hard to breathe new life into the organization and combat in general. The time is "now" to support their efforts by sending in your 2012 membership fee. Support the newsletter, as well, with articles and contest reports. The premier issue is great reading. It can continue to be great if we support Mister Sarnowski's efforts by supplying him with material.

**NATS:** Speaking of breathing life back into things, Chris Gay, again this year, is cd'ing the "Nats". The 2012 Nationals has a chance to be the best attended "Nats" in a long time. I encourage my fellow New Englanders and readers everywhere to support Chris' efforts through your participation. I sincerely believe for combat to flourish the nationals needs to be restored to a place of prominence. The event that everyone attends. We can all help make that happen by making the trip to Muncie in 2012.

## 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.

## Regular Season Formula GX Stats

<u>Name</u>	<u>2010 Meets</u>	<u>2010 Ave</u>	<u>2011 Meets</u>	<u>2011 Ave</u>	<u>% Imp</u>	<u>Mid #</u>	<u>Mid %</u>
Fustolo, Joe	5	1844	3	1922	4.2%	0	0.0%
Simpson, Neil	9	2127	9	1871	-12.1%	5	13.9%
Stas, Brian	8	1691	9	1983	17.3%	3	8.3%
Stas, Matthew	2	1748	2	1950	11.6%	1	12.5%
Vader, Jeff	6	1882	6	1778	-5.6%	4	16.7%
Sarnowski, Chris	6	1741	6	1637	-6.0%	4	16.7%
Sherman, Dick	8	1629	7	1694	4.0%	5	17.9%
Kubek, Paul	8	1513	6	1591	5.1%	5	20.8%
Sherman, R "Sherm"	8	1590	6	1576	-0.9%	1	4.2%
Vader, Jake	5	1359	6	1485	9.3%	1	4.2%
Simpson, Glenn	7	1321	9	1276	-3.4%	5	13.9%
Seymour, Lloyd	2	2053	1	1435	-30.1%	0	0.0%
Carpenter, Jim	1	1630				0	
Lord, Dana	1	1335				0	
Parizo, Dave	1	1845				0	
Seymour, Kevin	2	1255				0	

Eligibility for "Most Improved Pilot" awards rests with participation in 50% of both the prior and current year New England Formula GX contests.

20% improvement earns an award. If no pilots achieve 20% improvement a single award is presented to the pilot with the highest positive improvement.



## Brian Stas 2011 Most Improved Pilot



**Glenn Simpson and Brian**



**Jeff Vader and Brian**



**Brian and Paul Kubek**



**Brian and Matt Stas**



**When Joe Fustolo won this year's New England Championships he added his name, for the third time, to 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	
22	September 4, 2011	Joe Fustolo	9	

# 2012 Schedule

( some events and dates still tentative )

<b>15-Apr</b>			
<b>22-Apr</b>	<b>107th RC Flyers GX Icebreaker</b>	<b>GX</b>	<b>Saugus, MA</b>
<b>29-Apr</b>			
<b>6-May</b>	<b>Granite State Invitational</b>	<b>GX</b>	<b>Franklin, NH</b>
<b>13-May</b>	<b>Mothers Day</b>		
<b>19&amp;20-May</b>	<b>NEST Fun Fly (control line stunt )</b>		<b>Wrentham, MA</b>
<b>20-May</b>	<b>Gil's Combat Meet</b>		<b>Hershey, PA</b>
	<b>Single elimination 1/2A and Speed Limit</b>		
<b>27-May</b>	<b>Wingbuster Spring Kick Off</b>	<b>F2D</b>	<b>Middleboro, MA</b>
<b>3-Jun</b>	<b>Granite State Championships</b>	<b>GX</b>	<b>Franklin, NH</b>
<b>10-Jun</b>	<b>Brodak Week -June 12th to 16th</b>		
<b>17-Jun</b>	<b>Brodak Week -June 12th to 16th</b>		
<b>24-Jun</b>	<b>Len Minick Memorial</b>	<b>GX</b>	<b>East Hampton, CT</b>
<b>1-Jul</b>	<b>Wingbuster Summer Sizzler</b>	<b>F2D</b>	<b>Middleboro, MA</b>
<b>8-Jul</b>	<b>Eastern Mass Invitational</b>	<b>GX</b>	<b>Middleboro, MA</b>
<b>15-Jul</b>	<b>Nats Week-July 16th to 21st</b>		
<b>22-Jul</b>	<b>Nats Week-July 16th to 21st</b>		
<b>29-Jul</b>	<b>Wingbuster Summer Fly Off</b>	<b>GX</b>	<b>Middleboro, MA</b>
<b>4&amp;5-Aug</b>	<b>Lee Stunt Contest</b>		<b>Lee, MA</b>
<b>5-Aug</b>	<b>East Coast Championships</b>		<b>Hershey, PA</b>
	<b>Single elimination 1/2A and Speed Limit</b>		
<b>12-Aug</b>			
<b>19-Aug</b>	<b>Central Mass Championships</b>	<b>GX</b>	<b>E.Brookfield, MA</b>
<b>26-Aug</b>	<b>Salmon River Shootout</b>	<b>GX</b>	<b>East Hampton, CT</b>
<b>2-Sep</b>			
<b>7&amp;8-Sep</b>	<b>Mass Cup Stunt Contest</b>		<b>Wrentham, MA</b>
<b>8-Sep -saturday</b>	<b>Maine Jet Rally</b>	<b>GX</b>	<b>Sanford, ME</b>
<b>16-Sep</b>	<b>Wingbuster Invitational</b>	<b>F2D</b>	<b>Middleboro, MA</b>
<b>23-Sep</b>			
<b>30-Sep</b>	<b>New England Championships</b>	<b>GX</b>	<b>Middleboro, MA</b>
<b>6-Oct -saturday</b>	<b>October Air War</b>		<b>Vincentown, NJ</b>
	<b>Single elimination 1/2A and Speed Limit</b>		
<b>7-Oct</b>	<b>North County Shootout</b>	<b>GX</b>	<b>Leominster, MA</b>
<b>14-Oct</b>	<b>Eastern Mass Championships</b>	<b>GX</b>	<b>Middleboro, MA</b>
<b>21-Oct</b>	<b>Fall Finale</b>	<b>GX</b>	<b>Middleboro, MA</b>
<b>28-Oct</b>	<b>Wingbuster Shootout</b>	<b>F2D</b>	<b>Middleboro, MA</b>
<b>4-Nov</b>	<b>Wingbuster Fall Fly Off</b>	<b>GX</b>	<b>Middleboro, MA</b>

**For more info contact:**

**Neil Simpson**

**129 Podunk Road East Brookfield, MA 01515**

**Phone: 508-867-8702**

**E-mail: podunk129@charter.net**

# New England Contest Fund

8/1/2011 through 1/18/2012

1/16/2012

Page 1

Date	Description	Category	Amount
<b>BALANCE 7/31/2011</b>			<b>278.00</b>
8/14/2011	Salmon River Shootout	Trophy Expense	-54.00
8/14/2011	Salmon River Shootout	Entry Fees	75.00
8/18/2011	Chris Sarnowski	Contribution	25.00
9/5/2011	New England Championships	Entry Fees	270.00
9/5/2011	New England Championships	Raffle Prize Expense	-45.00
9/5/2011	New England Championships	Trophy Expense	-297.00
9/5/2011	New England Championships	T-Shirt Expense	-218.00
9/5/2011	New England Championships	Permit-Sanction Expense	-195.00
9/5/2011	Neil Simpson	Contribution	195.00
9/11/2011	Wingbuster Invitational	Trophy Expense	-54.00
9/11/2011	Wingbuster Invitational	Entry Fees	135.00
9/11/2011	Wingbuster Invitational	Permit-Sanction Expense	-25.00
9/18/2011	Eastern Mass Championships	Trophy Expense	-54.00
9/18/2011	Eastern Mass Championships	Entry Fees	75.00
9/18/2011	Wingbuster Model Airplane Club	Donation Expense	-150.00
9/18/2011	Eastern Mass Championships	Permit-Sanction Expense	-25.00
10/2/2011	Fall Finale	Trophy Expense	-54.00
10/2/2011	Fall Finale	Permit-Sanction Expense	-195.00
10/2/2011	Neil Simpson	Contribution	195.00
10/2/2011	Fall Finale	Entry Fees	90.00
10/9/2011	North County Shootout	Trophy Expense	-54.00
10/9/2011	North County Shootout	Entry Fees	135.00
10/9/2011	North County Shootout	Permit-Sanction Expense	-25.00
10/23/2011	Wingbuster Shootout	Permit-Sanction Expense	-25.00
10/23/2011	Wingbuster Shootout	Entry Fees	90.00
10/23/2011	Wingbuster Shootout	Trophy Expense	-54.00
10/23/2011	Brian Stas	Contribution	10.00
11/6/2011	Fall Fly-Off	Trophy Expense	-6.00
11/6/2011	Fall Fly-Off	Entry Fees	90.00
11/6/2011	Fall Fly-Off	Permit-Sanction Expense	-25.00
11/6/2011	Season End Awards	Trophy Expense	-209.00
11/6/2011	Brian Stas	Contribution	10.00
11/6/2011	Chris Sarnowski	Contribution	5.00
11/6/2011	Joe Fustolo	Contribution	20.00
11/6/2011	T-Shirt Sales	Other Inc	20.00
11/21/2011	Greg Wornell	Contribution	100.00
11/22/2011	2011 Streamers (300qty)	Streamer Expense	-33.00
12/21/2011	Will Rogers	Contribution	100.00
12/28/2011	Streamer String (8 Rolls)	Streamer Expense	-21.00
<b>8/1/2011 - 1/18/2012</b>			<b>-178.00</b>
<b>BALANCE 1/18/2012</b>			<b>100.00</b>
<b>TOTAL INFLOWS</b>			<b>1,640.00</b>
<b>TOTAL OUTFLOWS</b>			<b>-1,818.00</b>
<b>NET TOTAL</b>			<b>-178.00</b>



MACA APPLICATION AND RENEWAL FORM  
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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 [ ]

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