

New England Combat News

VOLUME 19 NUMBER 2 JULY 2007
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



Ron Connors Memorial Spring Stunt Trials

**NEIL SIMPSON, KEN HARGREAVES,
GLENN SIMPSON AND JEFF VADER
ARE TOP FOUR IN FORMULA GX
SPORTSMAN TO RICHARD SHERMAN**

**KEN HARGREAVES, JEFF VADER AND
GREG WORNELL
TAKE THE TROPHY SPOTS IN F2D**

MAY 26 & 27, 2007-WRENTHAM, MA-This weekend marked the annual running of "Ron Connors Memorial Spring Stunt Trials". This year the New England Stunt Team, again, invited the New England Combat Association to run a combat contest as part of their fine event. We accepted their generous invitation and ran Formula GX on Saturday and F2D on Sunday.

Eight New England pilots were poised and ready for the Formula GX event. Round one saw Jeff Vader get off to a fast start with a 830 point win. Jeff would face Paul Kubek in round two in a match that ended in a one cut apiece draw. Meanwhile, Ken Hargreaves and Glenn Simpson got good round two wins to climb into contention. Round three started with Ken getting past Jeff two cuts to one. In the next match Glenn accomplished the same feat in a match with Paul Kubek. Neil Simpson also posted a good round three win to get back into the hunt. Going into round four it was Ken (1755pts), Jeff (1740pts), Glenn (1545pts), and Neil (1540pts). In the semi final match Neil earned a one cut win over Jeff Vader. The final was between Ken and Glenn. Lots of action in this one that, unfourtanately, ended very late with a mid air. Glenn was leading two cuts one when the match ended. The final order of finish was Neil, Ken, Glenn and Jeff. Young Richard Sherman finished in fifth place taking home the sportsman "gold" in the process.

(Continued on page two)

Eastern Mass Invitational

**NEIL SIMPSON, JEFF VADER,
PAUL KUBEK & GLENN SIMPSON
ARE TOP FOUR IN GX
RICHARD SHERMAN WINS SPORTSMAN**

JUNE 10, 2007- KINGSTON, MA - eight contestants were on hand for this year's Eastern Mass Invitational. The weather was sunny and quite warm, but a strong to moderate breeze made this a great day for Formula GX combat.

In round one action Neil Simpson set the pace with 725 points, however, Dick Sherman, Jeff Vader, Shay Vader and Paul Kubek were all in close pursuit. Round two saw Neil stay hot with a one cut win over Dick. Meanwhile, Jeff and Paul both posted good round two scores to stay very much in the hunt. In round three Neil just got past Paul with a one cut win while Jeff did likewise in a match with Dick.

Going into round four it was Neil with 1965 points followed by Jeff (1865pts), Paul (1640pts) and Glenn Simpson (1550pts). This contest would come down to the final two flights. In the first of these flights Paul and Glenn flew to a low scoring draw. The "gold" would be decided in the final match between Jeff Vader and Neil Simpson. Jeff needed a win , while Neil could take home the contest win with a win or a draw. Jeff got an early cut, shortly after that Neil took everything but the string to even the match. Neil then ran and ran until the final buzzer preserving the tie and the contest win in the process. The final order of finish was Neil (2475pts), Jeff (2375pts), Paul (1950pts), and Glenn (1860pts). Young Richard Sherman won a close day- long battle with Shay Vader to take home the Sportsman "gold".

Thank You to Brian Stas, who secured the site and cd'ed this event. Thank You, as well, to Carol Stas for inviting us back to her home and feeding all of us after the contest. Carol, great spread as usual.

(Details on page two)

RON CONNORS MEMORIAL (continued from page one)

The F2D, on Sunday, had five contestants. We ran a double-elimination format. Ken Hargreaves and Jeff Vader were flying well. When the dust had settled, at the completion of round three, they were the only two flyers left. Jeff had one loss, while Ken was undefeated. They faced off in what was, by far, the best match of the day. A full four minutes of twisting and turning with Ken earning the contest win three cuts to one. Greg Wornell after a fly off with Brian Stas took home the third place trophy.

Thank you, as always, to all the people who shared the judging responsibilities, to Rick Clark for all his great work and a special thank you to the New England Stunt Team for asking us to be part of their contest.

**Ron Connors Memorial Spring Stunt Trials
Formula GX Combat
Eight Contestants (7 from MA) (1 from NH)
16 matches (6 mid-air)**

(E) Neil Simpson-E.Brookfield, MA	2160pts
(A) Ken Hargreaves-Worcester, MA	2155pts
(E) Glenn Simpson-Worcester, MA	2050pts
(A) Jeff Vader-Franklin, NH	2040pts
(S) Lil Sherm-Andover, MA	1830pts
(A) Paul Kubek-Brockton, MA	1510pts
(E) Dick Sherman-Andover, MA	1330pts
(A) Rick Clark-Hingham, MA	1105pts

**F2D Combat
Five Contestants (4 from MA) (1 from NH)**

Ken Hargreaves-Worcester, MA	4 wins/0 losses
Jeff Vader-Franklin, NH	2 wins/2 losses
Greg Wornell -Wellesley, MA (Greg won fly-off for third)	1 win/2 losses
Brian Stas-Kingston, MA	1 win/2 losses
Neil Simpson-E.Brookfield, MA	0 win/2losses

**Eastern Mass Championships
Formula GX Combat
8 Contestants (6 from MA) (2 from NH)
16 matches -no mid airs**

(E) Neil Simpson-East Brookfield, MA	2475pts
(A) Jeff Vader-Franklin, NH	2375pts
(A) Paul Kubek-Brockton, MA	1950pts
(E) Glenn Simpson-Worcester, MA	1860pts
(A) Brian Stas-Kingston, MA	1750pts
(E) Dick Sherman-Andover, MA	1745pts
(S) Richard Sherman-Andover, MA	1400pts



Jeff and Shay Vader



Ken Hargreaves and Richard Sherman



Brian Stas

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. The subscription rate is \$10.00/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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EMOWILLCOX@AOL.COM

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F2D News - June 2007

Mark Rudner
rudner@mit.edu

Possibly the greatest feature of the ready-to-fly models available from Europe is their amazing versatility. There are so many trimming options, that it's almost always possible to make any model fly with any kind of characteristics (very good, or very bad). Although we tend to focus on what we should do with our models once they're in the air, getting them set up correctly on the ground can take you a long way.

This will not be a complete list of all trimming options, as there are undoubtedly many other clever tricks out there. The most important thing is to get your models set up so that they are ``pointable," ``smooth," ``predictable," etc. That is, it is important to set the model's sensitivity properly. The sensitivity you feel when you fly a model depends both on the placement of the center of gravity (CG) and control gain (how much the elevator moves for a given tilt of your wrist). Though it is possible to change the sensitivity of a model by changing either the CG or the elevator throw, these two adjustments actually lead to very different effects.

The best way to sum up the difference between CG and control adjustments is that CG adjustments affect the physics of how the model flies, while changing control throw only changes how you interact with the model. When the CG is too far forward, there is a large stabilizing moment that makes the model resist changes of direction. The wrong solution is to compensate for this fact by increasing control throw; this is just fighting against physics. The right solution is to slide the engine back until the CG is in the right spot. If the CG is too far back, the model will be inherently unstable and will ``hunt" in level flight. Reducing control throw will not fix this, as the model suffers from inherent instability to small perturbations.

Sometimes the engine may be at one limit of its range of travel, but the model still doesn't fly right. The answer here is not to simply ``live with it." Rather, it's then time to add some small coins to the front or back of the model to shift the CG further forward/back as needed. Yes, I know we spend so much time keeping our models light that it's a shame to add dead weight to them. However, isn't it much more of a waste to fly a beautiful but out-of-whack model and lose because it wouldn't go where you wanted it?

Lateral CG placement is important as well. Due to the weight of the lines, it is necessary to add weight to the outboard side of control line models. Without tip weight, models lack line tension and tend to come slack on the lines, especially upwind or during violent maneuvers. The wrong way to compensate for this lack of line tension is to give the engine ``out-thrust," i.e. to point the engine slightly outward. While it's true that engine out-thrust does increase line tension, this wastes engine thrust and may also cause the model to fly with some strange yaw.

Rumor has it that Mike ``Whacker" Whillance in Great Britain has an elaborate set of strings hanging down from the ceiling of his workshop to assist in proper CG placement. You can usually recognize his models by the coins taped in seemingly random locations. These coins are very much not randomly placed, however, as each one is carefully placed to ensure that the CG of each model ends up in exactly the same spot. His methods may be curious, but he has used them to considerable success which I assure you is no accident. Or maybe the success is in spite of the methods, we may never know, but either way the intention is right on in my view.

Now suppose you've set your CG and your total control throw and the model is flying pretty good, except for one problem: your outside loops are tighter than your inside loops. What's wrong? Do you have equal amounts of up and down control available in the elevator? Assuming that you do, you should **not** try to fix this problem by dialing in more up in the elevator to tighten up the insides. Why? Again, this solution is just fighting against physics. The real problem is that there is a thrust misalignment. If the crankshaft of the engine is pointing at an angle (up or down) relative to the centerline of the wing, then the model will favor turns in one direction relative to the other. To compensate for this, tilt the engine at a slight angle while tightening down the mounting bolts.

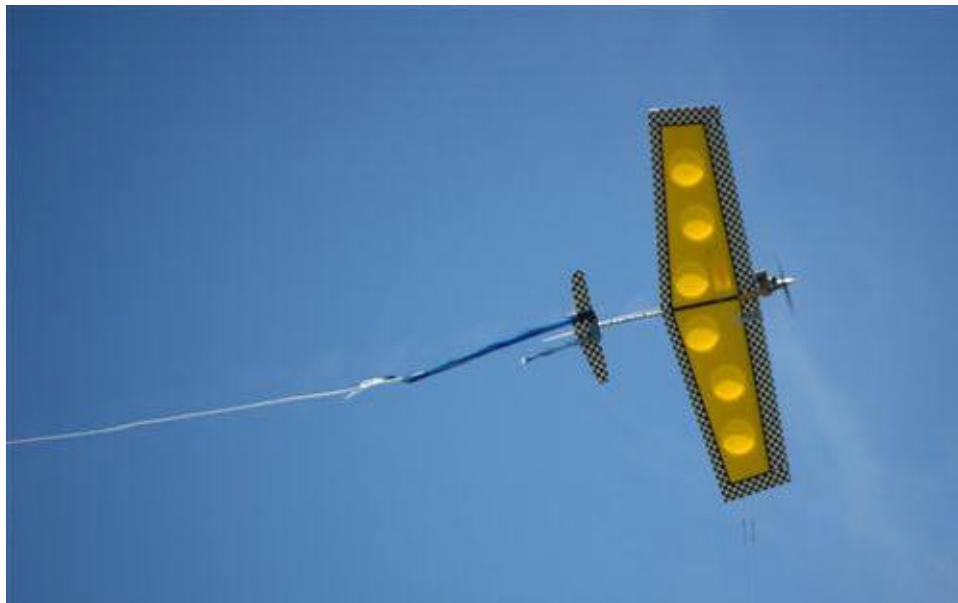
That's all I've got for now. Good luck!

Rumors Facts Etc

CONTESTS: The 2007 District I Championships for F2D Combat will be September 9th in Middleboro, MA

NECN CONTEST FUND

Date	Payee	Category	Amount	Running Balance
	Opening Balance			247.00
3/15/2007	Streamer String - 10 Rolls	Streamer Expense	(20.00)	227.00
3/16/2007	New England Championships	Permit/Sanction Expense	(45.00)	182.00
3/16/2007	Fall Finale	Permit/Sanction Expense	(45.00)	137.00
3/18/2007	Wompatuck Ice Breaker	Permit/Sanction Expense	(42.00)	95.00
3/18/2007	Wingbuster Spring Kickoff	Permit/Sanction Expense	(20.00)	75.00
3/18/2007	Eastern Mass Championhips	Permit/Sanction Expense	(20.00)	55.00
3/18/2007	Wompatuck Invitational	Permit/Sanction Expense	(42.00)	13.00
3/18/2007	The Last Shootout	Permit/Sanction Expense	(42.00)	(29.00)
3/18/2007	Wompatuck Fall Fly-Off	Permit/Sanction Expense	(42.00)	(71.00)
3/18/2007	Rick Clark	contribution	108.00	37.00
3/28/2007	Granite State Invitational	Permit/Sanction Expense	(45.00)	(8.00)
4/16/2007	Len Minick Memorial	Permit/Sanction Expense	(45.00)	(53.00)
4/18/2007	Eastern Mass Invitational	Permit/Sanction Expense	(45.00)	(98.00)
4/29/2007	Glenn Simpson	contribution	60.00	(38.00)
4/29/2007	Joe Fustolo	contribution	50.00	12.00
4/29/2007	Ken Hargreaves	contribution	100.00	112.00
4/29/2007	Wompatuck Ice Breaker	trophy expense	(80.00)	32.00
4/29/2007	Wompatuck Ice Breaker	entry fees	90.00	122.00
4/30/2007	Granite State Championships	Permit/Sanction Expense	(45.00)	77.00
5/6/2007	Wingbuster Spring Kickoff	trophy expense	(128.00)	(51.00)
5/6/2007	Wingbuster Spring Kickoff	entry fees	160.00	109.00
5/27/2007	Ron Connors Memorial	trophy expense	(128.00)	(19.00)
5/27/2007	Ron Connors Memorial	entry fees	130.00	111.00
5/31/2007	Salmon River Shootout	Permit/Sanction Expense	(45.00)	66.00
6/10/2007	Eastern Mass Invitational	trophy expense	(80.00)	(14.00)
6/10/2007	Eastern Mass Invitational	entry fees	80.00	66.00
	GRAND TOTAL			66.00



Jeff Vader's GX entry-very pretty airplane

2007 Ron Connors Memorial - May 26th and 27th

Jeff Vader photos



The GX trophy winners are Neil Simpson (1st), Ken Hargreaves (2nd), Glenn Simpson (3rd), Jeff Vader (4th) and Richard Sherman (1st sportsman)



The F2D trophy winners are Ken Hargreaves (1st), Jeff Vader (2nd) and Greg Wornell (3rd)



Gerg Wornell



Brian Stas



Rick Clark and Jeff Vader



Dick Sherman and Ken Hargreaves

2007 Eastern Mass Invitational-June 10th

Jeff Vader Photos



The trophy winners were Neil Simpson (1st), Jeff Vader (2nd), Richard Sherman (1st -Sportsman), Paul Kubek (3rd) and Glenn Simpson (4th)



Brian Stas and Paul Kubek-Paul's brand new airplane



Brian Stas at the water park-slight contest delay due to automatic sprinkler system-Gail Kubek photo



Paul Kubek, Dick and Richard Sherman

2007 CONTEST SCHEDULE

This is a work in progress /All GX Combat unless noted otherwise/All dates are tentative

- 6/24 Len Minick Memorial Combat Challenge – East Hampton, CT
7/1
7/9-14 U.S Nats F2D/Speed Limit/1/2A/Fast
7/22
7/29 Granite State Championships – Franklin, NH
8/4&5 East Coast Championships -Heshey, PA-CD Phil Cartier
 1/2A and Speed Limit
8/11&12 Eastern Mass Championships - Middleboro, MA
 (Formula GX Saturday and F2D Combat Sunday)
8/19 Granite State Invitational - Target Date for rescheduling Rain-Out
8/26 Salmon River Shootout - East Hampton, CT
9/2 New England Championships - Worcester, MA
9/9 District I Championships -F2D Combat - Middleboo, MA
9/16 Middlesex, NJ – Speed Limit and 1/2A
9/23
9/30 Wompatuck Invitational - Hingham, MA
10/7 North County Shootout - Leominster, MA
10/14 Fall Finale - Worcester, MA
10/21 The Last Shootout - F2D Combat - Hingham, MA

10/28
11/4 Wompatuck Fall Fly-Off / Post Season Contest - Hingham, MA

For more info contact: Neil Simpson Phone: 508-867-8702 E-Mail: podunk129@charter.net

2007

Granite State Championships

Franklin Regional High School

115 Central Street Franklin, NH

July 29th, 2007

Formula GX Combat Four Rounds

Prizes for top four plus first in Sportsman

First Match 10:00 am AMA Sanctioned

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***Len Minick Memorial
Combat Challenge***

June 24th, 2007

**Salmon River State Forest— East Hampton, CT
AMA Sanctioned**

Formula GX Combat—Four Rounds

**Trophies for top four spots plus First in Sportsman
Registration 9:30am - First Match 10:00am**

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