

New England Combat News

VOLUME 25 NUMBER 4 SEPTEMBER 2013
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



Now Celebrating our 25th year of Publication

Wingbuster Summer Classic

**BRIAN STAS, NEIL SIMPSON AND
PAUL KUBEK
TAKE THE TROPHY SPOTS**

JULY 28, 2013 6 HALIFAX, MA 6 The Wingbuster Summer Classic attracted five pilots for a day of Formula GX action. The weather was humid with cloud cover and warm temperatures. The grounds at the Wingbuster control line facility were manicured and very green.

Round one action saw Brian Stas, Neil Simpson and Paul Kubek all earn one cut round one wins. Round two started with a match-up between Brian and Neil that ended in a one cut apiece draw. In the next match Paul stayed hot earning a one cut win over Chris Sarnowski in a very well flown match. Going into round three Paul had the contest lead followed very closely by Brian and Neil. In the first match of round three Brian earned a two cut to one victory over Paul. In the next match Neil and Chris were having a good match when a late mid-air occurred hurting both their cumulative scores. Going into the final round Brian had a good lead with Paul and Neil virtually tied for second. In the final round Neil and Paul had a good match with Neil squeaking out a one cut win. In the final Brian secured the contest win with a one cut win over Rick Clark. The final order of finish was Brian, Neil and Paul.

Thank You to the Wingbusters for allowing us to use their fine facility.

Wingbuster Summer Classic
Formula GX Combat
5 Contestants
10 matches - 2 mid airs

(E) Brian Stas-Kingston, MA	2475pts
(E) Neil Simpson-E.Brookfield, MA	2150pts
(A) Paul Kubek-Brockton, MA	1840pts
(A) Chris Sarnowski-Bedford, MA	1205pts
(A) Rick Clark-Hingham, MA	900pts

Central Mass Championships

**MATT STAS, LOUIS LOPEZ AND
NEIL SIMPSON
ARE TOP THREE**

AUGUST 18, 2013 6 EAST BROOKFIELD, MA 6Eight contestants were on hand for this year's running of the Central Mass Championships. The location was the East Brookfield Elementary School in East Brookfield, Massachusetts. The weather was perfect; sun mixed with cloud cover, almost no wind and temperatures in the high seventies.

In the second match of round one Louis Lopez got off to a good start posting a two cut 725 point win over Rick Clark, however in match four of the same round Matt Stas out dueling Neil Simpson three cuts to two in a full five minute war posting an 830 point score in the process. This gave Matt the round one lead. Round two saw Matt stay hot posting a two cut to one victory over Louis in yet another five minute war. In the next match Neil hooked up with Roy Glenn and managed a two cut to one win in a match where the pilots were line tangled for almost half the match. In round three Matt, in yet another five minute war, got a two cut to one victory over Roy. In the same round Louis got a one cut win over Neil. Going into the final round it was Matt at 2180 points, Louis at 1745 points, Neil at 1430 points, Roy at 1320 points and Rick at 1220 points. The final three matches of the contest would be meaningful. In the first of these matches Neil got past Paul Kubek two cuts to one in a very well flown match. Next Louis got past Roy two cuts to none putting pressure on contest leader Matt Stas in the process. In the final match Matt flew conservatively, needing only to stay out of trouble to earn the contest win. He did just that flying Rick to a low scoring draw.

Thank you to all who shared in the judging and thank you to Louis Lopez and Roy Glenn for making the contest better through their participation..

(More on Page Two)

Central Mass Championships -Formula GX Combat
8contestants (6 from MA) (1from NJ) (1 from DE)
16 matches (1 mid-air)

(A) Matt Stas-Kingston, MA	2590pts
(E) Louis Lopez-Hockessin, DE	2470pts
(E) Neil Simpson-East Brookfield, MA	2155pts
(A) Rick Clark-Hingham, MA	1630pts
(E) Roy Glenn-Southampton, NJ	1620pts
(A) Paul Kubek-Brockton, MA	1520pts
(E) Glenn Simpson-Worcester, MA	1020pts
(E) Brian Stas-Kingston, MA	920pts



Matt Stas and Louis Lopez



The top three at the Central Mass Championships were
Matt Stas (1st), Louis Lopez (2nd) and Neil Simpson (3rd)

Central Mass Championships-GX Combat-August 18th

Paul Kubek Photos



Matt Stas and Louis Lopez



Matt Stas and Roy Glenn



Glenn Simpson and Brian Stas



Louis Lopez and Neil Simpson

Wingbuster Summer Classic-GX Combat-July 28th



Chris Sarnowski and Rick Clark



Brian Stas



The trophy winners were Brian Stas (1st), Neil Simpson (2nd) and Paul Kubek (3rd)

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. It is also distributed no charge if you can accept an email attachment and it is available as a free download from our website, as well. The subscription rate is \$20.00/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 E-MAIL: podunk129@charter.net

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.

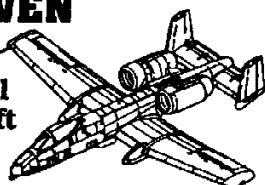
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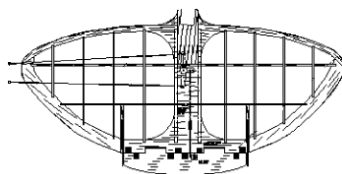
From time to time, I have other items in stock 6 needle valve assemblies, props, bellcranks etc.

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(Please write your AMA Number on your Check.)

Name _____ Date _____

AMA Number _____ AMA Category JR. [] ; SR. [] ; OP. [] ; CD. [] ; Other - _____

Address _____ Telephone (____) _____

City _____ State _____ Zip Plus Four _____ - _____

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 []

ANNUAL DUES: \$ 30.00 (U.S. Funds Only)

\$ 6.00 for each additional family member at same address (No Newsletter)

DONATIONS F2D Pitman Fund \$ _____ Other (Specify) _____ \$ _____

Be sure to include your forum login name so that you can be granted access to the members section.

The Great Combat Safari Part II

By Brian Stas

In Mark Rudner's June F2D column he mentioned he would be attending the 2013 NATS to fly some triple elimination F2D as well as compete for a spot on the USA F2D Combat Team in the Team Trials. Mark's topic focused on organization and preparation to fly in a large contest of "epic proportions". Mark also added you need to have a "bring it, don't sing it" attitude

Neil asked if I was going to attend this year's NATS as he wanted to get the band back together for a whirlwind tour called The Great Combat Safari Part II. As I thought about it, I recalled what a great time last year was and how successful we (Brian, Neil, Greg and Chris) were last year. I hemmed and hawed until Neil's constant nagging got me to cave. I had several of last year's F2D ships that were untouched by a crappy pilot (me) and a few Speed Limits ships in good shape. With a little CA and a lot of covering, I came up with enough planes to bring.

During the build-up, Mark's column was printed, and it could not have come at a better time. After reading it, I realized Mark actually wrote it for me. He had to; every topic he touched on was dead on.

For instance, he asked how many models will you bring...Answer; never enough if it's combat you're flying, right? Did you test fly them? Of course not, as Paul Kubek always says, "Hey, why should I be the only one surprised my stuff flies". My engines were all in good shape, including the F2D stuff, all loose and oiled up. Neil picked up some APC props at his store for me and I made up 10 new blades. My Yuvenko and Yaro orders arrived on time so there were plenty of F2D lines, props, handles and plugs. Things are coming together nicely.

Arrived at 8 am in E. Brookfield and loaded up the transport vehicle. We got 43 planes along with 2 pit boxes, support equipment, and spare everything. You can never have too many spares. Somehow along the way, Ole crafty Neil talked me into flying Fast Combat. Those of you that have flown a fast ship know how intimidating it can be. Just starting it up makes you think twice.

So off we went, 12 hours later we were in Ohio for a quick rest, food and fuel then off in the morning for a quick 2 hour drive to Muncie, Indiana. We saw the end of the triple elimination F2D on Tuesday, checked in at AMA HQ; did some test flying and prepped for F2D Fast on Wednesday.

Wednesday morning arrived and our week long routine began. We were up everyday at 6 am with a shower, coffee, breakfast and off to get ice. We were the first guys at the combat circles every morning and this was a good thing. We had time to get our gear out and check things twice. Remember what Mark said about being organized and ready? Well we were, and it showed by weeks end. We loaded up on sun screen and kept hydrated. It was in the upper 90's all week. Neil and I drank gallons of water during our short time in Indiana. Every time I reached for a bottle of water, I grabbed 2.

We flew F2D Fast combat on Wednesday and when the dust settled, I found myself in second place and Neil in third. Nice way to start the week. As soon as we were done, we pulled out the Speed limit stuff and test flew everything. With a lit-

tle weight here, a little de-warping there and some engine tuning, we were set for "our" event. Back to the hotel

for a much needed shower and out to dinner at our favorite spot, Steak and Shake.

On a side note; everywhere you looked at the NATS site there was activity. Next to us the Carrier guys were buzzing around. Across the way the Stunt fliers were going around with what looked like 6 circles and planes in the air at every one. Off in the distance you could hear, but barely see the R/C Pylon planes ripping up the sky with Nelson's screaming at 200 mph! When the bump into each other it sounds like a shotgun going off! The C/L Speed guys were in the caged areas spinning around so fast you couldn't see what was on the end of their lines.

On Thursday morning we kept the same routine and flew Speed Limit. We only lost 2 planes, (1 each) and Neil grabbed a second place and I slid into third. 2 events, 2 trophies each. After Speed Limit was over we cleaned up our gear and test flew the little guys.

1/2A was never my cup of tea, but again, Neil insisted I try. I mean what the hell; we're out here, why not, right? So with a few test flights under my belt and every running smooth we were ready. Back to the hotel for a shower, then food (Steak and Shake of course) and then bed, but not before assembling the Fast Combat stuff and mounting Foras on them. What a monster that motor is, I'll tell you what.

Friday we flew the 1/2 A planes in a bit of a wind. They slow up some going up-wind and then really scoot down wind. We tried to do most of the maneuvers downwind as they really needed the line tension and the sun was at your back to boot. Neil flew nicely into second place in this event, and I ended up 4th or 5th. 3 events down, 5 trophies!

We put the little buggers away and took out the beasts,...the Fast Combat ships. Neil said he hadn't taken these engines out to run since 2005 ! Well time didn't bother them one bit. We cleaned up the needle valves and shutoffs, put on new fuel lines and lit em up. There are a lot of words to describe what it's like to stand next to one of these Foras when they fire up. Most of them are not fit to be printed however. Holy \$h!t is one, are you f&%@ing kidding me?, is another.

In the speed limit ships the bladder holds 3-4 ounces of fuel and flies for 5-6 minutes. The Fast stuff holds the same amount but burns that fuel up in 75 seconds! It took us a bit to get these ready. They pull like mules, and top out at about 120

mph. Nuts right? The wind doesn't bother them at full speed, but they end up like kites if you don't get them down quickly when they're empty. After some shutoff repairs, we were ready for Fast Combat. Hotel, shower, food...etc, you know the routine already. Saturday morning we arrive early and are set to go. The forecast was shaky and we pushed to get going before the rain arrived. My first match was against an experienced Fast Combat pilot, Ron Columbo. After a shaky start/launch sequence I was up and going. In the fur ball that ensued, I got a kill and a win in my first Fast Combat match ever. What a rush this event is. As combat goes, most of the events we fly in are very similar. Speed and quickness of the aircraft is all that changes, combat is combat, kill or be killed is the motto. We only had a short rain delay around lunch time. Neil and I sliced and diced our way through the field of fliers and at the end of the day, I ended up in first, Neil grabbed a 4th. I didn't have to fly the last round as my opponent Ron conceded, as I had already beaten him once. Ron came over, shook my hand and congratulated me as Na-

tional Champion in Fast Combat. I was speechless. Neil and I ended up with 3 trophies each, 6 total in 4 events. Not bad.

We dried our stuff off, rolled up the lines and wrung out our shirts. Note: if the lift gate of your vehicle is up during a rain storm, don't just reach up and pull it down to close it. Ask Neil how he now knows not to do this. That t-shirt needed to be washed anyway. I could hear him yell 300 yards away! Good stuff.

We loaded the car up with a few less planes than we started with. Fast Combat is no friend of the builder in you. It eats fuel and planes up very quickly. We put the pedal to the metal and drove 14 hours straight back.

I'd have to say this was the best Combat Safari to date. Neil is a great pilot both on the road and in the circle and a good friend. We laughed a lot, ate like kings, slept like logs and flew like champs. Needless to say, we "brought it" and the standings speak for themselves.

Recruits for the 2014 NATS need to send applications in early, space is limited and all entries will be considered. The Great Combat Safari part III is coming to theaters near you in the summer of 2014, don't miss it!

2013 Schedule

(all events tentative-there may be adjustments)

25-Aug	Salmon River Shootout	GX	East Hampton, CT
1-Sep	New England Championships	GX	Halifax, MA
7-Sep	Sanford Jet Rally-Saturday Contest	GX	Sanford, ME
7&8-Sep	Mass Cup Stunt Contest		Wrentham, MA
15-Sep	Middlesex, NJ Speed Limit and single elimination 1/2A		
22-Sep			
29-Sep	Wingbuster Fall Championship	GX	Halifax, MA
5&6-Oct	NEST Fall Profile Stunt		Wrentham, MA
6-Oct	October Air War-Saturday Contest Speed Limit and single elimination 1/2A Note:Re-Scheduled -previously Oct 5th		Vincentown, NJ
6-Oct	Wingbuster Shootout	F2D	Halifax, MA
13-Oct	Fall Finale Combat Tournament	GX	Halifax, MA
20-Oct	Eastern Mass Championship	F2D	Halifax, MA
27-Oct	Fall Fly-Off post season contest	GX	Halifax, MA

For more info contact:

Neil Simpson 129 Podunk Road East Brookfield, MA 01515

Phone: 508-867-8702

E-mail: podunk129@charter.net

Neil

Everything's in place for the Sept 7 Combat match at the Sanford Jet Rally, taking place at the Sanford, Maine Municipal Airport on Sept 5,6,7and 8, 2013. www.mainejetrally.org The sanction is in and the CBS TV affiliate has begun airing promotions. It's scaled back a bit this year as Horizon Hobby will be in Germany sponsoring a similar RC Expo. The local clubs will be running the event and are on the hook for raising money to pay for the event. So heli, car, and C/L general participants will have to pay an entry fee EXCEPT THE COMBAT FLYERS. You guys will be our guests. The entry fee is a reasonable \$15 dollars per day. Jet flyers fee will be \$50 pre-registration and \$75 on site inclusive for all four days. RC flying demos, fireworks and night flying are scheduled. Some full scale WWII static displays are a possibility and a full scale aerobatic show may happen. We won't know 'til the last minute.

Also, we've gone high tech, where the general flyers can log in on rcflight-deck.com and register.

The C/L area will be the same as last year with two circles and everyone is eager to have you back. They're still talking about the show you all put on.

All control line circles will be open for anyone to come and fly during any of the four days.

Hope to see some of you there

Ara Dedekian

2013 Jet Rally Sanford , Maine Saturday September 7th



**Formula GX Combat
Four Rounds
Prizes for top three**

First Match 10:00 am AMA Sanctioned

Rumors Facts Etc

CONTEST FUND: This month we received very generous donations from Brian Stas, Joe Fustolo and Rick Clark. Thank You Gentlemen.

2013 Wingbuster Shootout

**Wingbuster Club Field - Halifax, MA
October 6th , 2013**

**F2D Combat Single Airplane Rules Prizes for top three
First Match 10:00 am**

2013 Eastern Mass Championship

**Wingbuster Club Field
Halifax, MA
October 20th , 2013**

**F2D Combat Single Airplane Rules
Prizes for top three
First Match 10:00 am
AMA Sanctioned**



**Wingbuster Club Field
Halifax, MA
October 13th , 2013**

**Formula GX Combat
Prizes for top three**

First Match 10:00 am

2013
Fall Fly-off

Post Season Contest

**Wingbuster Club Field
Halifax, MA**

October 27th , 2013

**Formula GX Combat
Prizes for top three**

**First Match 10:00 am
AMA Sanctioned**

2013
***Wingbuster
Fall
Championship***

**Wingbuster Club Field
Halifax, MA**

September 29th , 2013

**Formula GX Combat
Prizes for top three**

**First Match 10:00 am
AMA Sanctioned**

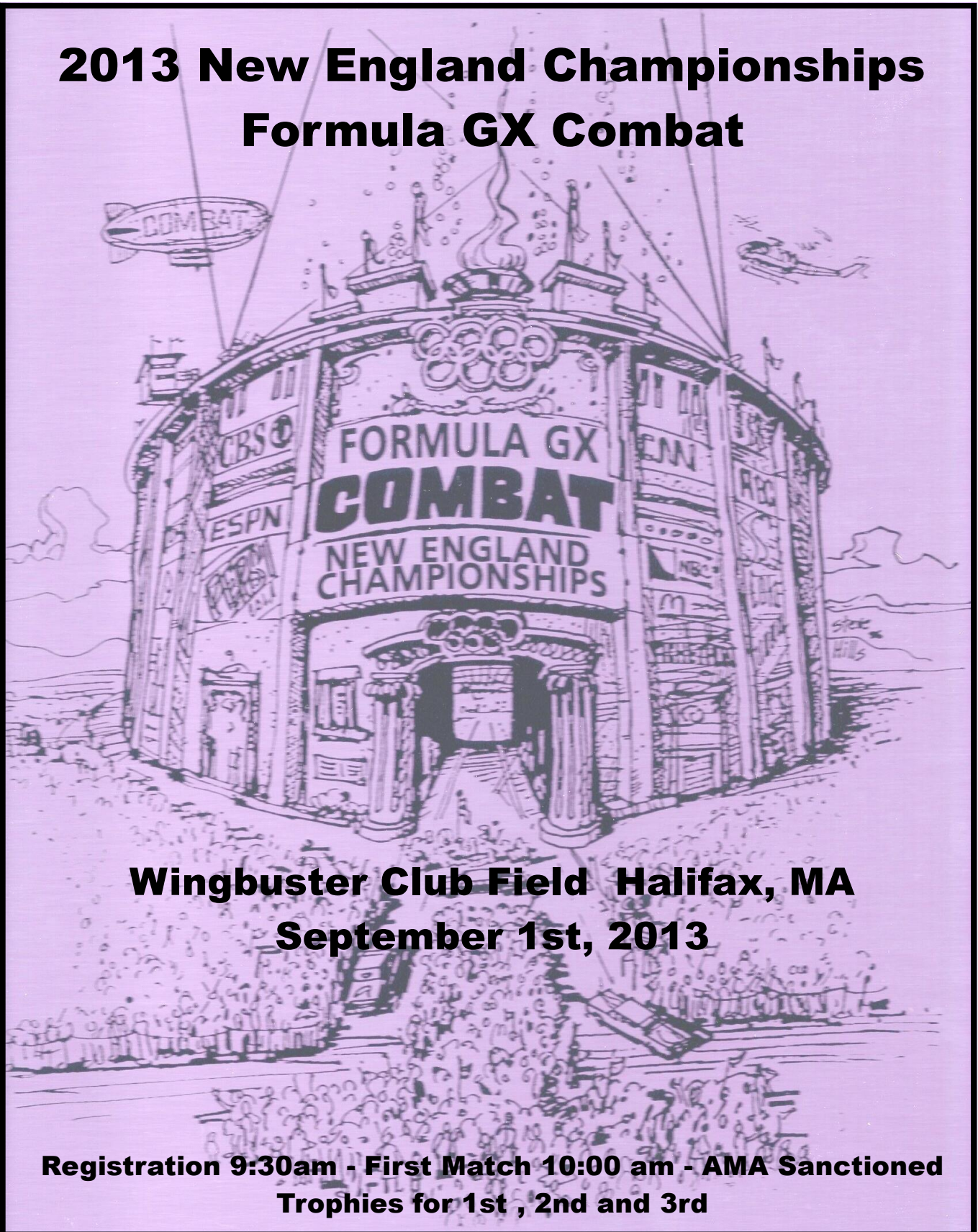
2013
***Len Minick Memorial
Combat Challenge***

**Salmon River State Forest
Located on Route 16 Approximately
halfway between Routes 149 and 196**

**East Hampton, CT
August 25th, 2013**

**Formula GX Combat Four Rounds
Prizes for top three
First Match 10:00 am AMA Sanctioned**

2013 New England Championships Formula GX Combat



**Wingbuster Club Field Halifax, MA
September 1st, 2013**

**Registration 9:30am - First Match 10:00 am - AMA Sanctioned
Trophies for 1st , 2nd and 3rd**

New England Contest Fund

1/1/2013 through 8/20/2013

8/19/2013

Page 1

Date	Description	Category	Amount
BALANCE 12/31/2012			461.00
1/5/2013	Will Rogers	Contribution	100.00
2/5/2013	Len Thibault	Contribution	50.00
3/2/2013	Chip Giordano	Contribution	25.00
3/27/2013	Barry Baxter	Contribution	14.00
4/14/2013	Larry Scarinzi	Contribution	20.00
4/21/2013	Chris Sarnowski	Contribution	45.00
4/21/2013	GX Icebreaker	Permit-Sanction Expense	-45.00
4/21/2013	GX Icebreaker	Entry Fees	75.00
4/21/2013	GX Icebreaker	Trophy Expense	-6.00
4/25/2013	Louis Lopez	Contribution	100.00
5/5/2013	GX Shootout	Permit-Sanction Expense	-45.00
5/5/2013	Chris Sarnowski	Contribution	45.00
5/5/2013	GX Shootout	Trophy Expense	-6.00
5/5/2013	GX Shootout	Entry Fees	90.00
5/26/2013	Wingbuster Spring Championship	Permit-Sanction Expense	-20.00
5/26/2013	Wingbuster Spring Championship	Trophy Expense	-6.00
5/26/2013	Wingbuster Spring Championship	Entry Fees	75.00
5/26/2013	Brian Stas	Contribution	5.00
5/26/2013	Rick Clark	Contribution	85.00
5/28/2013	Jim Carpenter	Contribution	100.00
6/2/2013	Eastern Mass Invitational	Entry Fees	90.00
6/2/2013	Eastern Mass Invitational	Trophy Expense	-6.00
6/2/2013	Eastern Mass Invitational	Permit-Sanction Expense	-20.00
6/23/2013	Canceled Salmon River Contest	Permit-Sanction Expense	-45.00
6/30/2013	Wingbuster Summer Sizzler	Entry Fees	75.00
6/30/2013	Wingbuster Summer Sizzler	Permit-Sanction Expense	-20.00
6/30/2013	Wingbuster Summer Sizzler	Trophy Expense	-6.00
7/1/2013	Ernie Carosella	Contribution	25.00
7/28/2013	Wingbuster Summer Classic	Permit-Sanction Expense	-20.00
7/28/2013	Wingbuster Summer Classic	Entry Fees	75.00
7/28/2013	Wingbuster Summer Classic	Trophy Expense	-6.00
7/28/2013	Brian Stas	Contribution	100.00
7/28/2013	Joe Fustolo	Contribution	100.00
8/18/2013	Central Mass Championships	Trophy Expense	-6.00
8/18/2013	Central Mass Championships	Permit-Sanction Expense	-45.00
8/18/2013	Central Mass Championships	Entry Fees	120.00
8/18/2013	Rick Clark	Contribution	35.00
1/1/2013 - 8/20/2013			1,147.00
BALANCE 8/20/2013			1,608.00
TOTAL INFLOWS			1,449.00
TOTAL OUTFLOWS			-302.00
NET TOTAL			1,147.00

Lone Star Shootout



Lubbock Texas
Aug 31-Sept 1 2013
Fast2d

F2d Equipment, large mufflers ok, start your own,(jr. and senior citizen exception). No start time, 4 min match, Collision doesn't end match, fuel supplied, no F2D penalties, shutoff required.

\$50.00 Entry fee. Includes Lunch Saturday. Trophies, Motors & Planes for Prizes!

COMBAT

1ST Place – New Fora & F2D Plane

2nd Place – New Fora

3Rd Place – New F2D Plane

COMBAT

COMBAT

COMBAT

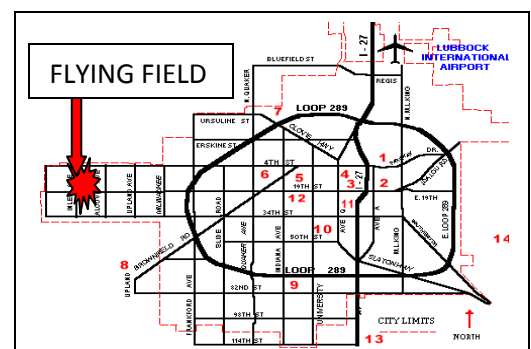
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Combat Party Saturday Nite. Food and Drink

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2013 Regular Season Points Championship (thru 8/18)

<u>Name</u>	<u>Total Accum Points</u>	<u>Total Possible Points</u>	<u>Percent</u>
Lopez, Louis	9	10	900
Stas, Matthew	18	20	900
Simpson, Neil	44	50	880
Stas, Brian	41	50	820
Sarnowski, Chris	32	40	800
Clark, Rick	20	30	667
Kubek, Paul	26	40	650
Glenn, Roy	6	10	600
Simpson, Glenn	21	40	525
Dedekian, Ara	0	0	0
Fustolo, Joe	0	0	0
Hargreaves, Ken	0	0	0
Langella, Vinnie	0	0	0
Seymour, Lloyd	0	0	0
Sherman, Dick	0	0	0
Sherman, R "Sherm"	0	0	0
Vader, Jake	0	0	0
Vader, Jeff	0	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						
2012 <u>Meets</u>	2012 <u>Ave</u>	2013 <u>Meets</u>	2013 <u>Ave</u>	<u>% Imp</u>	<u>Mid #</u>	<u>Mid %</u>
0		1	2470		0	
1	1093	2	2123	94.2%	0	0.0%
10	2039	5	2142	5.1%	2	10.0%
9	1761	5	1974	12.1%	2	10.0%
10	1529	4	1510	-1.2%	3	18.8%
2	1330	3	1285	-3.4%	2	16.7%
8	1376	4	1498	8.8%	0	0.0%
0		1	1620		0	
6	1340	4	1185	-11.6%	1	6.3%
1	533	0	#DIV/0!		0	#DIV/0!
7	1513	0	#DIV/0!	#DIV/0!	0	#DIV/0!
6	1633	0	#DIV/0!		0	#DIV/0!
1	1630	0	#DIV/0!		0	#DIV/0!
0		0			0	
0		0			0	
1	1110	0	#DIV/0!	#DIV/0!	0	#DIV/0!
7	1553	0	#DIV/0!	#DIV/0!	0	#DIV/0!
7	1560	0	#DIV/0!	#DIV/0!	0	#DIV/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.