

New England Combat News

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THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



Mass Cup Championship

**NEIL SIMPSON, JEFF VADER,
GLENN SIMPSON AND JOE FUSTOLO
ARE TOP FOUR IN FORMULA GX
SPORTSMAN TO RICHARD SHERMAN**

**NEIL SIMPSON, KEN HARGREAVES
AND JEFF VADER
TAKE THE F2D TROPHY SPOTS**

SEPTEMBER 23&24,2006-WRENTHAM, MA-This weekend marked the annual running of "The Mass Cup Championship", which is, historically, the largest and most important control line stunt event held in New England. Again, this year the New England Stunt Team invited the New England Combat Association to run combat events as part of the Mass Cup.

On Saturday, ten contestants were on hand for the Formula GX event. Neil Simpson and Jeff Vader got off to the best starts each with three cut wins over their opponents. Neil stayed hot in round two posting a three cut win over Jeff. Meanwhile, Ken Hargreaves and Shay Vader posted good round two wins, of their own, to move into contention. At the halfway point it was Neil with 1660 points followed by Ken with 1245 points and both Jeff and Shay at 1130 points. Round three started with Neil just getting past Ken by the narrowest of margins. Jeff then got a three cut win over Shay while Joe Fustolo and Dick Sherman posted three cut wins of their own. In round four Glenn Simpson used a three cut win to jump into contention. Jeff got past Ken two cuts to one in the semi-final. In the final match Neil and Joe had a great match with Neil squeaking by with a one cut win. The final order of finish was Neil (2805pts), Jeff (2480pts), Glenn (2050pts), Joe (1950pts) and Ken (1945pts). (continued on page two)

Wingbuster Invitational

**JEFF VADER, NEIL SIMPSON,
JOE FUSTOLO & BRIAN STAS
ARE TOP FOUR
SHAYLENE VADER TAKES SPORTSMAN**

OCTOBER 1, 2006 - MIDDLEBORO, MA – The forecast and day was wet, however, the serious rain waited until contest end, not that bad a day for a little Formula GX combat. The Wingbuster club field was, as usual, in great shape. Eight New England pilots were in attendance and ready for action.

Round one saw Jeff Vader get off to the best start with a 830 point win, however, Brian Stas, Glenn Simpson and Joe Fustolo were all close with 620 point wins of their own. In round two Glenn got a one cut win over Jeff while Brian earned a three cut to one win over Joe Fustolo in a very exciting match.

(continued on page two)

The North County Shootout

**NEIL SIMPSON, BRIAN STAS,
BRIAN SEYMOUR & DICK SHERMAN
ARE TOP FOUR
SPORTSMAN TO SHAYLENE VADER**

OCTOBER 8, 2006 – LEOMINSTER, MA – Nine contestants were on hand to participate in this annual event. The weather conditions were great, sunny and seasonably warm. This was a great October day, a great day for combat.

At the end of round one, Lloyd Seymour, Brian Stas and Neil Simpson had the lead each posting 830 point, three cut wins. Jeff Vader was just off that pace posting a 725 point win of his own. In the first two matches of round two Lloyd Seymour and Brian Stas followed by Neil Simpson and Jeff Vader flew to one cut apiece draws. The next match saw Brian Seymour edge out Shay Vader two cuts to one. Going into round three it was still anyone's contest. In the first match Neil got an airtime win over Lloyd. (continued on page two)

MASS CUP (continued from page one)

On this day Shay Vader took home the sportsman division win accumulating 1730 points in the process.

On Sunday, six contestants were on hand for F2D combat. Lots of action all day long, however, the two best matches were Ken Hargreaves round three win over Mark Rudner and the match between Ken and Neil Simpson in the finals. Both were "battle royals" that went the full four minutes. The final order of finish was Neil (1st), Ken (2nd) with Mark and Jeff Vader tied for third. Jeff won the coin flip with Mark to take home the third place "gold".

Thank you, as always, to all the people who shared the judging responsibilities and a special thank you to the New England Stunt Team for asking us to be part of their great annual happening.

Mass Cup Championship

Formula GX Combat

Ten Contestants (8 from MA) (2 from NH)

20 matches (2 mid-air)

(E) Neil Simpson-E.Brookfield, MA	2805pts
(A) Jeff Vader-Franklin, NH	2480pts
(E) Glenn Simpson-Worcester, MA	2050pts
(E) Joe Fustolo-Stoughton, MA	1950pts
(A) Ken Hargreaves-Worcester, MA	1945pts
(A) Paul Kubek-Brockton, MA	1730pts
(S) Shaylene Vader-Franklin, NH	1730pts
(A) Rick Clark-Hingham, MA	1640pts
(E) Dick Sherman-Andover, MA	1540pts
(S) Lil-Sherm-Andover, MA	1500pts

F2D Combat

5 contestants (5 from MA) (1 from NH)

1. Neil Simpson-E.Brookfield, MA	4-1
2. Ken Hargreaves-Worcester, MA	3-2
3. Jeff Vader-Franklin, NH	2-2
* won coin-flip	
4. Mark Rudner-Cambridge, MA	2-2
5. Rick Clark-Hingham, MA	0-2
6. Greg Wornell - Wellesley, MA	0-2

LEOMINSTER (continued from page one)

In the next match, the best of the day, Brian Stas and Jeff Vader had a full five minute war that ended in a two cut apiece draw. Going into round four Brian Stas had 1955 points followed by Brian Seymour with 1865 points, Neil with 1860 points, Jeff with 1850 points, Dick Sherman with 1665 points and Lloyd had 1540 points. Early in round four Jeff and Lloyd mid-aired hurting both their chances. In the semi-final match Neil and Dick had an action filled battle that ended in a one cut apiece draw. The final match between Brian Stas and Brian Seymour saw Brian Stas get an early cut, however a missed airtime caused this match to also end in a draw. The final order of finish was Neil (2370pts), Brian Stas (2365pts), Brian Seymour (2275pts), Dick (2175pts)

WINGBUSTER INVITATIONAL (continued from page one)

In Round three Jeff got a two cut win to jump back into contention while Neil Simpson did likewise with a three cut win of his own. Going into the final round Brian had 1970 points, Jeff had 1755 points, Neil had 1540 points and Glenn had 1440 points. The final two matches would decide it. In the first of these matches Neil earned a two cut win over Glenn. In the final Jeff got an airtime win over Brian when Brian's control system failed. The final order of finish was Jeff (2275pts), Neil (2165pts), Joe (2145pts), and Brian (1970pts). Shaylene Vader finished with 1625 points, taking home the Sportsman gold in the process.

Thank You to everyone who shared in the judging. Thank You to Rick Clark who cd'ed this contest and did a lot of work behind the scenes to bring it to fruition. Thank You to the Wingbuster Model Airplane Club for the use of their great facility.

Wingbuster Invitational

8 contestants (6 from MA) (2 from NH)

16 matches (no mid-air)

(A) Jeff Vader-Franklin, NH	2275pts
(E) Neil Simpson-E.Brookfield, MA	2165pts
(E) Joe Fustolo-Stoughton, MA	2145pts
(A) Brian Stas-Kingston, MA	1970pts
(E) Glenn Simpson-Worcester, MA	1740pts
(A) Rick Clark-Hingham, MA	1740pts
(S) Shaylene Vader-Franklin, NH	1625pts
(A) Paul Kubek-Brockton, MA	1515pts

and Jeff at 2150 points. The sportsman division winner was Shay Vader who prevailed in a closely contested day long battle with Richard Sherman and Aaron Seymour.

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. Thank You Cheryl, you treat us way to well.

The North County Shootout

Formula GX Combat

9 contestants (7 from MA) (2 from NH)

18 matches – 1 mid air

(E) Neil Simpson-East Brookfield, MA	2370pts
(A) Brian Stas-Kingston, MA	2365pts
(A) Brian Seymour-Leominster, MA	2275pts
(E) Dick Sherman-Andover, MA	2175pts
(A) Jeff Vader-Franklin, NH	2150pts
(E) Lloyd Seymour-Leominster, MA	1840pts
(S) Shay Vader-Franklin, NH	1730pts
(S) Richard "Lil Sherm" Sherman	1520pts
(S) Aaron Seymour-Leominster, MA	1200pts

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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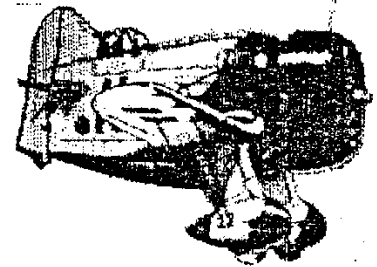
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F2D News Contest Report - 2006 F2D World Cup in Novomoskovsk, Ukraine

Mark Rudner
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SPECIAL REPORT - 13 October 2006 -

The F2D NEWS took the month of September off this year in order to give our staff (i.e. me) some time to take care of business and to prepare for the 2006 F2D World Cup in Novomoskovsk, Ukraine. Novomoskovsk is a medium-sized town on the northern outskirts of Dnipropetrovsk, the second largest city in Ukraine. The contest was held just outside the grounds of a resort complex featuring guest houses with saunas, a restaurant and bar, the Hotel Samara (where we stayed) and much more that I'm sure we missed, but more on the site later.

The trip began from me on the evening of Tuesday October 2nd, when I departed from Boston's Logan International Airport on the ever-reliable Northworst Airlines. Due to recent delays on NWA (a friend was forced to miss his connection to Minnesota just days earlier), I was a little concerned about my connection in Amsterdam. A quick check of the itinerary calmed my nerves, however, as I discovered that I would have a full five hours to burn in Amsterdam. Rest assured, time was the only thing burned in Amsterdam on this trip.

The flights and layover were rather uneventful, though I did meet a guy in the airport who volunteered quite a wealth of knowledge on how to use the internet to set up dates before traveling to Ukraine and Russia. It didn't sound like he was planning to fly model airplanes when he arrived in Kyiv.

I on the other hand was planning to meet up with Stanislav Chorny, currently one of the hottest F2D pilots in the world. Since the World Championships in Spain this summer, he has flown in four international F2D competitions and won all four of them. Before heading to the airport in Boston, I realized that I had left Stas' business card on my desk at home, and decided to go back for it *just in case*. This turned out to be a good decision, because after blitzing through customs in Kiev I emerged into the wild to find Chorny nowhere in sight.

I knew that the way to avoid being harassed and/or scammed in the airport was to come out looking confident and moving with conviction until meeting up with my local friends, after which I would be in the clear. The strategy worked well for the first 2 or 3 minutes, but once it became clear that my ride wasn't on location the clueless/lost foreigner expression began to creep onto my face. I fought it as hard as I could, but after roaming around aimlessly for 5 or 10 minutes with bags in hand, it wasn't up to my face to betray the situation. The taxi drivers caught on and like vultures began swooping in on me with promises of a ``cheap fare" and a ``receipt if [I] need." Fortunately most of their attacks were easily perried by a simple ``nyet spasibo," though occasionally it was necessary to follow it up with a ``friend coming."

To my luck, one such taxi driver saw me puzzling over the pay phone which had instructions written only in Russian. He had his cellphone out and asked if I needed to make a call, which I was sure was the opening line for some sort of scam. At that point, however, I had little choice but to say yes and keep a close eye on the surroundings. I pulled out Stas' business card and the driver dialed the number for me. Stas picked up and was on the way, so I thanked the owner of the phone with a ``bolshoe spasibo" and headed out to the front of the terminal to await Stas' arrival.

We drove for about 30 minutes until we reached the home of Victor and Liuda Stamov, my home away from home in Kyiv. Victor is a world-renown F1A (tow-line glider free flight) pilot whom I have known since the 1998 Control Line World Championships which were held in Kyiv. Since that time Victor has visited California many times, often staying in my parents' home. Our families have become good friends, and it was very nice to be back in their home again after 8 years. Coincidentally, Victor left for a series of F1A competitions in California on the same day as my arrival, so we missed each other in transit.

Liuda provided me and Stas with a wonderful dinner that evening, after which we walked their dog (Atus) and passed out for some much needed shut-eye. The next day, Victor and Liuda's son Sasha took me into the city to walk around and see the sites of Ukraine's capitol. After another tasty home-cooked meal that night, it was time to get some more rest and then hit the road with Stas for Novomoskovsk in the morning.

The road from Kyiv to Novomoskovsk is about 500 km, and though maybe not as smooth or as wide as the Massachusetts Turnpike, really wasn't too much the worse for wear. Most of the way, however, the road was one lane in each direction, which led to a few exciting moments passing by slow trucks.

An interesting thing that I learned about driving in Ukraine compared with driving in the US is that, while in the US I'm constantly on guard watching for cops and trying to avoid their attention at all costs, in Ukraine the police are viewed as almost as friends. Stas assured me that the worst that would happen if we were pulled over for speeding would be that we would have to give the cop \$5 and get back on our way.

When Stas and I arrived at the field, we immediately met up with Mike Willcox, Allen Deveuve, Lester Haury, and Tom Skinner, my American compatriots who had arrived in Dnipropetrovsk the night before. We had each arranged to pick up 10 brand new Ko-

losov models at the field for use in the contest.

This was the first time that I had ever tried to pick up brand new models on site, but the Kolosov models were of very high quality and required no de-warping at the field. By the time I got 4 models set up and engines mounted, the sun was already starting to set. There was just enough time to rush through testing all four of those models, and then head back to Samara to clean up for the pre-contest banquet. The next time I do something like this, I'll try to arrange to arrive a earlier in the day to allow more time for testing and settling into the lay of the land.

Back to the site, the field was well layed out with two official circles, each with concrete centers, a tent for contest management with a loud PA system that could be clearly heard from the center, a large net covering the spectator area, and a pit/line check area of ample size to set up probably about 10 matches worth of planes. On the down side, the terrain was quite rough in spots (my leg collapsed in a giant hole while running to a downed model in one match), and covered in some pretty gnarly weeds. As I quickly found out during our Friday test flying, the weeds were well adapted for making holes in Mylar.

That night there was a kick-off banquet in the hotel complex's party room for about \$16 per head. The tables were covered with plates of vegetables, grilled fish, preserved fish, and of course bottles of beer, vodka, and juice. A little bit later the main course arrived, which consisted of a chicken cutlet and potatoes. Curiously enough, this was exactly the one and only dish that our guys had been able to order (repeatedly) over the past two days from the hotel restaurant. Lester was very excited to see the traveler's Russian book that I brought with me, which included a large (illustrated!) section on food. Saturday night he used that book to order us up a tasty feast in the hotel restaurant.

The banquet ran until late in the evening with many toasts, party games that we could only half-way understand, and a live metal band on stage. Rumor has it that one of the American pilots took the stage for a special performance of "Girls Just Leave" by Fenway Park as well. Three nice young ladies with exceptional qualities were seated at our table, and we found out that they were scheduled to be the "trophy girls" for the competition. Their job during the contest was to hold up signs with the competitor's names before each match, much like at a boxing match. A great time was had by all, until eventually it was time to head back to the room and rest up for the first day of combat.

The pilot's meeting ("briefing") was scheduled for 8am on Saturday morning. Somehow none of our wake-up devices succeeded in getting us up until I heard a knock on the door around 7:30... whoops. We thought about trying to grab breakfast, but there was really only time to get ourselves up, collect up the gear, and make the 5-10 minute walk from the hotel to the field.

At this competition (as is the case with most contests in the former Soviet countries I'm told) the pilot's meeting was quite a bit more formal than at contests in the US. All of the competitors lined up shoulder to shoulder as we listened to the contest organizer open the contest.

As the previous champion (I assume that's why, since none of us could understand what was being said), Mike was invited to raise the flags (Ukrainian and FAI) to officially kick off the contest. This was followed by the typical rules clarification type of discussion that we're used to in the US, with the exception that it took place in Russian. I'm not sure how "what if" is said in Russian, but I'm pretty sure that one guy asked if they were going to count all of his little cuts. Apparently they told us that breaking 90° on launch would be considered a maneuver and punished by DQ, though we didn't find that out until they thoughtfully demonstrated it for Lester in the first round. To his credit, Chorny did tell us after the meeting to be sure to take off straight, but I guess we didn't grasp the full weight of his comment.

Shortly after the briefing, the draw was posted and I was lucky #1 -- first match of the contest. It was nice to be first and to get things rolling without too much time to sit around and think about what was to come. We had a pretty good match that looked like it was going to go to a 1-1 draw until my opponent ran out of gas with about 5 seconds remaining. Had he just glided down he probably would have been fine, but instead he tried to whip his plane for an extra few seconds and stepped out of the circle. Oops for him.

Because of the large turnout (65 pilots), the contest kept a fast pace and alternated between the two official circles with very little gap. We quickly learned that it was necessary to enter the circle and fuel up during the match before our own, otherwise the minute countdown would start without us. As Draconian as it may sound, sticking to a tight schedule like this really keeps the pace of the contest up and enabled us to fit over 140 matches into two days.

On Saturday we completed two rounds, which equals half of the total matches for the contest. At that point Mike and Allen were still undefeated, Lester and I each had one loss, and Grasshopper (Tom Skinner) was unfortunately finished for the weekend. That night we went back to the restaurant, had another Ukrainian meal that couldn't be beat, went to sleep, and didn't get up until the next morning. As hard as I tried to get an alarm set for 6am the night before, I woke up Sunday morning at 6:59, just in time to see the watch hit 7:00 and to realize that we had overslept once again.

There was no time for breakfast before heading to the field, but this time we were not afraid because we had already sampled the delights of the contest food tent. Off to one side of the pit area there was a cut-back in the trees that housed several tables with umbrellas and chairs, a tent selling alcoholic drinks, and another selling water, juice, coffee, tea, sandwiches, and shashlik (marinated, freshly grilled pork kebabs).

Mike and I both had tough third round matches against Nikolai Necheukin and Pavel Narkevitch, respectively, but both managed to pull through with wins. On the down side, Lester and Allen came out on the losing end of their matches. Things got worse for Team America in the fourth round, when Allen and I (both on the bubble) were matched against each other. It was an awfully long way to go to fly a guy who I grew up flying against in southern California, but the draw is the draw and we went at it full force as we've done so many times before. We had a great match which I won 2 cuts to 1, and for which I later received the ``Korrektniy Boiy'' (clean/proper) flying award.

The contest pushed on, and the field steadily began to thin out. Overall the quality of combat was quite good, and I witnessed many action-packed matches. There were a few flyaways (5 or 6 that I noticed), but I wasn't able to discern the immediate cause of any of them. I did notice the center marshal working hard to keep pilots together during line twists and to prevent pilots from jerking on the lines. It's hard to say whether or not this prevented any additional flyaways, but I think in most cases he acted within reason and had a positive effect on the fairness of the matches.

Eventually I dropped out in the 6th round under an episode of brain fade/communication breakdown, but Mike kept his momentum and posted his 6th win in a row. Only four pilots remained after the 7th round - Mike Willcox, Igor Fetisov, Olga Soshnina, and Stas Chorny. After successive losses to Stas and Olga, Mike beat Igor Fetisov in a flyoff to take third place. The finals between Stas and Olga had to be flown three times until Stas finally got it right and took home the gold (in this case the first place medal was in fact real solid gold) with a convincing win.

The contest wrapped up with a very organized prize-giving ceremony. Prizes were handed out to the first through third place pilots and their mechanics. In addition to these prizes, three plaques were handed out for the ``best match," the ``hardest fight," and the most ``correct flying," along with several others for the sponsors and volunteers.

I would like to extend my personal thanks to the contest organizers and volunteers who put this great event together. I would also like to thank Victor and Liuda Stamov for sharing their home with me, Stas Chorny for his great help and generosity, and all of our other friends who helped 5 Americans have a great weekend of combat and fun in a foreign land.

When Mike and Stas finally lowered the Ukrainian and FAI flags at the end of the ceremony, the contest officially came to a close. Nobody wanted it to end, but that's the way they know that we will be back again.



Mark included these photos from the contest



Editors Note: Recently we have received generous donations from old friends
Ray DuFour, Vinnie Langella and Len Thibault. Thank You Gentlemen

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5/7/06	Wingbuster Spring Kick Off	Entry Fees	140.00
5/13/06	Conrad Wondolowski	Contribution	100.00
5/21/06	Granite State Invitational	Entry Fees	100.00
5/28/06	District I Championships/F2D	Trophy Expense	(47.00)
5/28/06	District I Championships/F2D	Entry Fees	70.00
6/11/06	Ron Connors Memorial Meet	Trophy Expense	(128.00)
6/11/06	Ron Connors Memorial Meet	Entry Fees	130.00
6/24/06	Conrad Wondolowski	Contribution	100.00
6/25/06	Len Minick Memorial	Trophy Expense	(80.00)
6/25/06	Len Minick Memorial	Entry Fees	60.00
6/25/06	Will Rogers	Contribution	50.00
7/30/06	Granite State Championships	Trophy Expense	(80.00)
7/30/06	Granite State Championships	Entry Fees	80.00
8/12/06	Eastern Mass Championships	Trophy Expense	(128.00)
8/12/06	Eastern Mass Championships	Entry Fees	140.00
8/27/06	Salmon River Shootout	Trophy Expense	(80.00)
8/27/06	Salmon River Shootout	Entry Fees	90.00
8/27/06	Ray DuFour	Contribution	35.00
8/27/06	Vinnie Langella	Contribution	25.00
9/4/06	New England Championships	Trophy Expense	(330.00)
9/4/06	New England Championships	Trophy Expense	300.00
9/4/06	New England Championships	T-shirts	(192.00)
9/10/06	Colchester Combat Challenge	Trophy Expense	(80.00)
9/10/06	Wingbuster Invitational	Entry Fees	80.00
10/8/06	North County Shootout	Trophy Expense	(83.00)
10/8/06	North County Shootout	Entry Fees	90.00
10/8/06	North County Shootout	Permit/Sanction Exp	(25.00)
10/8/07	Len Thibault	Contribution	20.00
		GRAND TOTAL	99.00



The GX trophy winners at the Mass Cup were Neil Simpson (1st), Jeff Vader (2nd), Glenn Simpson (3rd), Joe Fustolo (4th) and Shay Vader (1st sportsman)



Richard "Lil-Sherm" Sherman and Joe Fustolo at The Mass Cup

2006 Regular Season Points Championship

(thru October 8th)

<u>Name</u>	<u>Total Accum Points</u>	<u>Total Possible Points</u>	<u>Percent</u>
Simpson, Neil	115	120	958
Seymour, Brian Wondolowski, Conrad	8 15	10 20	800 750
Vader, Jeff	84	120	700
Fustolo, Joe	41	60	683
Simpson, Glenn	67	100	670
Hargreaves, Ken	52	80	650
Rogers, Will	13	20	650
Stas, Brian	65	100	650
Sherman, Dick	36	60	600
Stas, Matthew	23	40	575
Clark, Rick	31	60	517
Kubek, Paul	25	50	500
Seymour, Lloyd	5	10	500
Langella, Vinnie	4	10	400
Vader, Shaylene	39	100	390
"Lil Sherm"	13	60	217

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.

Mass Cup Championship F2D Action



Ken Hargreaves



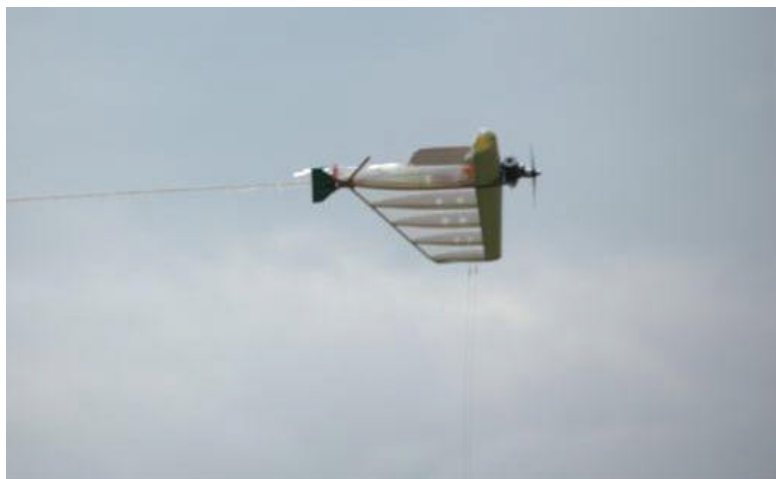
The F2D winners were Neil Simpson, Ken Hargreaves and Jeff Vader



Mark Rudner



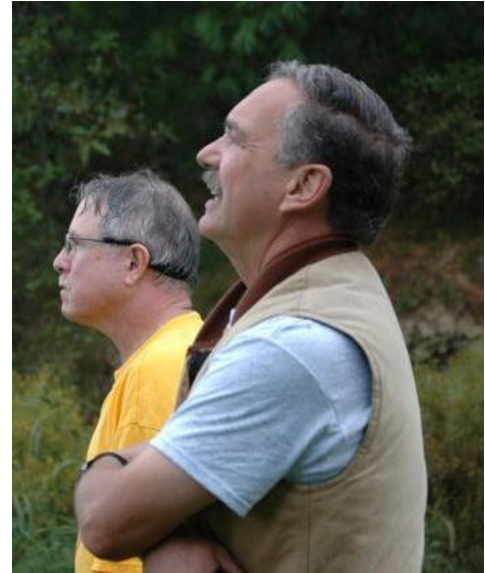
Gregory Wornell



Wingbuster Invitational-October 1st, 2006



Paul Kubek and Jeff Vader fire up Paul's entry



Paul Kubek and Joe Fustolo



The trophy winners were Jeff Vader (1st), Neil Simpson (2nd), Joe Fustolo (3rd), Brian Sras (4th) and Shaylene Vader (1st-Sportsman)



The trophy winners at the North County Shootout were Neil Simpson (1st), Brian Stas (2nd), Brian Seymour (3rd), Dick Sherman (4th) and Shaylene Vader (1st Sportsman)

2006 Wingbuster Fall Shootout October 21st and 22nd, 2006

**Wingbuster Club Field - Middleboro, MA - AMA Sanctioned - Rick Clark-CD
1/2A Combat - Double Elimination
F2D-Mark's Single Airplane Rules
1/2A-Saturday and F2D-Sunday**

Trophies for top three in F2D and for top four in GX plus first in Sportsman in GX
Registration 9:30am to 10:00am-First Match 10:00am

Directions: Take 104 east to 106 east from Route 24 - Turn right onto Route 105-Go two to three miles turn left onto River Street
- Look for gate on right with Wingbuster sign - drive up between corn fields

Wompatuck Fall Fly-Off
Post Season Contest

November 5th, 2006

Formula GX - Four Rounds
Wompatuck State Park-Hingham, MA

Trophies for top four plus first in Sportsman
Also the forum for presenting year end awards
Registration 9:30am - First Match 10:00 am
AMA Sanctioned

Get yourself to Route 3 South. Take Route 3 South to Exit 14. Pick-Up Route 228 North for about 4 or 5 miles to Free Street which is a right hand turn off of Route 228. State Park Entrance is about 1/2 to 3/4 mile on right. Signs will be posted from entrance to combat site which is about four miles into park.

NEIL SIMPSON
129 PODUNK ROAD
EAST BROOKFIELD, MA 01515