

# New England Combat News

VOLUME 20 NUMBER 11      APRIL 2009  
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



**Rick Clark and Chris Sarnowski  
2008 Granite State Championships**

**2009 CONTEST SCHEDULE**  
**All GX Combat unless noted otherwise**  
**This is a work in progress -All dates are tentative**

**4/19** Middlesex, NJ-CD Paul Brill  
Speed Limit and 1/2A Combat

**4/26**

**5/2&3** Wingbuster Spring Kick Off-Middleboro, MA  
GX Saturday-F2D Sunday

**5/10** Mother's Day

**5/17** Granite State Invitational-Franklin, NH

**5/24**

**5/31**

**6/6&7** Eastern Mass Invitational-Middleboro, MA  
GX Saturday-F2D Sunday

**6/14** Granite State Championships -Franklin, NH

**6/16-20** Brodak Fly-In

**6/28** Len Minick Memorial Combat Challenge-East Hampton, CT

**7/4&5** Wingbuster Fun Fly-Middleboro, MA

**7/5-10** U.S Nats F2D/Speed Limit/1/2A/Fast

**7/12** Ron Connors Memorial

**7/19**

**7/26**

**8/1&2** Eastern Mass Championships -Middleboro, MA  
GX Saturday-F2D Sunday

**8/9** East Coast Championships -Hershey, PA-CD:Phil Cartier  
(single elimination Sport 1/2A and Speed Limit Combat)

**8/16**

**8/23** Salmon River Shootout -East Hampton, CT

**8/30**

**9/6** New England Championships -Worcester, MA

**9/13**

**9/20** District I Championships -Middleboro, MA  
F2D Combat

**9/20** Middlesex, NJ-CD George Connors  
Speed Limit and 1/2A Combat

**9/27**

**10/3** October Air War-Vincentown, NJ-CD Roy Glenn  
(single elimination 1/2A and Speed Limit Combat)

**10/11** North County Shootout-Leominster, MA

**10/18** Fall Finale-Worcester, MA

**10/25** Wingbuster Shootout-Middleboro, MA  
F2D Combat

**11/1** Wingbuster Fall Fly-Off / Post Season Contest - Middleboro, 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 or help promote New England combat contests or who support these contests through donations to the New England contest fund. 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: 508-867-8702 (Home after 6:00pm) 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.

**New England  
Combat News  
Website**  
[www.homestead.com/necn](http://www.homestead.com/necn)

**Visit  
Mark Rudner's  
F2D News**  
[www.homestead.com/F2DNews](http://www.homestead.com/F2DNews)

**GRS MODELS**  
Ready to fly Combat Models (Fast, Slow, F2D, 1/2A, Speed Limit)  
FOR A Combat engines: .36, .15, .049, .050, .061  
Props, Glass fiber epoxy for Fast, F2D, 1/2A and Speed Limit  
Side Kick Shutoffs for Fast, F2D and 1/2A  
Accessories: Handles, lines, Bladder material, Perfect Tips Covering, Heavy Duty Nelson rewound Plugs.  
Aluminum Engine mounts for Fast, F2D and 1/2A  
Contact: George Cleveland at:  
GRS Models  
38 ANTIGUA DRIVE  
KENNER, LOUISIANA 70065 USA  
PH: 1-504-443-4640  
EMAIL: [gcleveland\\_grsmodels@prodigy.net](mailto:gcleveland_grsmodels@prodigy.net)  
WEB: [http://pages.prodigy.net/gcleveland\\_grsmodels/](http://pages.prodigy.net/gcleveland_grsmodels/)

**THE  
COREHOUSE** 

34 SWEET ARROW DRIVE  
HUMMELSTOWN, PA 17036  
(717) 566-3810 6-10 pm est  
PHIL CARTIER

PHIL IS THE COMBAT FLYER'S SOURCE FOR  
FOAM CORES  
A QUALITY PRODUCT AT A FAIR PRICE.

CORES SOLD FOUR BOXES PER SET

ALSO FOAMY COMBAT KITS INCLUDING THE  
LIL HACKER  
AND THE  
NEW COREHOUSE F2D COMBAT  
LIGHTWEIGHT AND HIGH PERFORMANCE  
AT 265G

ALSO SPECIALITY INCLUDING  
BLADDER SUPPLIES AND COMPOSITE TUBES

CALL FOR LATEST PRICING  
AND ADDITIONAL INFO

**HOG HEAVEN  
HOBBIES** 

**Radio Control  
Model Aircraft  
& Supplies**

494 Main Street  
Sturbridge, MA, 01518  
[www.hogheavenhobbies.com](http://www.hogheavenhobbies.com)

**John Glennon**  
(508) 347-9350

**THE BEST Balsa SUPPLIER IN AMERICA!**

**RILEY  
WOOTEN'S** **LONE STAR Balsa** **(800)687-5555**

<b>LONE STAR MODELS</b> 115 INDUSTRIAL ST. LANCASTER, TX 75134	VISIT US ON THE WEB <a href="http://WWW.LONESTAR-MODELS.COM">WWW.LONESTAR-MODELS.COM</a> <a href="mailto:SALES@LONESTAR-MODELS.COM">SALES@LONESTAR-MODELS.COM</a>	<b>TELEPHONE NUMBERS</b> TECHNICAL INFO 972-218-9663 FAX 972-218-9211 ORDERS ONLY 800-687-5555
--	---	---

## GRW Products

21899 Heliotrope Lane  
Wildomar, CA 92595  
Phone: (951) 678-1406

E-Mail: [GRW@RSMDistribution.com](mailto:GRW@RSMDistribution.com)

Owner: Eric Rule

Combat or Profile Stunt Hopper Tanks  
Profile Standard Vent, Profile UNIFLO Vent  
Built-Up Fuselage Slide in Style  
Built-Up Fuselage Uniflo Vent

## TREASURED TOYS

"COLLECTIBLE TOYS PAST, PRESENT, AND FUTURE."

BILL & SUE HORTON 603-898-7224  
5 North Broadway Salem, NH 03079

## Combat DVD's

Mike has just finished making a DVD of the 2004 Word Champs and the 2003 World Cup in the Ukraine

Contact:

Mike Willcox  
1927 Running Springs  
Kingwood, TX 77339  
[EMOWILLCOX@AOL.COM](mailto:EMOWILLCOX@AOL.COM)

## Kitting It Together

Larry Driskill  
6806 Third  
Lubbock, TX 79416  
806-796-3747  
Nats Winning  
1/2A LiteHawk Kits,  
Engines and supplies  
[kit@llano.net](mailto:kit@llano.net)

## NOW AVAILABLE

Precision made Delrin venturis for the OS 32sx and Magnum 32xl plus the OS25fx

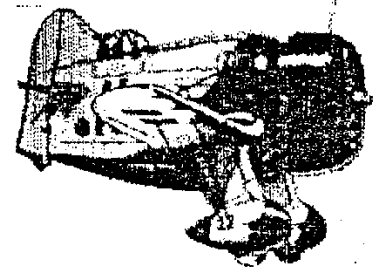
This venturi comes complete with "O" ring and is a precise fit  
Available in two bore sizes .250 (1/4") and .281 (9/32)  
\$10 each plus \$3.85 for postage ( priority mail )

We also have blank metal motor mounts, made from 60/61 TS  
\$5.00 per pair plus postage  
Coming Soon-Full Size Plans for the Yankee Nipper

Contact: Jim Carpenter  
4L Arrow Drive Salem, NH 03079  
Or Call 603-898-3134



Hanson Hobby Inc.  
830 Main Street P.O. Box 150  
Hanson, MA 02341



Tel.(617)293-2804 Fax(617)293-9542

### HOURS

Mon thru Thur	10 am to 8:30 pm
Friday	10 am to 9:00 pm
Saturday	10 am to 8:00 pm
Sunday	Noon to 5:00 pm

Flying Model Headquarters  
Serving Hobbyists on the South Shore since 1975.

A full service hobby shop specializing in RADIO CONTROL PLANES-CARS-BOATS & HELICOPTERS, the largest selection of CONTROL LINE models in New England, Balsa-Spruce-Bass woods, plastic models, rockets, HO-N-O27 scale model railroads-supplies, adventure games, paints, coverings and much more.

## AeroPlans C/L MODEL PLANS SERVICE

BARRY BAXTER  
3292 Greeleaf Drive  
Brea, CA 92621-6323  
(714) 524-3805

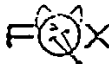
Website:  
[www.controllineplans.com](http://www.controllineplans.com)

The source for Old Time Combat Plans  
plus other combat and stunt plans  
Send SASE for list



## WANTED

OLD  
MODEL AIRPLANE  
ENGINES  
BOUGHT-SOLD-TRADED



BILL IVES  
Collector 41 Oakwood Lane  
MECA 3051-10 Columbia, CT 06237  
AMA 50448 860-228-3826

## BURTON L. IVES & SONS, INC.

22 ROUTE 66 EAST • COLUMBIA, CT 06237  
(860) 228-3999

## HONDA

Motorcycles ATV's  
Generators Lawnmowers  
SALES - SERVICE - PARTS



## Tack Consignment Shop



New & Used Supplies  
for Horse & Rider  
(860) 228-3699



## F2D News - March 2009

Mark Rudner  
rudner@mit.edu

It's time for another shutoff update. I've just returned from a trip to the American Physical Society March Meeting in Pittsburgh, PA, and while nobody there reported any new results on shutoff technology, I did get a chance to see Alex Prokofiev's new electronic shutoff close-up when I stopped by Philadelphia on my way to the conference. In short, I was very impressed with this little device. It's not just the device itself that impressed me, actually, but also the feat of home electronics engineering that Alex has pulled off with his creation. Not only did he design the conceptual underpinnings of the device and the circuits to implement it, but he has even taken to printing his own custom circuit boards to keep the device as small and light as possible.

The shutoff consists of 3 parts: an RF signal generator mounted in the handle, a circuit board with RF receiver and processing circuitry, and a valve to stop the fuel when the flyaway condition is detected. He also has a switch mounted on the handle that is used to "arm" the shutoff, and can be used to trip the shutoff for tests. Two batteries are needed, one in the handle, and one on the model. Encouragingly, even at this early stage of development the parts mounted on the model only weigh in at a few grams and contribute negligible additional drag.

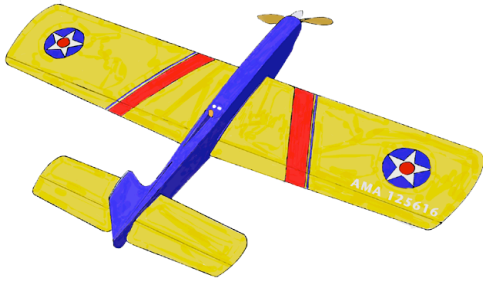
The transmitter generates a high frequency signal, with its amplitude modulated at a much lower frequency. The frequency of the slow modulation amounts to the ID tag for the shutoff. The shutoff remains open while the low frequency signal is present, and shuts off once it does not detect anything at this frequency. This amplitude modulation (AM) technique is much more robust against noise and interference than techniques based on frequency modulation (FM). In particular, there is no problem if two pilots use this system simultaneously. During a line twist, both pilot IDs will be received by both shutoffs. This does not create any problem, however, because each shutoff only looks for its own ID: as long the receiver gets a signal at its own ID frequency it will remain open irrespective of the presence of the other pilot's ID. Even if both pilots use the same ID frequency there is no problem with interference. This realization is probably the key idea that will pave the way for the success of this design relative to other possible implementations.

The signal is transmitted through the lines to the model, and then picked up by the receiver board. At the moment, the receiver board is housed in a notch cut out of the foam in the leading edge. Finding a more secure/permanent mounting solution is a direction of current active research. Inside the model, there is a wire connected to the leadouts that brings the signal through a small hole in the leading edge to the notch where the receiver board lives. Somewhat surprisingly, Alex found that it is not necessary to solder any extra wires to the lines themselves: the contact between the metal loops on the handle, the leadout connectors, and the lines are sufficiently good under tension ( flying conditions) that no further action needs to be taken.

Currently the signal is sent only through the down line, but it looks like during "full-control" inside loops where the model hangs on the up-line, the down line can become slack and lead to a loss of signal. The fix that Alex is using right now is to include a delay in the system so that the device will not shut-down until the pilot ID signal is absent for 2-3 seconds. The next version will send the signal through both lines so that as long as either one has a connection the receiver will get a positive signal. This will allow the delay time to be reduced, thus speeding up the action of the device in a real flyaway situation.

The valve that finally controls the flow of fuel is operated by a piece of "muscle-wire." This is a small piece of shape-memory alloy that contracts when heated. By passing a high current through the wire, it can be quickly heated to induce the shrinkage which closes the valve. This heating stage is where the battery gets used up. With the current battery, there is enough energy stored for about 10-12 shut-downs on a single charge. A convenient LED indicator flashes when the power gets low. To improve the longevity, Alex is considering switching to a higher capacity battery. Additionally, he is also working on schemes to improve the efficiency of the heating process which will allow a single charge to go a longer way.

All-in-all, I find these results to be very promising. What Alex has now is a working prototype system that in principle could be used as-is, but will become even better as further (already planned) improvements are made. The main problem now seems to be the cost and effort associated with building these devices. If, once the design is settled, we can find a way to put them into semi-mass production, perhaps the cost will come down and make the system widely accessible.



# Control-Line Northwest Regionals

May 22-23-24, 2009

---

## Dear Control-Line Fliers:

Pacific Northwest control-line model aviation clubs would like to invite you to attend the 38th annual Northwest Control-Line Regionals on Memorial Day Weekend, May 22-23-24, 2009.

The Regionals this year offers 35 separate competition events. Trophies and/or merchandise prizes are offered in all events, along with special event championship trophies and best junior/senior trophies in three events.

The contest will be held at Eugene Airport in Eugene, Oregon. Camping, rest rooms and food concessions will be available on site. Motels, restaurants and RV camping are within a short driving distance.

This AMA AA-sanctioned contest features four PAMPA classes of Precision Aerobatics, Old-Time Stunt, Classic Stunt, sportsman and expert classes of Profile Stunt; high-performance 1/2-A, 80-mph and Vintage Diesel Combat; Profile, Class I, Class II, .15 and Nostalgia (profile and Class I/II) Navy Carrier; Mouse I, Northwest Sport, Northwest Super Sport, and Northwest Flying Clown Racing; Precision, Sport and Profile Scale; and 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Sport .21, .21 Proto, Formula 40 F2D Proto and Northwest Sport Jet Speed.

Information and copies of the contest flyer, advance entry forms and a listing of local accommodations can be downloaded from the [flyinglines.org](http://flyinglines.org) web site. Rules for Northwest competition events also can be found on [flyinglines.org](http://flyinglines.org).

Further information on the Regionals can be obtained from the contest director, John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail [JohnT4051@aol.com](mailto:JohnT4051@aol.com), or phone (541) 689-5553.

For further Regionals information and updates, visit the Northwest's control-line Web site, [flyinglines.org](http://flyinglines.org).

**Sincerely,  
John Thompson  
Contest Director  
Northwest Regionals Management Association**

---

*The 38th annual Northwest Control-Line Regionals*  
Contest Director: John Thompson, 2456 Quince St., Eugene, OR 97404 — [johnt4051@aol.com](mailto:johnt4051@aol.com)  
Sponsored by the Northwest Regionals Management Association

## **Editor's Note: Here's some thoughts on rules and such from Chris Sarnowski**

### New Season, Fresh Outlook

Here we are at the end of March / beginning of April with a new combat season upon us. Birds have stopped shivering and begun chirping again. Time to get those engines out of storage and ready to run. The first New Jersey Speed Limit contest is a few short weeks away, and the first New England Formula GX contest is about 6 weeks away.

Roy Glenn expressed his opinions and ideas in a provocative piece in this newsletter's February issue. Personally I expected to see some e-mails zipping around or a response here in the newsletter. Perhaps you guys have been hibernating? Well, here's what I have to share.

Roy made a number of points about things we could clean up in our contests. Some are simple things that are no-brainers. Regular pull testing at our contests. No good reason for skipping this. By the way, I've been to a couple of local Stunt contests and they're not on top of pull testing either. Another item was the judges being able to see both the clock and the flyers. Simple to fix by having the judge hold a stopwatch in their hand, starting the watch when the signal to start engines is given. Now the judges each have a clock that they can see when the planes are launched. We already have the stopwatches, let's use them!

A few points were made about judging. I agree that the judge should be focussed on the scoring the match and nothing else. If we don't have 2 people available to judge and only judge when the match is about to start, then we should wait until we do. I'd say 95% of the time this is exactly what we do. Still, there are times we don't. While I totally appreciate people's efforts to keep the matches moving along by doing two things at once, I think the rest of us should step up at those times to do the right thing. If you are trying to start a match but need a 2<sup>nd</sup> person, give a shout. And with the exception of the pilots for the next match, I think we have all been willing to drop what we are doing to take a turn at judging.

Another point was made about differences in judging practices between our two regions. I've only been to one non-New England contest so far, which had dedicated judges. It seems that they have tend to have dedicated judges at other events, too. In New England, we don't and pilots generally take a turns at judging matches. There's a certain inconsistency in judging with this practice, since more experienced folks are likely to do a better job counting cuts than a new guy like me. Hey, it was news to me that I should be listening for cuts as well as watching. We should note that taking a turn at judging is also a valuable learning experience for new pilots. Perhaps we should try to get dedicated judges for some our contests – who might the judges be?

As far as airtime scoring goes, it was noted that the Formula GX rules do not award points linearly with the time passing in a match. Three hundred points can be scored for being in the air for just over 3 minutes (1:00 to 4:00 match time). The NJ/PA rules (aka Roy's Rules) linearly score air time, 1 point per second (300 points total). I could see moving to an approach that is a hybrid of these two systems. Score 60 points for being in the air at the end of the 1<sup>st</sup> minute, then 1 point per second after that. This takes some of the pressure off a beginner in getting the engine started, then moves on to a scoring system (after the 1<sup>st</sup> minute) that is aligned with AMA and FAI events. One side effect of this method is that it might change the GX strategy of waiting until 2:30 to start combat. We would need to see if the 1 point per second air time scoring adds too much to the judging burden for a GX match.

As you know, we had some friction last year due to differing regional rules and differing opinions on rule interpretations. I believe Roy called out for people's thoughts on better resolutions, and let me repeat that request. Hopefully, I have made a positive contribution to the cause.



*Thank You to the Sponsors of the*  
**2007 New England Championships**

*GRW Model Products*

*Connecticut Ringers*

MODEL AIRPLANE CLUB

THE **COREHOUSE**

**J&J Sales**

**HOG HEAVEN HOBBIES**



**The winners were Roy Glenn (1st), Jeff Vader (2nd), Glenn Simpson (3rd)  
and Chris Sarnowski (1st in Sportsman)**



## *Rumors, Facts Etc*

CONTEST FUND: This month we got a generous donation from Mister Will Rogers. Thank you Will.

NECN CONTEST FUND 7/1/2008 Through 3/20/2009

Date	Payee	Category	Amount	Running Total
7/1/2008	balance		257.00	257.00
7/20/2008	Jeff Vader	contribution	10.00	267.00
7/20/2008	Chris Sarnowski	contribution	10.00	277.00
7/20/2008	Ron Connors Memorial	entry fees	110.00	387.00
7/20/2008	Ron Connors Memorial	trophy expense	(68.00)	319.00
7/20/2008	Jeff Vader	contribution	10.00	329.00
7/20/2008	Rick Clark	contribution	10.00	339.00
7/31/2008	Wingbuster Shootout	Permit/Sanct Ex	(25.00)	314.00
8/10/2008	Eastern Mass Champs	trophy expense	(68.00)	246.00
8/10/2008	Eastern Mass Champs	entry fees	70.00	316.00
8/10/2008	Paul Kubek	contribution	10.00	326.00
8/17/2008	District I Champs	trophy expense	(51.00)	275.00
8/17/2008	District I Champs	entry fees	110.00	385.00
8/17/2008	Jeff Vader	contribution	10.00	395.00
8/24/2008	Ray DuFour	contribution	10.00	405.00
8/24/2008	Salmon River Shootout	entry fees	100.00	505.00
8/24/2008	Salmon River Shootout	trophy expense	(68.00)	437.00
8/31/2008	Brian Stas	contribution	40.00	477.00
8/31/2008	New England Champs	trophy expense	(280.00)	197.00
8/31/2008	New England Champs	t-shirts	(209.00)	(12.00)
8/31/2008	New England Champs	entry fees	450.00	438.00
9/1/2008	Wingbuster Invitational	Permit/Sanct Ex	(20.00)	418.00
9/7/2008	Wompatuck Invitational	trophy expense	(51.00)	367.00
9/7/2008	Wompatuck Invitational	entry fees	80.00	447.00
9/10/2008	Wingbuster MAC	donation expense	(100.00)	347.00
9/29/2008	Ernie Carosella	contribution	25.00	372.00
10/5/2008	Wompatuck Invitational	entry fees	90.00	462.00
10/5/2008	Wompatuck Invitational	trophy expense	(68.00)	394.00
10/12/2008	North County Shootout	entry fees	150.00	544.00
10/12/2008	North County Shootout	trophy expense	(68.00)	476.00
10/19/2008	Fall Finale	trophy expense	(68.00)	408.00
10/19/2008	Fall Finale	trophy expense	130.00	538.00
10/26/2008	Wingbuster Invitational	entry fees	70.00	608.00
10/26/2008	Wingbuster Invitational	trophy expense	(51.00)	557.00
10/26/2008	Paul Kubek	contribution	10.00	567.00
11/2/2008	Year End Awards	trophy expense	(223.00)	344.00
11/2/2008	Wingbuster Fall-Fly Off	trophy expense	(68.00)	276.00
11/2/2008	Wingbuster Fall-Fly Off	entry fees	110.00	386.00
11/2/2008	Rick Clark	contribution	10.00	396.00
11/2/2008	Jeff Vader	contribution	10.00	406.00
12/30/2008	Roy Glenn	contribution	20.00	426.00
2/24/09	Will Rogers	contribution	75.00	501.00
3/7/09	StreamerString-5 rolls	streamer ex	(11.00)	490.00
3/14/09	New England Champs	permit/sanct ex	(125.00)	365.00
3/14/09	Fall Finale	permit/sanct ex	(125.00)	240.00

**GRAND TOTAL** 240.00 240.00

**MACA APPLICATION AND RENEWAL FORM**

mail to : MACA, c/o GENE BERRY, 4610 89th Street, Lubbock, TX 79424

(Please write your AMA Number on your Check.)



Name \_\_\_\_\_ Date \_\_\_\_\_

AMA Number \_\_\_\_\_ AMA Category JR. [ ] SR. [ ] OP. [ ] CD [ ]

Other \_\_\_\_\_

Address \_\_\_\_\_ Telephone ( ) \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Plus Four \_\_\_\_\_

E-MailAddress \_\_\_\_\_

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: \$ 15.00 U.S. - \$ 18.00 Canada & Mexico - \$ 25.00 Foreign (U.S. Funds Only)

\$ 3.00 for each additional family member at same address (No Newsletter)

Donations F2D Pitman Fund \$ \_\_\_\_\_ Other (Specify) \_\_\_\_\_ \$ \_\_\_\_\_

NEIL SIMPSON  
129 PODUNK ROAD  
EAST BROOKFIELD, MA 01515