

# New England Combat News

VOLUME 25 NUMBER 9      FEBRUARY 2014  
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



*Now Celebrating our 25th year of Publication*



**Richard J. Sherman**  
1923 - 2013  
We have lost a friend who was  
"A Hero Amongst Us"



Dick returning from a mission in the Philippines-1944



Three generations  
Richard J, Richard W, and Richard R Sherman  
2010 photo

## **RICHARD J. SHERMAN**

Dick has always been interested in airplanes and as a boy of six years old, he made his first model. In his mid-teens he was learning to fly at the nearby airport in West Plymouth, New Hampshire and was a licensed pilot by the age of sixteen – a few years before he started his service. He graduated from Plymouth High School in 1941 and both he and his father, Leon, enlisted on Causeway Street in Boston on September 8, 1942. His father was sworn in on September 14 and reported immediately as a radio technician Petty Officer in the Navy. Dick enlisted as an Aviation Cadet in the U.S. Navy with a deferred entry date.

Dick entered active duty on November 12, 1942 and received his basic training at Chapel Hill, North Carolina. This was followed by a three-month course at the Navy Pre-Flight School located on the campus of the University of North Carolina. He was then promoted to preliminary flight training at the Naval Reserve Aviation Base at Bunker Hill, Peru, Indiana which ran for another four months following which he became a qualified Navy pilot. Dick was then sent to the Naval Air Center Service School in Jacksonville, Florida where he flew Scout Bombers out of Pensacola, Miami, and Daytona airfields for twelve more weeks. At the end of this training he was awarded his Gold Wings, was commissioned a 2<sup>nd</sup> Lieutenant, and transferred from the Navy to the Marines.

Dick was sent to El Toro, the newest Marine Corps Air Station near Irvine, California as part of the Marine Aircraft Group 2 of the First Marine Air Wing. He went through several more months training in Corsairs and Curtis Hell Divers in gunnery, glide and dive bombing, instrument flying, and other tactical maneuvers. He also made some landings on aircraft carriers such as the USS Wright and USS Bennington. Near the end of 1944 he was shipped to Eniwetok and Saipan via Pearl Harbor aboard the USS General W. C. Langfitt, crossing the Equator to become a member of the "Ancient Order of the Deep". Starting in March 1945, he was operating out of a field in the Philippine Islands and conducted many bombing and strafing runs on targets such as the Admiral Islands, Samar, Leyte, Luzon, Zamboanga on Mindano and Jolo on the Sulu Archipelego. The pilot of a wingman who was in a flight he was leading snapped his picture on their way back from a mission. He also flew in support of Marine Fighter Attack Squadron 142 and Marine Aircraft Group 93. After his five months overseas he returned to Cherry Point, North Carolina and was separated as a 1<sup>st</sup> Lieutenant on January 4, 1946. For his service during World War II he was awarded the Distinguished Flying Cross, Air Medal with six Bronze Stars, Presidential Unit Citation, Navy Commendation Ribbon, American Campaign Medal, Asian Pacific Service Medal with two Bronze Stars, Victory Medal, and Philippine Liberation Medal with one Bronze Star. His flight time totaled 938.4 hours.

Upon his return to Plymouth, New Hampshire, Dick opened Riverside Airport in Ashland, New Hampshire as a flying school and charter flight facility. By the turn of the decade, his airport business had ebbed and Dick was called from inactive duty on March 3, 1951 as a Captain reporting to Squantum, Massachusetts.

## **RICHARD J. SHERMAN**

Dick was immediately sent to Cherry Point, North Carolina, for two years of training to convert him from the single engine planes of World War II to the jets of the Korean War. Upon becoming proficient in jet flying, and electronic flying, he served as a flight instructor for most of his term of service spending most of that time in Corpus Christi, Texas. His log book shows that he accumulated a total of 1475.5 flight hours, of which 102.9 were instrumented, 286 cross-country, and 111 night flying. His Separation form shows that he did spend one month and eight days overseas so apparently there was some combat experience included therein. (The log book of his Korean Service did not indicate the base from which he flew nor the mission as the World War II book did include those facts.) He was discharged at the Marine Barracks NAATC, Corpus Christi, Texas on June 30, 1955 as a Major. He was awarded the National Defense Service Medal and the Marine Corps Reserve Ribbon.

Dick had married a girl from Tewksbury during the early part of his Korean War service, in 1952, and they made their home in her home town. He was able to secure a pilot position with Mohawk Airlines and worked for that line for 15 years – through the acquisition by Allegheny Airlines. Throughout the entire period from his initial airplane model to the present, he had collected all sorts of things associated with the model airplane hobby. He gradually turned his Tewksbury home into a museum but eventually ran out of room so he decided to convert his childhood home in Plymouth, New Hampshire into a airplane model museum. He renovated his former home and moved everything there. Both locations were the first museum of its type and were well known throughout the hobby. Following his retirement from Allegheny Airlines, Dick was employed by the Academy of Model Aeronautics (AMA) in Washington, D.C. to set up their archives but the location was too far from home, wife, and models so he left after six months. He was elected to the Model Aviation Hall of Fame in 2000. Although he now resides in the Academy Nursing Home in Andover, his son and grandson carry on the family model airplane interests.

The article on this and the preceding page  
eloquently chronicles Mister Sherman's life.  
It is from "Heroes Among Us" a publication made available  
by the Veterans' Services Office.  
It was published early in 2013 before Dick's passing.

## F2D News - January 2014

Mark Rudner

rudner@mit.edu

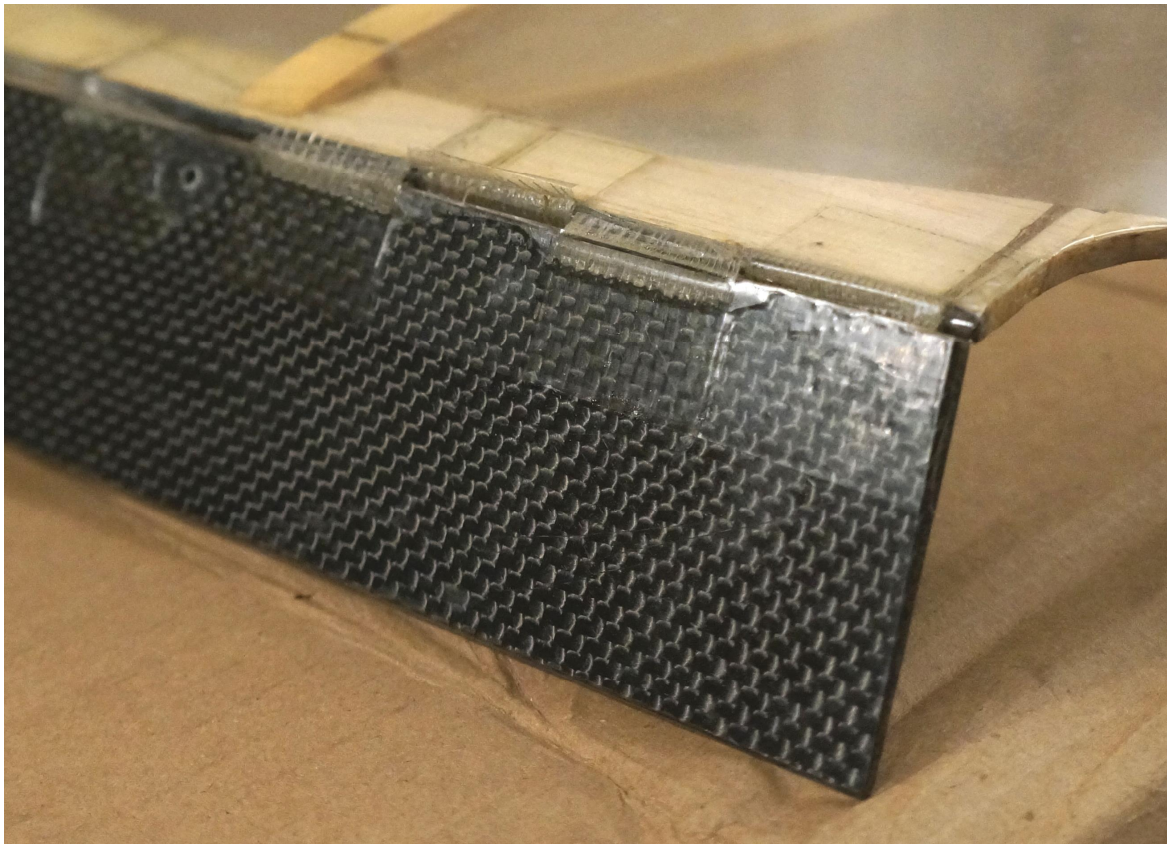
**Hinge rot. Yup. It can happen to you. Nobody knows how it's transmitted, but the effects can be devastating. The attached picture shows a plane that has been afflicted. Luckily, there is a cure.**

Last month, I wrote about getting a head start on flying for the new season. Well, now that the new year is here in full force, it's time to put the pedal to the metal (polar vortex be damned). This weekend while setting up planes, I discovered that the hinge on one heavily used model was starting to come apart as shown above. For anyone who uses ``fan tail'' or ``whale tail'' planes with tape hinges (as opposed to sewn hinges), this is an important problem to watch out for.

While getting ready to kick off the year's flying, this is the perfect time to go through all your models and inspect them more generally for any signs of trouble. Ten minutes spent patching, or in this case, re-taping a hinge, can save quite a bit of agony and embarrassment from coming later on. Nobody wants to be the laughing stock of the field for having his/her tail fall off on the first flight after winter break. You want to be out there ready to rock, the first chance that arises.

Talking about being ready to rock, one spring, Pete Athans discovered that he'd left a full bladder in one of his planes, still set up from the last contest of the previous year. That's a bit of an extreme form of preparedness (and not recommended), but perhaps the ``minuteman'' spirit is right. This anecdote does bring up another point -- don't forget to make new bladders. Probably the ones from last year (at least the ones with no bulges in them) are fine. On the other hand, how much does a 3 inch piece of tubing cost? It only takes two or three minutes to make a bladder, so why not start off with a fresh set?

It was pretty stormy here in Copenhagen this weekend, but I'm hoping to get out to the circle in the next week or two to start clearing out the cobwebs. Before that can happen, though, I've got some tails to re-hinge!



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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Yankee Nipper full size plans  
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

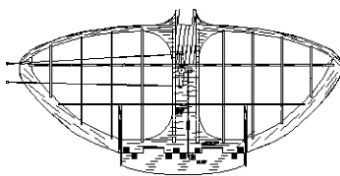
From time to time, I have other items in stock of needle valve assemblies, props, bellcranks etc.

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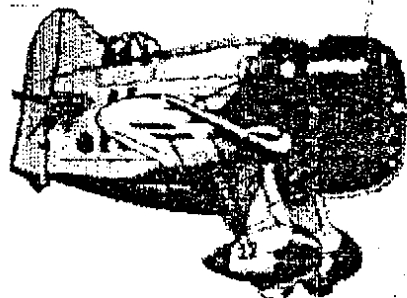
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Mon thru Thur	10 am to 8:30 pm
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Sunday	Noon to 5:00 pm

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(Please write your AMA Number on your Check.)

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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.**

## Proposed 2014 Schedule

This is based on last year's schedule . . . many of the permissions are not in place, it is very tentative and there will surely be changes and adjustments.

13-Apr	Middlesex, NJ Speed Limit and single elimination 1/2A		
20-Apr	GX Icebreaker	GX	Wrentham, MA
27-Apr			
4-May	GX Shootout	GX	Wrentham, MA
11-May	Mothers Day		
18-May			
25-May	Gil's Combat Meet Speed Limit and single elimination 1/2A		Hershey, PA
1-Jun			
8-Jun	Brodak Week-June 10th to 14th		
15-Jun	Brodak Week-June 10th to 14th		
22-Jun	Wingbuster Summer Championship	GX	Halifax, MA
29-Jun	Wingbuster Summer Sizzler	F2D	Halifax, MA
6-Jul			
13-Jul	Nats Week-July 14th to 19th		
20-Jul	Nats Week-July 14th to 19th		
27-Jul	Wingbuster Summer Classic	GX	Halifax, MA
3-Aug	East Coast Championships Speed Limit and single elimination 1/2A		Hershey, PA
10-Aug			
16&17-Aug	Lee Stunt Contest		Lee, MA
17-Aug	Central Mass Championships	GX	E.Brookfield, MA
24-Aug	Wingbuster Shootout	GX	Halifax, MA
31-Aug	New England Championships	GX	Halifax, MA
6-Sep	Sanford Jet Rally/Mass Cup	GX	Sanford, ME
5&6-Sep	Mass Cup Stunt Contest		Wrentham, MA
14-Sep	Middlesex, NJ Speed Limit and single elimination 1/2A		
21-Sep	Wingbuster Fall Championship	F2D	Halifax, MA
28-Sep			
5-Oct	October Air War Speed Limit and single elimination 1/2A		Vincentown, NJ
12-Oct	Fall Finale Combat Tournament	GX	Halifax, MA
19-Oct	Eastern Mass Championship	F2D	Halifax, MA
26-Oct	Fall Fly-Off post season contest	GX	Halifax, MA
2-Nov			

For more info contact

Neil Simpson  
129 Podunk Road  
East Brookfield, MA 01515

508-867-8702

podunk129@charter.net



# New England Contest Fund

9/1/2013 through 1/20/2014

1/20/2014

Page 1

Date	Description	Category	Amount
<b>BALANCE 8/31/2013</b>			<b>1,557.00</b>
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
9/22/2013	Wingbuster Shootout	Trophy Expense	-6.00
9/22/2013	Wingbuster Shootout	Permit-Sanction Expense	-20.00
9/22/2013	Wingbuster Shootout	Entry Fees	50.00
10/5/2013	Wingbuster Fall Champs	Permit-Sanction Expense	-20.00
10/5/2013	Wingbuster Fall Champs	Entry Fees	50.00
10/5/2013	Wingbuster Fall Champs	Trophy Expense	-6.00
10/13/2013	Fall Finale	Entry Fees	80.00
10/13/2013	Fall Finale	Trophy Expense	-6.00
10/13/2013	Fall Finale	Permit-Sanction Expense	-20.00
10/20/2013	Eastern Mass Championships	Trophy Expense	-6.00
10/20/2013	Eastern Mass Championships	Permit-Sanction Expense	-20.00
10/20/2013	Eastern Mass Championships	Entry Fees	50.00
10/27/2013	Season End Awards -Shirts	T-Shirt-Hat Expense	-234.00
10/27/2013	Season End Awards	Trophy Expense	-295.00
10/27/2013	Fall Fly-Off	Trophy Expense	-6.00
10/27/2013	Fall Fly-Off	Permit-Sanction Expense	-20.00
10/27/2013	Fall Fly-Off	Entry Fees	60.00
10/31/2013	2013 Streamers (256qty)	Streamer Expense	-48.00
<b>9/1/2013 - 1/20/2014</b>			<b>-766.00</b>
<b>BALANCE 1/20/2014</b>			<b>791.00</b>
<b>TOTAL INFLOWS</b>			<b>490.00</b>
<b>TOTAL OUTFLOWS</b>			<b>-1,256.00</b>
<b>NET TOTAL</b>			<b>-766.00</b>