

New England Combat News

VOLUME 20 NUMBER 12 MAY 2009
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



Joe Fustolo
September 2008

2009 CONTEST SCHEDULE

All GX Combat unless noted otherwise-All dates are tentative

- 4/19 Middlesex, NJ-CD Paul Brill
Speed Limit and 1/2A Combat
- 4/26
- 5/2&3 **CANCELED** -Wingbuster Spring Kick Off-Middleboro, MA
- 5/10 Mother's Day
- 5/17 Granite State Invitational-Franklin, NH
- 5/17 Hershey, PA - Phil Cartier CD
Speed Limit and 1/2A
- 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
- 8/2 East Coast Championships-Hershey, PA-CD Phil Cartier
Speed Limit and 1/2A
- 8/8&9 Eastern Mass Championships-Middleboro, MA
GX Combat Saturday and F2D Sunday
- 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 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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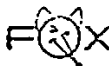
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Editor's Note: Here's some thoughts on GX rules from Dave Parizo

I have been reading some of the letters written about Formula GX Combat in New England. First of all Formula GX was designed to be competitive, fun and simple. I thought the whole idea of GX was to keep it something you could fly often without the loss of a lot equipment. What other CL Combat event can you fly twice a month and not empty your wallet. GX is not perfect. It was not meant to be perfect. It was meant to end the carnage and expense found in other regions of the country.

We can never not discuss issues of safety. A pull test at the beginning of the first round should be done. In Oklahoma a small "X" was placed on the wing to show that a pull test was performed. During the course of the day each airplane had to have that "X" on the airplane. This would ensure that if another airplane was used for other matches they would have to be pull tested. I think this is an easy solution to ensuring each airplane and associated handle, clips and lines are pulled. The airplane can be easily checked for an "X" by the Judge as the airplanes are brought out to the circle. This would increase safety and would not impact the length of the contest.

One issue that I believe should be addressed is line length. Each airplane should be passed over our stakes as they are moved out for a match. Line length is not only difficult for cuts but adds the possibility of a prop cutting lines and a dreaded fly away. Perhaps an "L" for length can also be added to the wing. Sharpe Marker ink can easily be removed from covering with simple thinners or solvents at home.

Lets think about this scenario: You're the Judge. The first airplane and crew passes by you. You see an "X" & "L" on the trailing edge of the wing. The second airplane and crew passes by you and you do not see "X" or "L" or both. You instantly know whether or not the airplane passes the safety measures in place. No problem, no fuss.

Lets talk Judging. Some events can be on the smaller side. I know that when we are low on turnout and I am the Judge I ask that each pit person come over to the Judges table and assist in counting cuts. This has worked out well. When the situation arises where a prop noise is heard or a possible cut was made I ask one of the judges to look in that direction for a few moments and see if a cut can be seen falling. I keep My eyes on the action and yet the helper is ensuring that nothing was missed. In the event an airplane might be launched near a time on the clock which is critical for points I ask the helper to look at the clock only. I have them yell at the moment the clock hits a scoring time. This entire time I am watching for the airplane launch. This is simple. After all there is not cuts to count because on of the airplanes is not even in the air.

As far as giving cuts or swapping cuts. I have seen an experienced pilot give cuts to a beginner. This was obvious and I think in some ways a very important thing to do. At the same time the experienced pilot must exercise the right to tell the Judge to not count that cut. I have seen instances that this was obvious and at the same time this was not done to give the beginner a trophy but to give that person, usually a child, a bit of a boost in confidence. So I guess the bottom line is, if your going to give cuts, be honest and let the judges know this was a "Gimme" and not count them.

Swapping cuts should not be tolerated. Its cheating! Its unfair and its not combat. I guess we just need to be adult about this and fly combat.

Grabbing time by flying straight and level. That's tricky. I do agree to fly past the one minute. After all, who wants a Zero, a goose egg, a Zip.. Nobody. By the time we start, launch and get our bearings, 40 to 50 seconds have passed anyway. Waiting for the 2 ½ minutes is a bit much. I have done it once and felt guilty after that. Perhaps not flying the fourth round backwards would eliminate this. Actually flying the fourth round from high to low would force everyone to try harder. After all there is no way you know what your score has to be to win, place or show. After all, How would I feel driving 5 or 6 hours to a contest where I felt the pilots flew only good enough to knock me out of the running?

I really like GX. it's a great way to spend the day with others, a great way to keep your equipment together and achieves what it set out to do. I say, keep the scoring, the cuts and lets ensure we pull test and measure length. Following the AMA rules of safety is a must. Following the AMA contest rules for timing and other issues I disagree. Lets keep GX what it is, One of the most followed CL combat events.

Dave Parizo

Rumors, Facts Etc

CONTEST FUND: This month we got generous donations from Jim Carpenter and Brian Stas. Thanks guys.

CONTEST CANCELED: The 5/2-5/3 contest in Middleboro, MA is canceled . Opening day is now 5/17 in Franklin, NH.

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
3/27/09	Jim Carpenter	contribution	50.00	290.00
4/4/09	Sal River contests(2)	permit/sanct ex	(115.00)	175.00
4/11/09	NH contests (2)	permit/sanct ex	(50.00)	125.00
4/17/09	Brian Stas	contribution	120.00	245.00

GRAND TOTAL

245.00

THIS AND THAT

GLUES

We use many glues and each one has it's uses, (see photo) (L-R) Pica Glu-it (no longer made), #2 Southern's Sorghum contact adhesive and (not shown) 3M Super 77 good for foam wings, #3 Titebond wood glue, #4 Titebond Ultimate wood glue, #5 Titebond Molding and Trim wood glue, it's new and works great, dries clear and fast (note: store upside down) #6 Epoxy good for around motor mounts (but it's heavy), #7 Formula 560 Canopy glue dries fast and clear, has many uses, #8 CA glue, medium and #9 CA thin, all CA glues have many uses but not around foam, #10 CA Accelerator, again stay away from foam. Just follow the directions with the glues and you will build light and fast.

CLEANING and REBUILDING ENGINES

Sometimes it's not easy to take them apart so here's some tricks. You will need a small butane torch (not a propane, they are too hot); sometimes you can use a heat gun with success, also a pair of leather gloves and a can of dust remover. For removing bearings, cranks and drive washers, back plate and bolts: heat the parts, crankcase, etc with torch and remove any plastic parts and O rings first. Now here is the trick for bearings and cranks or any steel parts in aluminum; heat then take can dust remover, turn upside down and spray metal parts, this will shrink steel while the aluminum has expanded from the heat(sometimes you may have to reheat). Do not force thing apart, it will only damage your engine. I have rebuilt hundreds of engines over the years and this works for me. If you need any help give me a call at 603-898-3134 and GOOD LUCK.

Jim Carpenter



ASP 32

Dave Parizo is working with a pair of ASP32's

OS 32SX clone?
appearance and weight just about identical
Performance report to follow



2009 Granite State Invitational

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