

# New England Combat News

VOLUME 25 NUMBER 5      OCTOBER 2013  
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



*Now Celebrating our 25th year of Publication*

## New England Championships

**NEIL SIMPSON, SHAWN COOK  
& GLENN SIMPSON  
ARE THE TOP THREE**

SEPTEMBER 1, 2013-HALIFAX, MA -This year's New England Championships attracted nine pilots for the twenty fourth annual running of this very successful Formula GX event. The location, again this year, was the Wingbuster club field in Halifax, Massachusetts. The grounds were manicured and very green. The weather was warm and humid with rain for the first two hours of the event. The first five or six matches were flown in the rain this included a rain delay that lasted about forty five minutes due to a thunderstorm getting a little too close for comfort. By noontime it was all just a bad memory and the remainder of the day went smoothly and rain free.

Round one saw Paul Kubek, Neil Simpson, Ken Cook and Chris Sarnowski get off to good starts all posting scores in the low six hundred point range. In round two Neil got past Paul two cuts to one in a well flown match. Ken stayed hot with an airtime win over Joe Fustolo.

At the half way point Neil had the lead with 1345 points followed closely by Ken, Chris and Paul. In round three Neil got past Ken three cuts to two in yet another well flown match. In the next match, Paul pushed towards the front with a one cut win over Chris. Later in the round Shawn Cook and Glenn Simpson, who had both been flying steady, continued that trend when they flew to a one cut apiece draw in a match that was a full five minute war. Going into the final round Neil had the clear lead, Ken and Paul were second with identical cumulative scores followed by Glenn and Shawn who were emerging as contenders. Round four started with battle royal between Shawn and Chris with Shawn getting a three cut to one win in a very exciting match that went buzzer to buzzer. In the next match Ken and Paul faced off, some good flying early and then a mid-air hurt both their cumulative scores. In the last scheduled match of the day Neil and Glenn flew to a one cut apiece draw.

(continued on page two)

## Maine Jet Rally 2013

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

SEPTEMBER 7, 2013 - SANFORD, ME - The Maine Jet Rally was a four day extravaganza that featured radio control airplanes, of all types, with an emphasis on RC jets. There was also RC helicopters, off-road RC car racing, control line flying, night-flying and last, but not least demos featuring real air show pilots. The New England Combat Association was privileged to receive an invitation to run a control line combat contest as part of Saturday's schedule. Participation in this event, which attracted thousands of people, exposed what we do to a wide cross section of people, who already have an interest in aviation. In addition to all this, we were blessed with pleasant temperatures and a moderate breeze, a perfect day for combat.

Following the first round Brian Stas and Paul Kubek were in the lead each posting two cut 725 point wins. Rick Clark and Neil Simpson were close with 620 point one cut wins. In round two Brian got past Paul two cuts to one while Neil was getting past Rick with the same margin of victory. In round three Brian and Neil faced off in a match that went buzzer to buzzer. Brian made a well-executed move early to take about half of Neil's streamer. Neil fought back and finally got an opening, however the alignment of the airplanes wasn't perfect and the yank from the lines removed Brian's entire streamer. Neil then ran like a rabbit, with Brian in very close and skilled pursuit, somehow preserving the tie in the process. Round three also saw Paul remain in the hunt with an airtime win over Rick. Going into the final round, Brian had 1960 points, Neil had 1855 points and Paul was sitting at 1645 points. It would come down to the final two matches. In the first of these Neil put pressure on the leader with a two cut win over Paul in a match where both pilots flew very well. In the final Brian faced off against Rick, Brian needed a one cut win to tie for the lead and a two cut victory to win the contest. There was good action early with Brian getting a cut and leaving streamer enough to shoot for in order to try and earn the second cut. A little later in the action the opening seemed to be there, Brian went for it but a zig and a zag later a mid-air occurred and the match was over.

(continued on page two)

NE CHAMPIONSHIPS (continued from page one)

The final order of finish was Neil then Shawn followed by Paul and Glenn in a dead heat for third. In the fly-off for third Glenn got past Paul with a cut and some airtime, Paul suffering with an over lean engine run.

The top three flyers received beautiful awards. Thank you, as always, to the Wingbusters Model Airplane Club for allowing us to use their fine facility. It truly is combat heaven.

New England Championships

Formula GX Combat

9 contestants

18 matches - 2 mid-air

(E) Neil Simpson-E.Brookfield, MA	2685pts
(E) Shawn Cook-Upper Darby, PA	2155pts
(E) Glenn Simpson-Worcester, MA	1940pts * won fly-off
(A) Paul Kubek-Brockton, MA	1940pts * lost fly-off
(E) Ken Cook-Upper Darby, PA	1840pts
(E) Brian Stas-Kingston, MA	1640pts
(A) Chris Sarnowski-Bedford, MA	1625pts
(E) Joe Fustolo-Stoughton, MA	1440pts
(A) Rick Clark-Hingham, MA	400pts



The top three at the New England Championships were Neil Simpson (1st), Shawn Cook (2nd) and Glenn Simpson (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  
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
If you make a donation or if you subscribe to this newsletter make the check payable to NEIL SIMPSON .....Donations go into the New England Contest Fund and are used to cover the cost of running New England control line combat contests. IF YOU WANT TO RUN A CONTROL LINE COMBAT CONTEST IN NEW ENGLAND AND YOU NEED HELP (FINANCIAL OR OTHERWISE) CALL OR WRITE NEW ENGLAND COMBAT NEWS. We want to continue to help make New England a "Hot Spot" for control line combat. New England Combat News is your newsletter-USE IT. Control line combat is your sport-PROMOTE IT.

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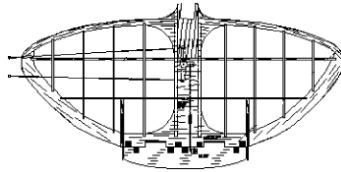
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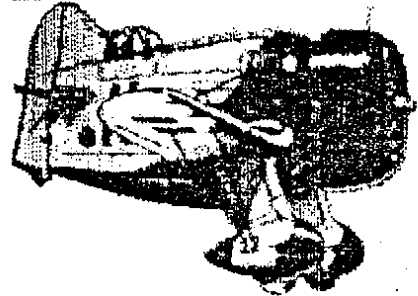
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Birth Date \_\_\_\_\_ Male [ ] Female [ ] Competition Flyer [ ] Sport Flyer [ ] Non Flyer [ ]

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 [ ] ;  
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**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.**

MAINE JET RALLY (continued from page one)

This gave Neil the win, Brian had more than enough points for second and Paul, who flew well all day, earned his third place finish.

Thank you to Ray and Robin's Hobby Center and all the great sponsors of this year's Maine Jet Rally. Their support and financial considerations allowed for our participation in this event. Thank you to Ara Dedekian who was the point man, not only for our event, but for the control line activity that spanned all four days of the air show. Thank you to Sandy Schmidt who, along with Ara, coordinated the control line venue. Thank you, as well, to Rick Clark who helped Ara and Sandy with their efforts. To everyone on the organizational side please know that our group is very grateful to have been part of the show.

Maine Jet Rally 2013

Formula GX Combat

7 contestants ( 6 from MA ) ( 1 from ME )

14 matches ( 3 mid-air )

Neil Simpson-East Brookfield, MA	2580pts
Brian Stas-Kingston, MA	2260pts
Paul Kubek-Brockton, MA	1845pts
Rick Clark-Hingham, MA	1320pts
Joe Fustolo-Stoughton, MA	1225pts
Glenn Simpson-Worcester, MA	1120pts
Ara Dedekian-Yarmouth, ME	800pts



The top three at the Maine Jet Rally were Neil Simpson (1st), Brian Stas (2nd) and Paul Kubek (3rd)

## F2D News - September 2013

**Mark Rudner**  
**rudner@mit.edu**

Much has happened since the last installment of the F2D News. In July, we had an F2D triple elimination double-header, with the Team Selection Finals for the 2014 US F2D Team and the Nationals back-to-back in Muncie, Indiana. Four days, six metaphorical lives, 95 degree heat, high humidity and no wind. It was a recipe for exhaustion. It was a recipe for awesome. It was combat. Attendance was great (possibly the biggest Team Trials in 20 years), and the level of flying quite high. Congratulations to all the winners of both contests (US Team: Josh Ellison, Mark Rudner, Richard Stubblefield, and junior Sasha Nadein, and National Champion Andrey Nadein), for hard-fought victories. August brought on the European Championships in Bekescaba, Hungary, and with it more heat and, more importantly, more combat. Your faithful reporter joined the Latvian team as a mechanic. I witnessed some very good flying, quite notably from the Russian junior pilot, Denis Esaulkov, who came in second overall. A big congratulations goes out to him.

In the aftermath of the European Championships, an intense debate ensued with regard to Igor Trifonov's use of an abrasive "polymer microsphere" coating on his leading edges. The stated purpose of the coating was aerodynamic, but common sense and clear video and photo evidence tell a different story: the coating is great for cutting streamers with the wing. This would be fine, if not for the fact that the F2D Sporting Code, section 4.4.5.h, states: "The model aircraft shall not carry any artificial aid to assist the cutting of the streamers." During the competition, the judges allowed these models to fly. However, now there appears to be broad support from the F2D community to ask for much stronger enforcement of this rule, to keep the playing field more fair at future contests. If not, we will end up with a distracting "arms race" in wing coating technologies, which most pilots do not want to see and which is against the spirit of the rules.

In the midst of these exciting events, tragedy struck on August 24. On that day, we lost a great friend and fellow aeromodeler, Victor Stamov. This column is dedicated to Victor.

Victor Stamov was an amazing individual, of a type that most of us are only lucky enough to meet once in a lifetime, if we're lucky. To the great fortune of many, Victor's passion for aeromodeling brought him to us. For those who don't know him, Victor was one of the world's top pilots in F1A (towline glider free flight). However, the trophy count doesn't even begin to capture the essence of Victor. While competition often seems to bring out the worst in so many, in Victor's case competition provided a platform for him to show the world what it means to be a true sportsman. Although he was a fierce competitor, Victor never hesitated to help another modeler. His models were technological masterpieces, constantly under development and reaching new heights. He was not alone in advancing the level of F1A, but I think it's safe to say that Victor's models propelled the event forward and kept a large number of pilots aloft worldwide, for many years. His impact on the field is clearly visible in the outpouring of support for his family, and the many wonderful stories shared on the facebook page dedicated to his memory.

I first came to know Victor at the 1998 Control Line World Championships, in Kiev, Ukraine. At that time I was the junior member of the US F2D team. Shortly before my dad and I left for the contest, Randy Weiler, a friend and local free flight pilot in California, arranged to get us in contact with his good friend Victor Stamov in Kiev. Victor and his family took great care of us throughout the trip, and helped make sure that things went smoothly for the whole US Team. If it had only been the English translation that he and his daughter Olga provided, it would have been enough; they went way beyond. One of my fondest and clearest memories of that trip was when Victor, who we had only just meet via Randy, invited me and my dad to his house for a warm visit and some delicious food (also my first experience with "kvass"). That was where a long and lasting true friendship between our families was born.

(continued on the next page)

For those who have been following along with the F2D News, you may remember Victor from the November 2009 issue, which detailed my experiences at the Dnipro Cup (F2D World Cup event) in Novomoskovsk, Ukraine. Upon hearing about my logistical nightmares the previous year, Victor graciously offered to pick me up at the airport in Kiev, and to help me throughout the competition. Sadly I wasn't able to find a picture of us together (he was behind the camera all weekend), but the included photo shows Victor (next to Igor Milenin) holding my planes as we were getting ready for processing. It didn't matter that this was not his event; Victor was engaged and enthusiastic about all aerosports. It was a very memorable and enjoyable trip, in no small part thanks to Victor's help. I also had a really great time staying at his house, and talking, cooking, and touring around with his wife Liuda. To this day I still remember the recipes that she showed me, and always think of that visit when I'm putting dill and toasted sunflower seeds onto a salad. My thoughts are with her now.

Back home in California, Victor would visit our family twice a year when he came for the big semiannual free flight competitions in Lost Hills. After moving away, my chances to see him became fewer and further between. However, it always brought a smile to my face when my mom or dad would mention that he was visiting, and especially when I got to talk to him on the phone or over skype.

Perhaps this tribute was a bit long and personal for the monthly column, my apologies for the somewhat personal nature of this month's column, but it was the best way I could find to serve the memory of Victor Stamov, a great man, sportsman, and gentleman. Thanks, Victor, for all the joy that you brought to so many others over the years. May we all strive to follow the example that you set for us.



# New England Championships - GX Combat - September 1st

Paul Kubek Photos



Glenn Simpson and Chris Sarnowski



Joe and Joey Fustolo



Chris Sarnowski and Shawn Cook



Neil Simpson and Ken Cook



# Maine Jet Rally-GX Combat-September 7th

Paul Kubek Photos



Ara Dedekian and Rick Clark



Joe Fustolo, his grandson Joe and Rick Clark do some judging



Battle Royal  
Brian Stas and Neil Simpson



Glenn Simpson

# The Twenty Four Year History of the New England Championships

<b>Date</b>	<b>Winner</b>	<b>Contestants</b>	
September 9, 1990	Glenn Simpson	12	
September 8, 1991	Gerry Pompeii	5	*Separate Expert Event
September 8, 1991	Len Minick	12	*Separate Advanced Event
September 6, 1992	Neil Simpson	17	
September 5, 1993	Edward Blair	15	
September 4, 1994	Lloyd Seymour	18	
September 3, 1995	Neil Simpson	20	
September 1, 1996	Joe Fustolo	13	
August 31, 1997	Dana Lord	13	
September 6, 1998	Neil Simpson	16	
September 5, 1999	Roy Glenn	20	
September 3, 2000	Lloyd Seymour	14	
September 2, 2001	Louis Lopez	16	
September 1, 2002	Roy Glenn	16	
August 31, 2003	Lloyd Seymour	16	
September 5, 2004	Lloyd Seymour	15	
September 4, 2005	Dick Sherman	12	
September 3, 2006	Brian Stas	10	
September 2, 2007	Neil Simpson	12	
August 31, 2008	Roy Glenn	15	
September 6, 2009	Joe Fustolo	11	
October 17, 2010	Jeff Vader	11	
September 4, 2011	Joe Fustolo	9	
October 14, 2012	Neil Simpson	8	
September 1, 2013	Neil Simpson	9	

# 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

**NOW Saturday Oct 5th**

Formula GX Combat  
Prizes for top three

First Match 10:00 am  
AMA Sanctioned

## 2013 Schedule

( all events tentative-there may be adjustments )

22-Sep	Wingbuster Shootout	F2D	Halifax, MA
29-Sep			
5&6-Oct	NEST Fall Profile Stunt		Wrentham, MA
5-Oct Saturday	Wingbuster Fall Championship	GX	Halifax, MA
6-Oct	October Air War-Saturday Contest Speed Limit and single elimination 1/2A Note:Re-Scheduled -previously Oct 5th		Vincetown, NJ
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*

***Rumors Facts Etc***

**CONTEST FUND:** This month we received a very generous donation from Lary Scarinzi.. Thank You Larry.

***2013 Wingbuster Shootout***

**Wingbuster Club Field - Halifax, MA**

**NOW !! September 22nd, 2013**

**F2D COMBAT**

**Single Airplane Rules**

**Prizes for top three**



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

***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**

**AMA Sanctioned**

2013 Regular Season Points Championship ( thru 9/7 )

Name	Total	Total	Percent	Regular Season Formula GX Stats							
	Accum	Possible		2012	2012	2013	2013	% Imp	Mid #	Mid %	
	Points	Points		Meets	Ave	Meets	Ave				
Simpson, Neil	64	70	914	10	2039	7	2282	11.9%	2	7.1%	
Cook, Shawn	9	10	900	0		1	2155		1	25.0%	
Lopez, Louis	9	10	900	0		1	2470		0		
Stas, Matthew	18	20	900	1	1093	2	2123	94.2%	0	0.0%	
Stas, Brian	55	70	786	9	1761	7	1967	11.7%	3	10.7%	
Sarnowski, Chris	36	50	720	10	1529	5	1533	0.3%	3	15.0%	
Kubek, Paul	41	60	683	8	1376	6	1629	18.4%	1	4.2%	
Cook, Ken	6	10	600	0		1	1840		1	25.0%	
Glenn, Roy	6	10	600	0		1	1620		0		
Clark, Rick	29	50	580	2	1330	5	1115	-16.2%	4	20.0%	
Simpson, Glenn	34	60	567	6	1340	6	1300	-3.0%	3	12.5%	
Fustolo, Joe	9	20	450	7	1513	2	1333	-11.9%	2	25.0%	
Dedekian, Ara	4	10	400	1	533	1	800	50.1%	0	0.0%	
Hargreaves, Ken	0	0	0	6	1633	0			0		
Langella, Vinnie	0	0	0	1	1630	0			0		
Seymour, Lloyd	0	0	0	0		0			0		
Vader, Jake	0	0	0	7	1553	0	#DIV/0!	#DIV/0!	0	#DIV/0!	
Vader, Jeff	0	0	0	7	1560	0	#DIV/0!	#DIV/0!	0	#DIV/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.

# New England Contest Fund

4/1/2013 through 9/20/2013

9/18/2013

Page 1

Date	Description	Category	Amount
<b>BALANCE 3/31/2013</b>			<b>650.00</b>
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
8/25/2013	Canceled Salmon River Contest	Permit-Sanction Expense	-45.00
8/25/2013	Canceled Salmon River Contest	Trophy Expense	-6.00
9/1/2013	Wingbuster Model Airplane Club	Donation Expense	-250.00
9/1/2013	New England Championships	Trophy Expense	-273.00
9/1/2013	New England Championships	Permit-Sanction Expense	-20.00
9/1/2013	New England Championships	Entry Fees	180.00
9/7/2013	Maine Jet Rally	Trophy Expense	-6.00
9/15/2013	Larry Scarinzi	Contribution	20.00
<b>4/1/2013 - 9/20/2013</b>			<b>558.00</b>
<b>BALANCE 9/20/2013</b>			<b>1,208.00</b>
<b>TOTAL INFLOWS</b>			<b>1,460.00</b>
<b>TOTAL OUTFLOWS</b>			<b>-902.00</b>
<b>NET TOTAL</b>			<b>558.00</b>