

# New England Combat News

VOLUME 30 NUMBER 8      JANUARY/FEBRUARY 2019  
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



*Now Celebrating our 30th year of Publication*



**Matt Stas-September 2018**

# 2018 New England Combat Season in Review

## Formula GX Combat

5/6	Wingbuster Spring Championship	Brian Stas
7/1	Wingbuster Summer Championship	Neil Simpson
8/5	Central Mass Championship	Neil Simpson
8/26	GX Shootout	Brian Stas
9/30	Fall Finale	Neil Simpson
10/28	Fall Fly Off	Brian Stas
11/11	Turkey Day Shootout	Neil Simpson

## F2D Combat

6/3	Eastern Mass Invitational	Neil Simpson
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Joe Fustolo and Paul Kubek at the 2018 Wingbuster Spring Championships held May 6th

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: 774-321-0679 E-MAIL: podunk129@charter.net

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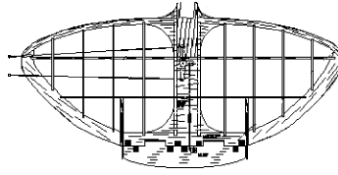
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Please rate your preference of flying 1 through 10 with 1 being most preferred.

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)  
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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.**

\_\_\_\_\_



Greg Wornell at the Eastern Mass Invitational held June 3rd  
ōGonna need a lot of tape to fix that one !!! ò



Joe Fustolo and Neil Simpson at the 2018 Wingbuster Summer Championships held July 1st  
It was Hot ! . . . Very Hot !!!



The Podunk Airfield in East Brookfield, MA was the location for the 2018 Central Mass Championship held August 5th



Chris Sarnowski and Ken Hargreaves at the 2018 GX Shootout held August 26th



Team Bishop - Bill and Cody at the Fall Finale held September 30th



Brian Stas and Cody Bishop at the Fall Fly-Off held October 28th



Team Stas-Brian and Matt at the Turkey Day Shootout held November 11th

## K.I.S.S by Neil Simpson

K.I.S.S is a military acronym for "Keep It Simple Stupid". I've been flying speed limit combat in and around New England for quite a few years now. Because of this, new flyers and potential new flyers often ask my opinion as to what airplane/engine/fuel system they would be best to start with. Today, I still believe there is, in my **opinion**, a definitive simple answer to that question. The answer to the question is; build Jim Carpenter's "Yankee Nipper", power it with an OS Max 32SX and use a small GRW tank or a bladder tank for your fuel system. This combination, in my **opinion**, to a greater degree than any other, allows you to "Keep It Simple Stupid". This is because Jim Carpenter's "Yankee Nipper" offers a unique combination of performance, strength and ease of construction that you won't find in most other designs. Combine this with the OS Max 32SX for a power plant and you have the hot set-up. Buy the engine, add a control line venturi and a good control line needle valve and this engine runs right out of the box. Because it has power to burn you can set the needle a click on the rich side, never skip a beat, enjoy good line tension and not give away an ounce of performance to anyone. It's that easy.

Remember, however, that your choice of airplane/engine/fuel system combo is only a small part or ingredient in a recipe for "Combat Pie" that can, eventually, allow you to win speed limit combat events with some degree of consistency. Here are the four ingredients in the recipe for "Combat Pie".

Ingredient Number One: The aforementioned choice of airplane/engine/fuel system is about twenty percent of the pie.

Ingredient Number Two: Pilot skill, which you acquire through experience, is about twenty percent of the pie.

Ingredient Number Three: Combat Luck is about 20% of the pie. If it's your day for the combat gods to smile on you "luck" can help you win, if the combat gods are not smiling they will help you lose, other days they just leave you on your own.

So what is the last and most important ingredient? The ingredient that makes up the final forty percent is good equipment. The Yankee Nipper is a great airplane, but not if the wing is warped or if you don't have the controls set properly. The OS Max 32SX is a great engine but not if the needle valve is bent. GRW makes good tanks but they won't run right if the fuel line has a hole in it. Bladders fail when they're fatigued. Neil, you say, this is all obvious stuff. Yes it is, but, contest after contest I see pilots, that should know better, make these mistakes and others just as obvious costing themselves airtime points, lost potential cuts, winner of the match points and a chance at success in the process. Preparation, constant maintenance and the fastidious checking of equipment are the keys to this largest part of the pie. Now, this is where it all ties together. In my **opinion**, the combination of a "Yankee Nipper" with a 32sx gives the new pilot his best chance of earning this last forty percent of the pie, as this combination, at least to some degree, is more forgiving on maintenance and preparation than other airplane/engine/fuel system combinations that might be equal from a performance standpoint. This combination allows you to "Keep It Simple Stupid".

While I'm preaching, remember, and this is most important of all, that this pastime is something we do for fun, learn to be a good loser as well as a good winner, because, no matter how good your equipment or how great your skill you will surely experience both victory and defeat. It's all because of those fickle combat gods.



## *Rumors, Facts Etc.*

**2019 SCHEDULE:** As many of you know the Wingbusters have lost their flying field effective the end of this month . They are actively in search of a new location. Assuming they secure a new location and that location includes a control line circle we will schedule our 2019 contests at their facility as it has been an excellent relationship for us and I hope for them, as well. With that in mind we will hold off for a month or two before scheduling our 2019 contests this in attempt to let their situation sort out. If nothing comes to fruition by late spring we will find an alternative sight or sights at that time. This could be on a contest by contest basis if necessary. If any of you have suggestions for alternative sights now would be a good time to send me an e-mail.



*Wishing all Our Readers  
A Merry Christmas and  
A Happy New Year*

# New England Contest Fund

11/1/2017 through 12/20/2018

12/19/2018

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Date	Description	Category	Amount
<b>BALANCE 10/31/2017</b>			<b>231.00</b>
11/26/2017	Turkey Day Shootout	Entry Fees	60.00
11/26/2017	Turkey Day Shootout	Trophy Expense	-6.00
11/26/2017	Turkey Day Shootout	Permit-Sanction Expense	-25.00
11/26/2017	Brian Stas	Contribution	100.00
11/26/2017	2017 Streamers (84 Qty)	Streamer Expense	-16.00
1/26/2018	Will Rogers	Contribution	100.00
5/6/2018	Brian Stas	Contribution	50.00
5/6/2018	Joe Fustolo	Contribution	50.00
5/6/2018	Wingbuster Spring Championship	Entry Fees	60.00
5/6/2018	Wingbuster Spring Championship	Permit-Sanction Expense	-25.00
5/6/2018	Wingbuster Spring Championship	Trophy Expense	-51.00
5/25/2018	Len Thibault	Contribution	50.00
6/3/2018	Eastern Mass Invitational	Trophy Expense	-4.00
6/3/2018	Eastern Mass Invitational	Permit-Sanction Expense	-25.00
6/3/2018	Eastern Mass Invitational	Entry Fees	40.00
7/1/2018	Wingbuster Summer Champion...	Entry Fees	-70.00
7/1/2018	Wingbuster Summer Champion...	Permit-Sanction Expense	-25.00
7/1/2018	Wingbuster Summer Champion...	Trophy Expense	-51.00
8/5/2018	Central Mass Championships	Permit-Sanction Expense	-55.00
8/5/2018	Central Mass Championships	Trophy Expense	-8.00
8/26/2018	GX Shootout	Permit-Sanction Expense	-25.00
8/26/2018	GX Shootout	Trophy Expense	-51.00
8/26/2018	GX Shootout	Entry Fees	80.00
8/26/2018	Ken Hargreaves	Contribution	50.00
9/15/2018	Permit Ex-canceled Contest	Permit-Sanction Expense	-25.00
9/15/2018	Trophy Ex-canceled Contest	Trophy Expense	-48.00
9/30/2018	Fall Finale	Permit-Sanction Expense	-25.00
9/30/2018	Fall Finale	Trophy Expense	-51.00
9/30/2018	Fall Finale	Entry Fees	80.00
9/30/2018	Wingbuster Model Airplane Club	Donation Expense	-250.00
10/14/2018	Permit Ex-canceled Contest	Permit-Sanction Expense	-25.00
10/14/2018	Trophy Ex-canceled Contest	Trophy Expense	-48.00
10/28/2018	Fall Fly Off	Entry Fees	60.00
10/28/2018	Fall Fly Off	Permit-Sanction Expense	-25.00
10/28/2018	Fall Fly Off	Trophy Expense	-12.00
10/28/2018	Bill & Cody Bishop	Contribution	50.00
11/11/2018	Turkey Day Shootout	Permit-Sanction Expense	-25.00
11/11/2018	Turkey Day Shootout	Trophy Expense	-12.00
11/11/2018	Turkey Day Shootout	Entry Fees	70.00
<b>11/1/2017 - 12/20/2018</b>			<b>-83.00</b>
<b>BALANCE 12/20/2018</b>			<b>148.00</b>
<b>TOTAL INFLOWS</b>			<b>900.00</b>
<b>TOTAL OUTFLOWS</b>			<b>-983.00</b>
<b>NET TOTAL</b>			<b>-83.00</b>