

New England Combat News

VOLUME 24 NUMBER 7 DECEMBER 2012
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



Now Celebrating our 24th year of Publication

Fall Finale F2D Combat

**MARK RUDNER, MATT STAS
AND BRIAN STAS
TAKE THE TROPHY SPOTS**

OCTOBER 21, 2012- HALIFAX, MA – The weather was seasonably cool, mostly sunny and breezy. Seven contestants were on hand including Mark Rudner who stayed over during a return trip from Denmark to Ohio. It was great to have Mark with us for this event. At the end of the third round three pilots had been sent home with two losses each. Mark, Paul Kubek, Matt Stas and Brian Stas were tied all with two wins and one loss. In round four Mark got past Paul and Matt won in a match with Brian. Next Brian and Paul faced off in a fly off for third. It was an exciting match with Brian prevailing with two cuts late to earn the win. In the final Mark got past Matt both pilots giving a good account of themselves.

Fall Finale
F2D Combat (7 contestants)

Mark Rudner/Santa Ana, CA	4-1
Matt Stas/Kingston, MA	3-2
Brian Stas/Kingston, MA	2-2 won fly-off
Paul Kubek/Brockton, MA	2-2 lost fly-off
Neil Simpson/E. Brookfield, MA	1-2
Greg Wornell/Wellesley, MA	1-2
Jeff Vader/Franklin, NH	0-2

Wingbuster Shootout F2D Combat

CONTEST REPORT ON PAGE THREE

Fall Fly Off

**NEIL SIMPSON, BRIAN STAS
& KEN HARGREAVES
TAKE TOP THREE SPOTS
SPORTSMAN GOES TO JAKE VADER**

NOVEMBER 4, 2012 – HALIFAX, MA – This year the Wingbuster Club Field in Halifax, Massachusetts was once again 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 sunny and seasonable, with temperatures into the fifties and a moderate breeze. This year's event attracted eleven pilots to celebrate a successful 2012 Formula GX season.

Round one saw Brian Stas and Neil Simpson get off to the best starts each posting 620 point wins. In round two Brian and Neil flew to a one cut apiece draw to remain very much in contention, however, round two also saw Chris Sarnowski post a two cut win over Joe Fustolo to assume the lead at the halfway point. Round two also saw Ken Hargreaves earn a one cut win over Paul Kubek posting his second good score in the process. At the halfway point Neil, Brian and Ken were just off the pace being set by Chris. Round three started with Neil earning a one cut victory over Chris in a well flown match. Next, Brian got a two cut win over Ken to jump into the contest lead. Going into the final round Brian had 1855 points, followed by Neil (1750 points), Chris (1535 points) with Ken, as well as Paul Kubek and Rick Clark, who were both flying steady, all closely bunched just behind Chris.

(continued on page two)

Eastern Mass Finale GX Combat

CONTEST REPORT ON PAGE FOUR

FALL FLY OFF (continued from page one)

Early in round four Ken earned a one cut win over Glenn Simpson to assume the clubhouse lead. In the semi-final Neil earned a one cut victory over Paul in an exciting match that went buzzer to buzzer. In the final Brain and Chris squared off. They waged war. Early in the match Brian took all of Chris' streamer and shortly after that a mid-air ended things. When the scores were tabulated the order of finish was Neil, Brian, Ken, Chris and Paul.

Thank you to Cecil Horton and the entire Wingbuster Model Airplane Club for the use of their fine facility and for the courtesies extended to us all season long.

Wingbuster Fall Fly-Off

11 contestants (8 from MA) (2 from NH) (1 from ME)

22 matches - 4 mid-air

(E) Neil Simpson/E. Brookfield, MA	2370pts
(E) Brian Stas/Kingston, MA	2055pts
(E) Ken Hargreaves/Worcester, MA	1850pts
(A) Chris Sarnowski/Bedford, MA	1635pts
(A) Paul Kubek/Brockton, MA	1630pts
(E) Jeff Vader/Franklin, NH	1435pts
(S) Jake Vader/Franklin, NH	1430pts
(A) Rick Clark/Hingham, MA	1335pts
(E) Glenn Simpson/Worcester, MA	1100pts
(E) Joe Fustolo/Stoughton, MA	1040pts
(A) Ara Dedekian/Yarmouth, ME	400pts



The top finishers at the Fall Fly Off were Neil Simpson (1st), Brian Stas (2nd), Ken Hargreaves (3rd) and Jake Vader (1st Sportsman)

Wingbuster Shootout

F2D Combat

**GREG WORNELL, BRIAN STAS
AND PAUL KUBEK
TAKE THE TROPHY SPOTS**

OCTOBER 28, 2012- HALIFAX, MA – As the entire east coast braced for the oncoming effects from hurricane Sandy five intrepid New England combat flyers assembled, at the Wingbuster club field, for some F2D action. The weather was seasonably cool, overcast and breezy. The rain, thankfully, held off until just after the finish. With two rounds complete two pilots had already been sent home with two losses each. Greg Wornell and Brian Stas were at 2-0 while Paul Kubek was sitting at 1-1. In round three Greg got past Paul to finish Paul's day. Next Greg, flying his fourth match, faced off against Brian who was flying his third match. This was the best match of the day with Brian earning the win with three cuts, overcoming some lost airtime due to shut-off problems. Due to this loss Greg had to beat Brian twice in the finals. In the first of these matches Greg got the win as Brian had mechanical problems. In the next match the guys went at it hard with Greg eventually earning a one cut win and the contest in the process.

Wingbuster Shootout
F2D Combat (5 contestants)

Greg Wornell/Wellesley, MA	5-1
Brian Stas/Kingston, MA	3-2
Paul Kubek/Brockton, MA	1-2
Neil Simpson/E. Brookfield, MA	0-2
Chris Sarnowski/Bedford, MA	0-2



The top three at the Wingbuster Shootout were Greg Wornell (1st), Brian Stas (2nd) and Paul Kubek (3rd)

Eastern Mass Finale

NEIL SIMPSON, CHRIS SARNOWSKI & MATT STAS ARE THE TOP THREE

NOVEMBER 11, 2012-HALIFAX, MA- Seven contestants were on hand for this GX event, re-scheduled from earlier in the fall due to a series of rainouts. The date choice, this time, was a good one. The weather was unbelievably warm and sunny. The day started as sweatshirt weather, however by late morning a tee shirt was very adequate. A great day for our final 2012 contest.

The contest started quickly with what would prove to be the best match of the day between Matt Stas and Neil Simpson. The action started early and accelerated at the mid-point as the pilots chased each other through postage stamp size maneuvers. It should have ended in a one cut apiece draw, however, a line tangle late, where Matt hit the ground, gave Neil an airtime win. Chris Sarnowski was the only other pilot to post a respectable score in round one, earning a one cut win over Paul Kubek. In round two Chris and Neil flew to a one cut apiece draw in a hard fought well flown match. At the halfway point Chris and Neil were tied at 1130 cumulative points apiece with everyone else way behind due to a unusually high number of early mid-air. Round three started with Neil getting an airtime win overt Brian Stas when Brian suffered a crash early due to a pushrod failure. In the next match Chris and Rick Clark flew to a one cut apiece draw. This left Chris in a virtual tie just ten points off the pace set by Neil. After a bad start this was Rick's second good score of the contest pulling himself into contention in the process. Round three also saw Paul and Matt earn 600 point plus wins putting themselves in the hunt as well. Round four started with Rick and Ken Hargeaves flying to one cut apiece draw. This was Rick's third 500 point plus score, in a row, and it initially looked like it might be good enough for third place. In the next match, however, Matt and Chris faced off. Matt was working on a comeback of his own posting a two cut win and earning third place in the process. In the final Neil and Paul were matched up Neil securing the contest win with an airtime victory over Paul. When the scores were tabulated Neil was first, Chris second, Matt third and Rick fourth.

Thank you to the Wingbuster MAC for allowing us to use their fine facility and for inviting us back to use their flying site again next year. Plans are in the works for six Formula GX events, four F2D contests and a stunt oriented fun-fly in 2013. This facility is combat heaven, very green, manicured like a golf course, with parking and shade in the pit area.

Eastern Mass Finale-Formula GX Combat 7 contestants 14 matches (3 mid-air)

(E) Neil Simpson-East Brookfield, MA	2170pts
(A) Chris Sarnowski-Bedford, MA	1940pts
(E) Matt Stas-Kingston, MA	1745pts
(A) Rick Clark-Hingham, MA	1630pts
(A) Ken Hargeaves-Worcester, MA	1410pts
(A) Paul Kubek-Brockton, MA	1325pts
(E) Brian Stas-Kingston, MA	1010pts

The top three at the Eastern Mass Finale were:

**Neil Simpson (1st),
Chris Sarnowski (2nd)
and Matt Stas (3rd)**



F2D News - November 2012

Mark Rudner
rudner@mit.edu

Greetings from sunny Scandinavia. Winter is quickly approaching (is that turkey I smell?) and combat season has all but wrapped up for 2012. Unfortunately I wasn't able to make the season finale in Phoenix last weekend. However, last month I did have the opportunity to make a quick 24 hour stop in Massachusetts for the Wingbusters' F2D Fall Finale in Middleboro back on October 21. Actually, I should thank Neil for adjusting the schedule to help make that possible. It was really great to be back and to have the chance to see everyone again. And, as is always the case, it was great to have another day in the pilots' circle.

Shortly before my trip began, I received a suspicious package in the mail from Henning Forbech. Well, maybe it wasn't actually so suspicious, since I knew it was coming. What was in the mystery box? A whole lot of streamers were in the box. These were no ordinary streamers, however.

Before I continue, let me make a brief public service announcement. With 2013 quickly approaching, there are a few rules changes coming soon. Engine shut-off on demand has of course received the most publicity (more on this another time), but there is another change of which you may not be aware. Beginning January 1, 2013, the streamer dimensions will change. Under the new rules, the distance from the ink mark on the string to the knot of the streamer will be reduced from 2.5 meters to 2 meters. In exchange, the range of acceptable lengths for the paper will be changed from (2.25 - 3) meters to (3 - 3.5) meters. Essentially, the total length will stay the same, but the last 50 cm of string will be turned into paper.

Why change things? The hope was to increase the amount of flying and the number of cuts in F2D. There was nothing magic about the old dimensions. It worked, but typical cut counts have been rather low in recent years (how often do you see a match with more than 3 cuts?). We'll see what happens, but hopefully the result will be more exciting and higher-scoring matches. In principle, this may also reduce the number of reflies.

Meanwhile, Henning took this notion to its extreme. "Why do we need a long section of string at all?" he asked. "Why not just make a streamer which is all paper?" Rather than just sitting on the ideas, he made a large batch of experimental streamers (see <http://www.f2d.dk/equipment/streamer/streamer-10.htm> for pictures). Quality-wise, the streamers were quite nice. Each one came with its own built-in metal loop and a short segment of string (perhaps 0.5 m). This put the knot just a bit behind the tail of the model. From there, the paper extended roughly 5 meters, the former combined length of the paper and string. In addition, each streamer came with an extra short segment (0.5 meters?) of paper attached at the knot. The idea was that, if the long paper was ripped off at the knot, the short flag would remain. This would allow the action to continue, hopefully with more cuts being produced.

The prospect of flying combat with string-less streamers sounded a bit risky at first. Greg and I were both worried that, without a string to separate the score-able area from the model, the rate of mid-air would go way up. Neil was more confident, however, and said that since guys are aiming for the back anyway, it shouldn't make much difference. Or was it that he said that he was aiming for the noise...? We decided to go for it, and put the new streamers to the test.

After just one contest it's hard to make any definitive statements about the merits and demerits of these streamers. However, I can say that there did not seem to be any marked increase in the number of mid-air. Actually, in the end there was very little time spent where one pilot was trying to make a cut on a very short segment of streamer. Perhaps this is why we didn't see any difference in the number of collisions. It may also be unrelated, since another theory suggests that most mid-air occur when one or both pilots lose track of the planes. There were 2 or 3 matches in which one pilot scored 3 or more cuts, which I would say looks promising. On the downside, 5 meters of paper created some serious complications for mechanics. It was almost impossible to keep the streamer from getting wrapped up on legs, tool boxes, etc. It's not clear if it was just from the sheer length of the paper, or the fact that the string was so very short.

In the end I would say that these streamers were a bit extreme. They showed some potentially positive characteristics, if the apparent slight uptick in the number of cuts was a real effect. My feeling is that something in between, perhaps like the new 2013 dimensions, will be great. It's definitely worth further experiments.

That's all I've got for now. Happy Thanksgiving!

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

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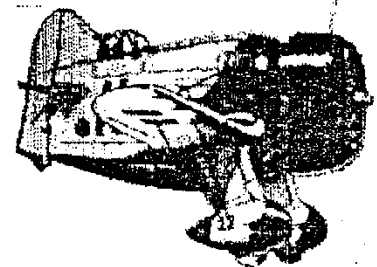
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2012 Fall Finale - F2D Combat - October 21st - Jeff Vader Photos



The top three were Mark Rudner (1st), Matt Stas (2nd) and Brian Stas (3rd)



Matt Stas and Paul Kubek



Bella and Jake



Greg Wornell and Mark Rudner



Neil Simpson and Mark Rudner



Matt and Brian Stas

2012 Eastern Mass Finale-November 11th-Formula GX Combat



Rick Clark and Ken Hargreaves



Matt Stas



Paul Kubek and Chris Sarnowski



Paul Kubek



Brian Stas and Ken Hargreaves



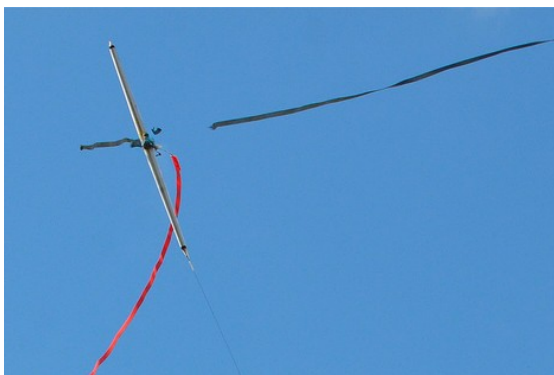
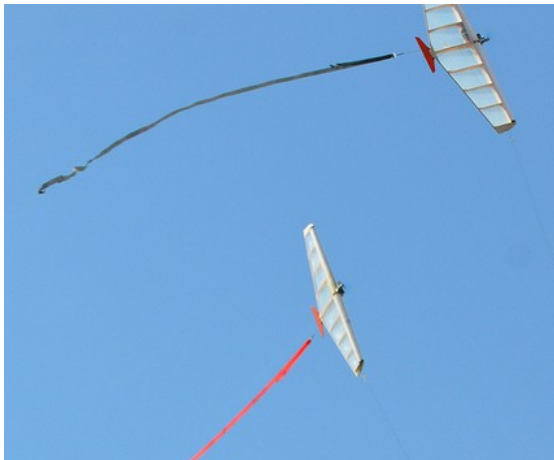
Matt and Brian Stas

Rumors Facts Etc.

CONTEST FUND: We received nice donations this month from Joe Fustolo, Rick Clark and Chris Sarnowski. Thank you guys!



2012 Fall Finale - F2D Combat - October 21st - Jeff Vader Photos



Check out the two photos above .
In this sequence Jeff Vader's camera captures this cut as it happens.
Good stuff !!!

Paul Kubek

Ken Cook's Latest Project

Larry Wilks gave Ken Cook an old silk covered Jr Satan that was destined for the trash can. Ken took it home and did some great resto work on it. Tank was removed and re-plumbed, new bellcrank, new bellcrank platform, new engine nacelle as well as tail booms and stab. All in all a cool little project. Power is a Medallion .15 which should do fair. Ken had a friend make the decals. Plans to fly it next week if the weather pans out.



New England Contest Fund

8/1/2012 through 11/20/2012

11/18/2012

Page 1

Date	Description	Category	Amount
BALANCE 7/31/2012			857.00
8/19/2012	Central Mass Championships	Permit-Sanction Expense	-45.00
8/19/2012	Central Mass Championships	Trophy Expense	-6.00
8/19/2012	Central Mass Championships	Entry Fees	75.00
8/26/2012	Salmon River Shootout	Trophy Expense	-87.00
8/26/2012	Salmon River Shootout	Entry Fees	120.00
8/26/2012	Salmon River Shootout	Permit-Sanction Expense	-45.00
9/8/2012	Horizon Air Meet	Trophy Expense	-6.00
9/16/2012	Wingbuster Invitational	Permit-Sanction Expense	-20.00
9/16/2012	Wingbuster Invitational	Trophy Expense	-4.00
9/16/2012	Wingbuster Invitational	Entry Fees	120.00
9/16/2012	Chris Sarnowski	Contribution	5.00
9/16/2012	Rick Clark	Contribution	35.00
9/23/2012	Canceled NH Contest	Permit-Sanction Expense	-25.00
9/30/2012	Wingbuster Model Airplane Club	Donation Expense	-250.00
10/7/2012	Canceled Leominster Contest	Permit-Sanction Expense	-25.00
10/9/2012	Larry Scarinzi	Contribution	20.00
10/14/2012	New England Championships	Entry Fees	240.00
10/14/2012	New England Championships	Trophy Expense	-315.00
10/14/2012	New England Championships	Permit-Sanction Expense	-20.00
10/14/2012	Chris Sarnowski	Contribution	10.00
10/14/2012	Brian Stas	Contribution	10.00
10/14/2012	Joe Fustolo	Contribution	20.00
10/21/2012	Fall Finale	Entry Fees	105.00
10/21/2012	Fall Finale	Permit-Sanction Expense	-20.00
10/21/2012	Fall Finale	Trophy Expense	-6.00
10/28/2012	Wingbuster Shootout	Entry Fees	75.00
10/28/2012	Wingbuster Shootout	Permit-Sanction Expense	-20.00
10/28/2012	Wingbuster Shootout	Trophy Expense	-6.00
11/4/2012	Season Ending Awards	Trophy Expense	-344.00
11/4/2012	2012 Season End Hats	T-Shirt-Hat Expense	-143.00
11/4/2012	Fall Fly-Off	Permit-Sanction Expense	-20.00
11/4/2012	Fall Fly-Off	Trophy Expense	-6.00
11/4/2012	Fall Fly-Off	Entry Fees	165.00
11/4/2012	Rick Clark	Contribution	5.00
11/4/2012	Joe Fustolo	Contribution	5.00
11/11/2012	Eastern Mass Finale	Entry Fees	105.00
11/11/2012	Eastern Mass Finale	Permit-Sanction Expense	-20.00
11/11/2012	Eastern Mass Championships	Trophy Expense	-8.00
11/11/2012	Chris Sarnowski	Contribution	15.00
8/1/2012 - 11/20/2012			-311.00
BALANCE 11/20/2012			546.00
TOTAL INFLOWS			1,130.00
TOTAL OUTFLOWS			-1,441.00
NET TOTAL			-311.00

2012 Regular Season Points Championship (final stats)

Name	Total	Total	Percent	Regular Season Formula GX Stats							
	Accum	Possible		2011	2011	2012	2012	% Imp	Mid #	Mid %	
	Points	Points		Meets	Ave	Meets	Ave				
Simpson, Neil	92	100	920	9	1871	10	2039	9.0%	5	12.5%	
Stas, Brian	68	90	756	9	1983	9	1761	-11.2%	8	22.2%	
Vader, Jeff	50	70	714	6	1778	7	1560	-12.2%	4	14.3%	
Langella, Vinnie	7	10	700			1	1630		0	0.0%	
Fustolo, Joe	48	70	686	3	1922	7	1513	-21.3%	5	17.9%	
Hargreaves, Ken	40	60	667			6	1633		2	8.3%	
Sarnowski, Chris	64	100	640	6	1637	10	1529	-6.6%	8	20.0%	
Vader, Jake	43	70	614	6	1485	7	1553	4.6%	7	25.0%	
Kubek, Paul	44	80	550	6	1591	8	1376	-13.5%	4	12.5%	
Simpson, Glenn	32	60	533	9	1276	6	1340	5.0%	7	29.2%	
Clark, Rick	10	20	500			2	1330		2	25.0%	
Stas, Matthew	4	10	400	2	1950	1	1093	-43.9%	1	25.0%	
Sherman, R "Sherm"	3	10	300	6	1576	1	1110	-29.6%	0	0.0%	
Dedekian, Ara	1	10	100			1	533		0	0.0%	
Seymour, Lloyd	0	0	0	1	1435				0		
Sherman, Dick	0	0	0	7	1694				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.

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.



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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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