

New England Combat News

VOLUME 19 NUMBER 10 MARCH 2008
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



**Paul Kubek and Shaylene Vader
2007 East Coast Championships**

2008 CONTEST SCHEDULE

All GX Combat unless noted otherwise

This is a work in progress -All dates are tentative

4/13	Middlesex, NJ - Speed Limit and 1/2A
4/20	
4/27	Wompatuck Ice Breaker - Hingham, MA
5/4	Granite State Invitational-Franklin, NH
5/11	Mother's Day
5/18	Hershey, PA-CD Phil Cartier (single elimination sport 1/2A and Speed Limit Combat)
5/24	
6/1	
6/8	Eastern Mass Invitational - Kingston, MA F2D Combat
6/15	Granite State Championships – Franklin, NH
6/22	Len Minick Memorial Combat Challenge – East Hampton, CT
6/29	
7-5&6	Wompatuck Fun Fly-Hingham, MA
7/13-18	U.S Nats F2D/Speed Limit/1/2A/Fast
7/20	Ron Connors Memorial – Wrentham, MA F2D Combat
7/27	
8/3	East Coast Championships-Hershey, PA-CD Phil Cartier (single elimination Sport 1/2A and Speed Limit Combat)
8/10	Eastern Mass Championships - Hingham, MA
8/17	District I Championships – Kingston, MA F2D Combat
8/24	Salmon River Shootout - East Hampton, CT
8/31	New England Championships - Worcester, MA
9/7	
9/14	Middlesex, NJ – Speed Limit and 1/2A
9/20&21	Mass Cup – Wrentham, MA (Formula GX-Saturday and F2D Combat-Sunday)
9/28	Wompatuck Invitational - Hingham, MA
10/4	October Air War-Vincentown, NJ-CD Roy Glenn (single elimination 1/2A and Speed Limit Combat)
10/12	North County Shootout - Leominster, MA
10/19	Fall Finale - Worcester, MA
10/26	
11/2	Wompatuck Fall Fly-Off / Post Season Contest - Hingham, MA

For more info contact:

Neil Simpson

Phone: 508-867-8702

E-Mail: podunk129@charter.net

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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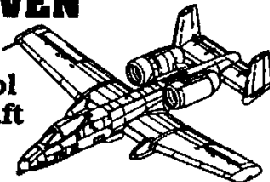
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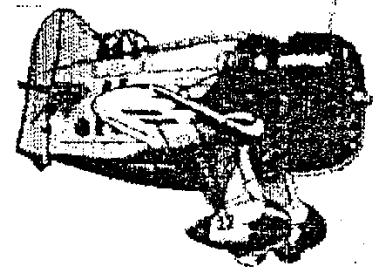
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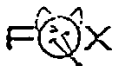
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F2D News - February 2008

Mark Rudner
rudner@mit.edu

Hello people. I'm back again with more F2D news for your edification and reading pleasure. With winter here, there's not a lot of combat activity going on in this part of the country. That does not mean, however, that there is nothing to discuss.

This week I received an email from our Kiwi correspondent Bryce Gibson pointing me to the recently posted agenda for the CIAM's plenary meeting. The meeting will take place this March in Lausanne, Switzerland. First off, you can be assured that this means it will definitely start on time (so don't plan to be "fashionably late!"). If you're not planning on attending the meeting, I'm sure its timeliness doesn't concern you; however, what will happen there should concern you.

The agenda for the meeting is available for public viewing on the FAI website: <http://www.fai.org/aeromodelling/meetings/200803>. To save you some time, the relevant bits for us start at page 18. This is where all of the rules proposals that will be up for discussion are listed. The fate of these proposals will shape the future of our event, so I suggest that you go there to read and digest them. Once you have done that, you will be free to jump to conclusions and to flood the internet with blog posts, yahoo messages, etc.

There are many proposals up for discussion at the upcoming meeting, and I don't feel it's my place to go through them one by one or to tell you how to think about them. Many of the proposals sound very reasonable, and in some cases are simply meant to codify certain interpretations that have already been enforced for a long time. Other proposals suggest more drastic shifts in practice that should be considered carefully.

We've discussed shut-offs at several points in the past, and I don't want to get back into the specifics of that topic this month. You should note, however, that several rules related to the upcoming introduction of shut-offs are scheduled to be discussed at the meeting. It's definitely worth reading those carefully and trying to imagine exactly how they will play out in a contest setting. The rules are still intentionally vague about the nature of the shut-off device. We need some serious development on the hardware to get something working by January 2009!

One proposal to which I would like to bring particular attention is the proposal by Russia to ammend section 4.4.16 regarding the matching of contestants at the World Championships. As it stands currently, the returning World Champion enters the competition as an independent entity. His score does not count toward the team prize for his home country, and he is not separated from his compatriots in the draw. In the proposed change, however, the rule would read:

(continued on next page)

"Previous opponents and competitors of the same nationality shall be drawn apart if possible with competitors of the same nationality to fly against each other only if there are no remaining opponents. Defending champions, not members of their national team, shall be drawn apart with their team members in just the same way, as if they were members of their national team."

The supplied justification for this change is that it would eliminate pressure from the team upon the returning champion to throw matches for the benefit of the team prize. At the same time, however, this means that the home country of the returning champion starts with an advantage over other countries by not having its pilots matched against a very strong opponent.

The other proposal that I want to discuss is a proposed change to section 4.4.4, which defines the F2D competitor. Up to now, the competitor has always been defined as the pilot. Mechanics were viewed on a lower footing, as essentially employees of the pilot. In recognition of the importance of mechanics to the pilot's success, Russia has proposed redefining the competitor as a "crew consisting of one pilot and one mechanic." This two-person "entrant" would then be allowed one "helper" to complete the team in each match.

In terms of running contests and executing matches, this redefinition changes nothing. However, there are some interesting logistical and philosophical issues that it raises.

On the one hand, it would be very nice for mechanics to receive more recognition for their hard work and their roles in the triumphs of champions. If more recognition for mechanics were the only result of the change, there would be little reason to discuss it further. However, it is possible that this change could further exacerbate the problems already faced by smaller countries where it may be difficult to even field a complete team. As it currently stands, pilots from small countries have a difficult time at the World Championships due to the fact that mechanics are only allowed to work for pilots from a single country throughout the entire competition. This prohibits mechanics from helping their friends from other countries, even if they have sufficient time, energy, etc.

At any other competition, we have a very close community and mechanics roam freely from pilot to pilot helping whoever is in need. This causes no problems with conflict of interest, and allows pilots who are not fortunate enough to have a whole crew of countrymen present to compete on even footing with everyone else. At the World Championships, however, such pilots are forced to find full-time recruits from other countries. In the interest of promoting the sport, especially in smaller countries or countries where there is not yet a great interest in F2D, I think it would be helpful to relax these restrictions.

THIS AND THAT

WOOD MOUNTS VERSUS METAL MOUNTS

Wood Mounts are cheap or inexpensive 1/2x3/4 or 1/2x3/8 rock hard maple (most hobby shops carry them). They can be glued on and pegged with 1/8 inch dowels, not a lot of work (I am talking some sort of hard center rib).

Now the down side of wood mounts, there is no engine offset so everyone uses washers under the engine mounting lugs (not good, it puts stress on the case). Over a period of time the engine will wear into the mounts and lose adjustment plus cause vibration, this was a problem back in the 70s. They're also hard to repair and will break in most crashes (however, they can be repaired but not easily). It's like removable elevators, if you break it in a crash it does more damage than just an elevator (of course, combat planes are not meant to last very long).

Metal motor mounts have far more adjustments than wood, first off your engines will run better due to the solid mounting (ala F2D), no case distortion (you offset the mounts not the engine). By shimming the mounts you can use a variety of engines and they also rarely break, but you do need a very solid center rib to mount with 6/32 bolts, same as bellcrank mount. So I must say metal mounts are far better than wood, however they do cost about \$10 a set (with bolts). I use a 3/4 inch center rib (white pine) and have actually replaced wing cores 3 or 4 times on the same center rib, so this setup is well worth the initial effort in the long run, of course this is just my opinion.

Jim Carpenter

Winter Projects

Hey Neil, take a look at this baby..some technical specs

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Thunder Tiger Pro 39 engine

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Sure am looking forward to this one. See ya soon Ken Hargreaves



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8/30/2007	Will Rogers	contribution	50.00	103.00
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9/2/2007	New England Championships	entry fees	360.00	493.00
9/2/2007	New England Championships	trophy expense	(352.00)	141.00
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10/7/2007	North County Shootout	trophy expense	(64.00)	47.00
10/7/2007	North County Shootout	entry fees	50.00	97.00
10/14/2007	Fall Finale	trophy expense	(80.00)	17.00
10/14/2007	Fall Finale	entry fees	130.00	147.00
10/14/2007	Paul Kubek	contribution	15.00	162.00
10/21/2007	Last Shootout	entry fees	70.00	232.00
10/21/2007	Last Shootout	trophy expense	(48.00)	184.00
10/24/2007	Ken Hargreaves	contribution	100.00	284.00
11/4/2007	Wompatuck Fall Fly-Off	entry fees	90.00	374.00
11/4/2007	Wompatuck Fall Fly-Off	trophy expense	(64.00)	310.00
11/4/2007	Season End Awards	trophy expense	(180.00)	130.00
11/4/2007	Wompatuck Fall Fly-Off	Raffle	160.00	290.00
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