

New England Combat News

VOLUME 28 NUMBER 3 SEPTEMBER 2016
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



Now Celebrating our 28th year of Publication

Wingbuster Summer Championships

NEIL SIMPSON, CHRIS SARNOWSKI & BRIAN STAS ARE TOP THREE

AUGUST 7, 2016 HALIFAX, MA 6 The Wingbuster Summer Championships attracted six pilots for a day of Formula GX action. The weather was sunny and hot with temperatures topping out around ninety degrees.

Round one action saw Joe Fustolo and Brian Stas fly to a two cuts apiece draw and take the early lead in the process. In round two Brian flew Neil Simpson to a one cut apiece draw while Chris Sarnowski was taking the contest lead with a one cut win over Paul Kubek. In round three Chris and Brian mid-aired. This hurt both their cumulative scores. In the same round Neil, who was flying steady, took advantage when Matt Stas got a bad run scoring a two cut win. This gave Neil the contest lead going into the final round. In that final round Brian and Chris both scored one cut wins over Paul and Matt respectively. Neil drew Joe for the final match flying him to a one cut apiece draw to earn the contest win in the process. Chris ended up second while Brian tabulated enough points to finish third.

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

Wingbuster Summer Championships
Formula GX Combat
6 Contestants (all from MA)
12 matches - three mid airs

Neil Simpson-E.Brookfield, MA	2255pts
Chris Sarnowski-Bedford, MA	2050pts
Brian Stas-Kingston, MA	1945pts
Joe Fustolo-Stoughton, MA	1725pts
Matt Stas-Kingston, MA	1520pts
Paul Kubek-Brockton, MA	900pts

Central Mass Championships

MATT STAS, NEIL SIMPSON AND BRIAN STAS ARE TOP THREE

AUGUST 14, 2016 6 EAST BROOKFIELD, MA 6 Fivet contestants were on hand for this year's running of the Central Mass Championships. The location was the oPodunk Airfieldö in East Brookfield, Massachusetts. The weather was hot and humid with temps topping out in the low nineties.

Round one saw Brian Stas and Neil Simpson grab the early lead both posting two cut 725 point wins. In round two they faced off against each other. The match ended in a one cut apiece draw when each pilot got the others entire streamer on their first cut. Meanwhile Matt Stas climbed into a virtual tie with Brian and Neil posting a three cut win over Paul Kubek. In round three Matt got the out right lead getting past Neil two cuts to one while in another round three match Brian fell well off the pace when he mid-aired early in a match with Paul. In the final round Neil flew Paul to a one cut apiece draw. This really opened the door for Matt as he was left with needing only a few hundred points of airtime to secure the contest win. When the scores were tabulated Matt was first, Neil was second and Brian had just gotten past Chris Sarnowski for third.

Later, everyone ate, drank and enjoyed each other's company at the post contest cookout at Neil and Beth's house (same location as the airfield) . The food was prepared and the festivities were hosted by the lovely Beth Brennan. No one went home hungry.

Central Mass Championships
Formula GX Combat
5 contestants (all from MA)
10 matches (two mid-airs)

Matt Stas-Kingston, MA	2255pts
Neil Simpson-East Brookfield, MA	2145pts
Brian Stas-Kingston, MA	1435pts
Chris Sarnowski-Bedford, MA	1430pts
Paul Kubek-Brockton, MA	1420pts



The top three at the Wingbuster Summer Championships held August 7th were Neil Simpson (1st), Chris Sarnowski (2nd) and Brian Stas (3rd)



The top three at the Central Mass Championships held August 14th were Matt Stas (1st), Neil Simpson (2nd) and Brian Stas (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:

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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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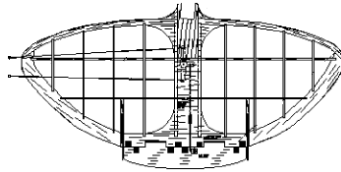
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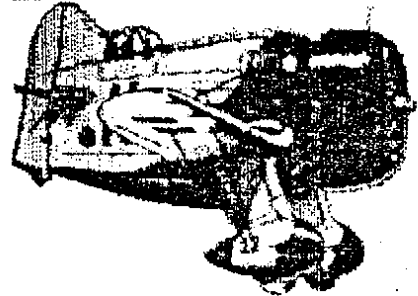
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Please rate your preference of flying 1 through 10 with 1 being most preferred.

Combat: 1/2A [], Fast [], Slow [], Super Slow [], FAI [] ; Stunt [] ; Racing [] ; Carrier [] ;
Speed [] ; Free Flight [] ; R/C [] ; Other []

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

F2D News - August 2016

Mark Rudner (rudner@mit.edu)

Well, it's been a long time since I rock and rolled, but more importantly it's been along time since I wrote the F2DNews. With the Model Aviation column every two months, it's a little tricky to find the time and material to contribute here. However, I'll continue to try as best and as often as I can manage. The F2DNews is a forum where I can put a bit longer and more personal material than would be appropriate for the AMA magazine.

It was great to see a big turnout at the NATS, including several New Englanders (Neil, Brian and Greg). As is often the case it was a real whirlwind of a weekend, and unfortunately there wasn't too much time available for catching up. Hopefully there will be a chance to visit Boston again some time soon to catch up with everyone under more relaxed conditions.

This year we got a new national champion -- Igor Dementiev. Igor was very efficient, arriving just in time for his first match, then proceeding to win and win and win. The end of the contest was a bit anticlimactic, as a huge storm (Muncie is good at presenting those) sent everyone running for shelter when there were still three pilots left. Igor had the most lives left, and took first, while Alex Prokofiev and Vitaly Kochunts flipped a coin for second and third.

Now the NATS are over, and we have about ten and a half months to go until the NATS come around again next year. For those of us who didn't win, what are we going to do differently next time? Suppose our goal for next year is to win the NATS (or, say, to achieve a better result there). How will we make that happen? Will it be something that we do differently during the contest? Something that we do differently in the time between now and then? Both?

Between now and the next NATS, we have about 45 weekends. With regard to flying, that's 45 choices to be made and 45 opportunities to advance toward your goal. There are many ways to spend a weekend. One may go out and practice, one could go to a contest, one can stay home and relax or spend time with friends and family. All are important and valid options, and the balance is something that we each have to strike individually in order to optimize our own enjoyment and success (taking into account the value of future happiness due to effort spent at the present).

Winning at combat starts, as anyone can appreciate, with flying. As a foundation, one must be able to control his/her own plane very accurately and effortlessly in order to execute any sort of a plan during a match. There's always room to improve plane control, even for the most experienced pilots. Fortunately, this is something that can be achieved even if you live in the middle of nowhere, with nobody to fly with -- even just 5-10 solo flights per week may be enough to build up those synapses that put the flying of the plane into your subconscious. One useful trick is to always practice with a more sensitive plane than you're used to. Then, during a contest, you will feel even more comfortable when you switch back to your normal setup.

Beyond plane control, to improve one's winning percentage one should fly many matches. But what kind of matches? If one looks hard enough, and is willing to travel, it's possible to fill a calen-

dar with contests probably every two weeks (on average). All other factors aside, is this the best strategy? On the one hand, there is no substitute for contest flying. When judges are keeping score and there's something on the line, mindsets change, and flying may become more result-oriented than technical. Winning contests means knowing how to win in those circumstances. On the other hand, in a given weekend of training, one can easily fly more matches (and hence get much more total "stick time") than would come even from going all the way to the finals of a moderate to large contest. Plus, traveling to a contest comes with considerable overhead of time, energy, and cost. So which is better?

The answer, as is so often the case in life, is to find balance. Both training matches and contest matches are crucial for development as a combat pilot. Training gives the opportunity for a lot more flying in a short amount of time, with chances to experiment and improve key fundamentals. Contests are where these fundamentals must be wrapped together into a coherent strategy and used to achieve the goal of winning. Neither can substitute completely for the other. Intense training won't necessarily lead to victory in contests right away. However, in the long run, as those sharpened skills get adapted to contest situations, results will surely follow.

Over the past year I tried to mix the roles of practice and contests a bit. Since I haven't been able to get as many training matches as I would like, I decided to approach contests a bit more like training sessions (focusing more on technique than results). There were definitely tangible benefits, but in the end I came to appreciate the distinction better. Besides the fact that contests are the situation when you have the opportunity to practice winning when it counts, the amount of flying that you get to do actually depends on your winning. During a training weekend, win or lose, you can fly as many matches as you want. This is especially important when trying to work through weaknesses. At a contest, if you push yourself out of your comfort zone it's likely that you won't get super far and as a result the amount of flying experience gained is not so great. Therefore, as I said above, it really comes down to balance.

We're all out here to have fun, and of course to win. Each of us has to decide what works best individually for achieving our goals. If those goals are not being met, then we should consider what changes would help us get there. Last night I listened to a really interesting podcast about Wilt Chamberlain ("The big man can't shoot," which you can find online). He was an outstanding basketball player, but terrible at free-throws. One season he started shooting free-throws underhand and got up to 61% for the season (even going 28 out of 32 from the line on a magic night when he scored 100 points in a single game). It was against his nature, but he found the change he needed to make in order to complete his game and become truly transcendent.

Sadly, Wilt gave up on the underhand free-throw because he felt silly shooting that way. For that season, though, he had discovered exactly what he needed to be the very best he could be. What is that missing link for you? Whatever it is, it means making a change. That's never totally comfortable, but if it's the path forward then why not give it a shot?

That's my two cents for the month. I hope everyone had a good summer.

Mark

Wingbuster Summer Championship - August 7, 2016



Team Stas gets ready for a match

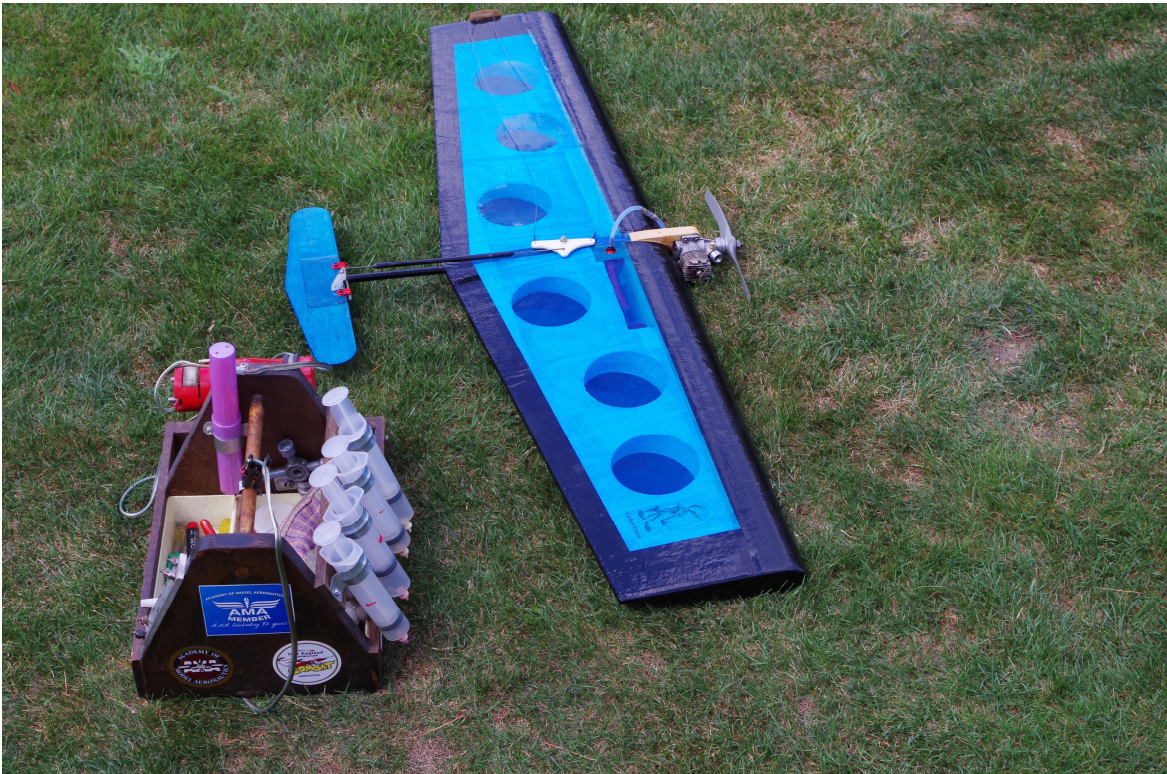


Paul Kubek has Chris Sarnowski's machine ready to launch

Wingbuster Summer Championship - August 7, 2016



Chris Sarnowski



Neil Simpson's airplane

Central Mass Championship - August 14, 2016



Central Mass Championship - August 14, 2016



Speed Limit Action - Brian Stas and Neil Simpson



Brian Stas and Matt Stas



Neil Simpson and Brian Stas

Plymouth Air Show - August 20, 2016



Paul Kubek and Brian Stas- Combat Demo - Plymouth Air Show



Rumors, Facts Etc.

CONTEST FUND: This month we received a very generous donation from Joe Fustolo . . . Thank you Joe.

*2016 Jet Rally Sanford, Maine
Saturday September 10th*



**Formula GX Combat September 10th 10:00am start
Four Rounds Prizes for top three
The Jet Rally runs September 8th thru September 11th
There will be CL demos all four days**

AMA Sanctioned

2016
Wingbuster Fall Challenge

**Wingbuster Club Field
Halifax, MA
September 18th, 2016**

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

2016
Fall Finale

**Wingbuster Club Field
Halifax, MA
October 9th, 2016**

**Formula GX Combat
Prizes for top three**

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

2016
**Wingbuster
GX Shootout**

**Wingbuster Club Field
Halifax, MA
August 28th, 2016**

**Formula GX Combat
Prizes for top three**

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

2016
Eastern Mass Championship

**Wingbuster Club Field
Halifax, MA
October 16th, 2016**

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

2016
Wingbuster Fall Fly Off

**Wingbuster Club Field
Halifax, MA
October 30th, 2016**

**Formula GX Combat
Prizes for top three**

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

New England Contest Fund

9/1/2015 through 8/20/2016

8/21/2016

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Date	Description	Category	Amount
BALANCE 8/31/2015			883.00
9/5/2015	GX Shootout	Permit-Sanction Expense	-20.00
9/5/2015	GX Shootout	Trophy Expense	-48.00
9/12/2015	Fall Challenge	Permit-Sanction Expense	-20.00
9/12/2015	Fall Challenge	Trophy Expense	-48.00
10/11/2015	Wingbuster Model Airplane Club	Donation Expense	-250.00
10/11/2015	Fall Finale	Permit-Sanction Expense	-20.00
10/11/2015	Fall Finale	Trophy Expense	-48.00
10/18/2015	Eastern Mass Championships	Trophy Expense	-6.00
10/18/2015	Eastern Mass Championships	Permit-Sanction Expense	-20.00
10/25/2015	Fall Fly Off	Trophy Expense	-50.00
10/25/2015	Fall Fly Off	Permit-Sanction Expense	-20.00
10/27/2015	Barry Baxter	Contribution	20.00
10/31/2015	2015 Streamers (138qty)	Streamer Expense	-26.00
12/31/2015	Will Rogers	Contribution	100.00
3/1/2016	Len Thibault	Contribution	100.00
3/24/2016	Ernie Carosela	Contribution	30.00
4/10/2016	Eastern Mass Invitational	Entry Fees	60.00
4/10/2016	Eastern Mass Invitational	Trophy Expense	-6.00
4/10/2016	Eastern Mass Invitational	Permit-Sanction Expense	-25.00
5/15/2016	Wingbuster Spring Championship	Trophy Expense	-2.00
5/15/2016	Wingbuster Spring Championship	Entry Fees	40.00
5/15/2016	Wingbuster Spring Championship	Permit-Sanction Expense	-25.00
5/25/2016	Chip Giordano	Contribution	50.00
5/29/2016	Canceled Contest-Sanction Cost	Permit-Sanction Expense	-25.00
7/2/2016	Canceled Contest-Sanction Cost	Permit-Sanction Expense	-25.00
8/7/2016	Wingbuster Summer Champion...	Permit-Sanction Expense	-25.00
8/7/2016	Wingbuster Summer Champion...	Trophy Expense	-49.00
8/7/2016	Joe Fustolo	Contribution	40.00
8/14/2016	Central Mass Championships	Trophy Expense	-12.00
8/14/2016	Central Mass Championships	Permit-Sanction Expense	-55.00
9/1/2015 - 8/20/2016			-385.00
BALANCE 8/20/2016			498.00
TOTAL INFLOWS			440.00
TOTAL OUTFLOWS			-825.00
NET TOTAL			-385.00

Proposed 2016 Schedule

(updated 7-24-16)

This is based on last year's schedule . . . some assumptions may be wrong and many of the permissions are not in place, it is very tentative and there will surely be changes and adjustments. **Contests highlighted in red are based on assumptions and the dates may be subject to correction.**

10-Apr	Eastern Mass Invitational	F2D	Halifax, MA
10-Apr	Middlesex, NJ		
	Speed Limit and single elimination 1/2A		
17-Apr			
24-Apr			
1-May			
8-May	Mother's Day		
15-May	Wingbuster Spring Championship	GX	Halifax, MA
22-May	Gil's Meet	SL	Hershey, PA
29-May	Wingbuster 1/2A Championships	1/2A	Halifax, MA
5-Jun			
12-Jun	Brodak Week 13 th thru 18 th		
19-Jun			
26-Jun			
2-Jul	Wingbuster Summer Sizzler (Saturday Contest)	F2D	Halifax, MA
10-Jul			
16-Jul	Nats Week-July 16th to 21st		
24-Jul			
31-Jul			
7-Aug	Wingbuster Summer Championship	GX	Halifax, MA
7-Aug	East Coast Championships	SL	Hershey, PA
14-Aug	Central Mass Championships	GX	E. Brookfield, MA
21-Aug			
28-Aug	Wingbuster GX Shootout	GX	Halifax, MA
4-Sep			
10-Sep	Sanford Maine Jet Rally Saturday Contest	GX	Sanford, ME
	The Jet Rally and CL demos run Sep 8 th thru Sep11 th		
11-Sep	Middlesex, NJ		
	Speed Limit and single elimination 1/2A		
18-Sep	Wingbuster Fall Challenge	F2D	Halifax, MA
25-Sep	Garden State Circle Burners Vintage Combat Festival		
2-Oct	October Air War	SL	Vincentown, NJ
9-Oct	Fall Finale Combat Tournament	GX	Halifax, MA
16-Oct	Eastern Mass Championship	F2D	Halifax, MA
23-Oct	Philly Flyers Combat	SL	Philadelphia, PA
30-Oct	Fall Fly-Off	GX	Halifax, MA