

New England Combat News

VOLUME 22 NUMBER 11 APRIL 2010
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



Jake Vader
November 2009

2010 CONTEST SCHEDULE
All GX Combat unless noted otherwise
Several dates are tentative pending the permitting process

**4/18 Middlesex, NJ
Speed Limit and 1/2A Combat**

4/25

5/2 Granite State Invitational-Franklin, NH

5/9 Mother's Day

**5/16 Spring Contest-Hershey, PA-CD Phil Cartier
Speed Limit and 1/2A**

5/23

5/30

6/6

**6/12-13 District I Championships -Kingston, MA
F2D Combat**

6/15-19 Brodak Fly-In

6/20 Granite State Championships -Franklin, NH

6/27 Len Minick Memorial Combat Challenge-East Hampton, CT

7/4

7/11

7/13-16 U.S Nats F2D/Speed Limit/1/2A/Fast

7/18

7/25

8/1

**8/8 East Coast Championships -Hershey, PA-CD Phil Cartier
Speed Limit and 1/2A**

8/15

8/22 Salmon River Shootout -East Hampton, CT

8/29

9/5 New England Championships -Worcester, MA

**9/12 Wingbuster Invitational-Middleboro, MA
F2D Combat**

**9/19 Middlesex, NJ
Speed Limit and 1/2A Combat**

**9/26 Eastern Mass Championships -Middleboro, MA
F2D Combat**

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

10/10 North County Shootout-Leominster, MA

10/17 Fall Finale-Worcester, MA

**10/24 Wingbuster Shootout -Middleboro, MA
F2D Combat**

10/31 Wingbuster Fall Fly-Off / Post Season Contest - Middleboro, MA

*** Saturday Contest**

**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:

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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Yankee Nipper full size plans

Plans show hopper hard tank but can easily be set up with bladder fuel system - \$12.00 ea

Yankee Nipper pine center ribs - as shown on plans (3/4" white pine) in case of broken wing cores, simply cut old ones off and re-core - \$5.00 ea

From time to time, I have other items in stock - needle valve assemblies, props, bellcranks etc.

Always include \$5.00 for priority mail

Contact: **Jim Carpenter** 4L Arrow Drive Salem, NH 03079
603-898-3134 OldRustyLines@aol.com

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Combat DVD's

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


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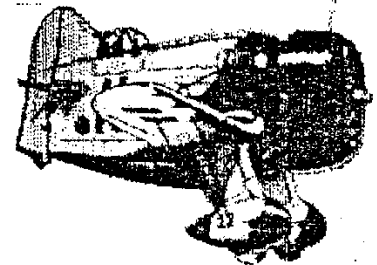
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F2D News - March 2010

Mark Rudner
rudner@mit.edu

Okay, the F2D News is back up and running. Things have been quite busy the past few months, but now the 2010 F2D season is upon us and it's time to start writing again.

After missing the last several Phoenix contests, this month (March 6-7) I managed to get down to Arizona for the annual March Madness F2D tournament. The turnout for this season opener was pretty good, with 18 pilots showing up from around the US and Mexico. Although we did not need the weatherman to tell us which way the wind was blowing, we did take to heart his prediction of rain for Sunday (I thought I went to Arizona to see the sun...). As a result, the organizers decided to run the contest as double elimination in order to ensure that we would not get rained out. It was definitely the right plan, as we finished the contest under steady rain around noon on Sunday. If not for my time spent living in New England I might have called it cold, steady rain, but actually I found it strangely not that unpleasant.

Overall, the quality of flying was okay. There were bits of rust showing all around, but this is not unexpected for the first contest of the year. The solid enthusiasm of all involved however was a good sign for the upcoming season. It was also great to see our US team pilots take 1st, 3rd, and 4th places. James McKinney flew well all weekend and took 2nd place after a hard-fought final against Greg Hill. There were many re-flights throughout the contest, so it was only fitting that it would take 3 tries for the top contenders to finally get things settled.

Now into the second year of shutoffs in F2D, it is clear that there is still development to be done. Off-hand I can recall several incidents where models came down due to malfunctioning shutoffs. There was also at least one flyaway for which it appeared that the shutoff did not function. On a positive note, however, Chuck Rudner's model was cut away and his (swing-arm) shutoff worked nearly instantly.

Next up is the Houston World Cup May 1st and 2nd. This promises to be a great contest and I encourage everyone to try to make it if possible. Hope to see you in Texas!

THE YANKEE NIPPER AND WHY

By Jim Carpenter

It all started year's back with combat kits with upright engines and elevators on the trailing edge of the wing. Airplanes like the T-Square, WOW and many others. Next it was the VooDoo with a side mounted engine and a hard tank running off crankcase pressure. There were many other similar designs. The next popular design, which I think was the best of the built-up wing designs, was the Nemesis. It had long booms and a bladder type pressure fuel system. Pacifier-pen bladder type fuel systems as well as regular bladders were used.

It was the only combat event then and it is now what we all refer to as AMA Fast Combat. AMA Slow combat came on the scene as a beginner's event. The rules called for a long nose moment, hard tanks and no pressure fuel systems. The long nose moment dictated a long tail moment to get the balance right. Initially you had to have a canopy, a rudder and at least one wheel to take off the ground. These airplanes just blew apart in a crash or a mid-air.

Somewhere along the way 1/2A Combat became an AMA event with rules like AMA Fast. It was really fun to fly! All these events meant lots of building time , not to mention the cost of wood, paint and covering.

Next along came foam, wings cut with a hot wire that used hardwood spars and low heat covering (if you bothered to cover them). All this cut building time and had the added benefit of a straight wing to start with. The cost was at a minimum with less wood, glue etc. We still had AMA Fast, Slow and 1/2A. Slow airplanes stayed together better but Fast airplanes not only stayed together but really turned, as well. 1/2A airplanes bounced and seemed to last forever.

The overall size grew to larger airplanes, up to 500 square inches and more, with stronger engines, they really moved and turned tight. Here is the "but". AMA Slow airplanes still blew apart and there were more mid-air. As a result, cost became a factor again.

Steve Saco came up with a Super Slow event with much better rules and a speed limit (73mph 3.5 seconds per lap), any fuel system, any airplane and engines up to .40 cubic inches. This event caught on throughout the country with variations in speed ranging from 70 to 80 miles per hour. Today, if the speed exceeds 75 miles per hour AMA rules require a shutoff.

The Super Slow or Speed Limit events opens up the use of many old combat engines as well as newer RC engines setup for control line. Everyone has their favorite choice of engine.

(YOU WILL NEED PLANS)

Now, why should your choice of airplane be the "Yankee Nipper"? You should choose the "Yankee Nipper" because of its' unique construction for absolute strength and performance plus ease to build and repair.

(continued on next page)

The heart of the Nipper starts with a 3/4" white pine center rib with a 27/64" center hole to accommodate a .414 carbon shaft (SP-109 from the Corehouse), 9" long per the plans. Note that the motor mount tongue has 1/16" ply top and bottom and it supports metal mounts held on by two 6/32" by 2" long bolts. The ply stops the center rib from splitting even in a straight in crash! The shape of the center rib should be tailored to whatever cores you use; the center rib on the plans is for the Corehouse C-106 Psycho cores. The bellcrank is mounted with a 6/32" x 2-1/4" bolt and a 6/32" blind nut, then a nylon lock nut with your engine safety wire (AMA rules) between the two nuts. This will take any pull test.

The cores mount to the center rib with contact cement, the 1/8" x 3/8" hardwood spars are attached with white glue while the 1/8" wing tips and 3/4 oz tip weight are secured using epoxy. Next cut six pieces of drywall tape 18" long (3 on top of wing, 3 on bottom). This is nylon with a sticky back (iron on); then coat with white glue and wipe off excess. This tape is very important for strength, to stop wing flex and to keep things together in a crash. This is shown on the plans. Here is a little tip, before the tape I use two layers of masking tape on each side of the rib, then I sand with a palm sander matching the center rib to the cores.

I pre-fit boom with balsa spacers on trailing edge then cover the wing with covering from the Corehouse (it's strong and light), you can also use low temperature covering. Check the plans for either a tank cut-out or a bladder compartment (this is your choice).

Now the boom, which is a .414 carbon shaft 9" long. Plug one end with a 5/16" x 1" long dowel and epoxy. When dry, drill a 1/8" hole 1/2" from the end and install a piece of 1/8" brass tubing 1" long using CA glue. I make a jig for this as it can be tricky to get it centered.

The elevator hinge is a piece of 3/32 music wire 6" long. Bend a 1" bend on one end, install in tube a make a second 1" bend on the other end, that's it!

The elevator is made from 1/4" balsa 12" long with a straight leading edge and a tapered trailing edge per the plans. Cut a center notch for the boom. Shape an airfoil in the elevator using a plane and a sanding block. A piece of drywall tape top and bottom provides a good base for the elevator horn of your choice. I mark and drill 3/32" holes for hinge, pre fit and paint with two coats of dope. When dry sand and finish with one coat of Polyurethane (Minwax clear gloss). Install elevator to hinge with CA glue. Install boom, controls, motor mounts and engine of your choice!

Now for the beauty of the Yankee Nipper, lets say you lose an elevator, simply remove, scrape music wire and install a new one. Some folks use a removable elevator but if you lose an elevator you also have an engine full of dirt and that airplane is done for the day anyway! If you lose a wing core, simply cut the old one off at center and install new cores, spars etc. Very seldom do you ever lose a center rib and boom. I have some that have been re-cored three times or more, it is one tough combat airplane.

Build four at a time and make spare parts as you go along, Speed Limit Combat is great fun!

Call me at 603-898-3134 for any information needed.

Jim Carpenter

NECN CONTEST FUND
8/1/2009 Through 3/20/2010

Date	Payee	Category	Amount	Running Total
8/1/2009	balance		\$196.00	\$196.00
8/9/2009	Eastern Mass Championships	trophy expense	-\$54.00	\$142.00
8/9/2009	Eastern Mass Championships	entry fees	\$60.00	\$202.00
8/16/2009	107th r/c Flyers GX Shootout	trophy expense	-\$72.00	\$130.00
8/16/2009	107th r/c Flyers GX Shootout	entry fees	\$80.00	\$210.00
8/18/2009	North County Shootout	Permit/Sanction Expense	-\$25.00	\$185.00
8/18/2009	Silver Lake Shootout	Permit/Sanction Expense	-\$25.00	\$160.00
8/23/2009	Salmon River Shootout	trophy expense	-\$72.00	\$88.00
8/23/2009	Salmon River Shootout	entry fees	\$70.00	\$158.00
8/30/2009	Silver Lake Shootout	Permit/Sanction Expense	-\$75.00	\$83.00
9/6/2009	New England Championships	entry fees	\$330.00	\$413.00
9/6/2009	New England Championships	trophy expense	-\$285.00	\$128.00
9/6/2009	New England Championships	t-shirts	-\$220.00	-\$92.00
9/6/2009	Brian Stas	contribution	\$20.00	-\$72.00
9/6/2009	Ken Hargreaves	contribution	\$20.00	-\$52.00
9/20/2009	Wingbuster Model Airplane Club	donation expense	-\$100.00	-\$152.00
9/20/2009	Mark Rudner	contribution	\$20.00	-\$132.00
9/20/2009	District I Championships	entry fees	\$60.00	-\$72.00
9/20/2009	District I Championship	trophy expense	-\$48.00	-\$120.00
10/4/2009	Silver Lake Shootout	trophy expense	-\$72.00	-\$192.00
10/4/2009	Silver Lake Shootout	entry fees	\$105.00	-\$87.00
10/11/2009	North County Shootout	trophy expense	-\$72.00	-\$159.00
10/11/2009	North County Shootout	entry fees	\$150.00	-\$9.00
10/11/2009	Brian Stas	contribution	\$80.00	\$71.00
10/11/2009	Ken Hargreaves	contribution	\$60.00	\$131.00
10/25/2009	Wingbuster Shootout	trophy expense	-\$48.00	\$83.00
10/25/2009	Wingbuster Shootout	entry fees	\$90.00	\$173.00
10/25/2009	Brian Stas	contribution	\$5.00	\$178.00
11/1/2009	Season End Awards	trophy expense	-\$192.00	-\$14.00
11/1/2009	Fall Fly Off	trophy expense	-\$72.00	-\$86.00
11/1/2009	Fall Fly Off	entry fees	\$135.00	\$49.00
11/8/2009	Fall Finale	trophy expense	-\$72.00	-\$23.00
11/8/2009	Fall Finale	entry fees	\$90.00	\$67.00
11/12/2009	Greg Wornell	contribution	\$100.00	\$167.00
11/14/2009	2009 Streamers (400 qty)	Streamer Expense	-\$44.00	\$123.00
12/11/2009	Streamer String (6 rolls)	Streamer Expense	-\$16.00	\$107.00
1/22/2010	Will Rogers	contribution	\$75.00	\$182.00
3/6/2010	NH Contests (2)	Permit/Sanction Expense	-\$50.00	\$132.00
3/13/2010	Worcester Contests (2)	Permit/Sanction Expense	-\$210.00	-\$78.00
3/19/2010	Salmon River Contests (2)	Permit/Sanction Expense	-\$140.00	-\$218.00
3/19/2010	Wingbuster Contests (4)	Permit/Sanction Expense	-\$50.00	-\$318.00
GRAND TOTAL				-\$318.00

Rumors, Facts Etc

2010 CONTESTS: The permits are in place and the sanction applications have been sent to the AMA for the two New Hampshire contests, the two Worcester contests and the four Wingbuster contests. Those dates look pretty definite. Brian is working on permits for two Kingston contests, the two day meet in June, which at this point is a target date and a second contest later on, yet to be posted. Chris sends word that a Saugus contest is likely. We will pin down that date soon. Looks like another busy year. Thank you to everyone who has or is working on the permits for these events.

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**The winners were Joe Fustolo (1st), Dick Sherman (2nd), Brian Stas (3rd)
and Jake Vader (1st in Sportsman)**

MACA APPLICATION AND RENEWAL FORM

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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 [];
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