

New England Combat News

VOLUME 30 NUMBER 10 MAY 2019
THE CONTROL LINE COMBAT NEWSLETTER OF NEW ENGLAND



Now Celebrating our 30th year of Publication



**First 2019 New England Contest set for May 19th
Saugus, MA**

**107th RC Flyers Spring Championship for Formula GX Combat
“Flying” Brian Stas is ready . . . How About You !!!**

107th RC Flyers Spring Championship May 19th, 2019 Saugus, MA



Formula GX Combat

AMA Sanctioned First Match 10:00am



Brian Stas and your editor made the long trip to Jackson Township, NJ to compete in the Pinelands Combat Team Dave King Memorial Combat Contest held April 7th . . . With a little bit of luck combined with a little bit of skill and adequate preparation we managed to take home the “gold” albeit my the narrowest of margins.
Thank You to Chip Giordano, Dave Edwards, Roy Glenn and Al Farraro who all contributed significantly toward making this a great contest

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. It is also distributed no charge if you can accept an email attachment and it is available as a free download from our website, as well. The subscription rate is \$20.00/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: 774-321-0679 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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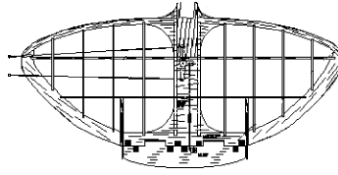
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MACA APPLICATION AND RENEWAL FORM
mail to : MACA, c/o ARLENE PYLES, 6711 Quincy Ave, Lubbock, TX 79424
(Please write your AMA Number on your Check.)

Name _____ Date _____

AMA Number _____ AMA Category JR. [] ; SR. [] ; OP. [] ; CD. [] ; Other - _____

Address _____ Telephone (____) _____

City _____ State _____ Zip Plus Four _____ - _____

E-Mail Address _____ Forum login name _____

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: \$ 30.00 (U.S. Funds Only)
\$ 6.00 for each additional family member at same address (No Newsletter)

DONATIONS F2D Pitman Fund \$ _____ Other (Specify) _____ \$ _____

Be sure to include your forum login name so that you can be granted access to the members section.

COMBAT PHILOSOPHY by Neil Simpson

In this issue I would like to talk about combat philosophy, that is to say what represents a good philosophical approach to a combat match and or competition and what does not. I suppose, when I am done, more folks, then usual, will suspect I am full of it, however, for those who will drink the "grape juice" perhaps some of this can be helpful. I will try to tie out what I think is the right philosophical approach with a discussion about practice techniques, airplane trim, conditioning and equipment preparation. OK, here we go, I hope I can convey this in a coherent fashion.

First and foremost, remember, that for almost all of us combat model airplanes is an avocation, a hobby, something we should have fun doing. A veteran combat pilot recently told me, that most of us, set our goals too high. If your goal is to win every contest, you may have the bar set way too high. Unless your name is Stubblefield, or Wilcox or Mears a goal of winning each and every time out is just not achievable. This veteran pilot suggested that a more realistic goal would be to try to fly to one's maximum level of ability and, when that is accomplished, be satisfied with the outcome, regardless if it lands you a spot on the trophy stand. I agree with this. More combat matches are lost by trying too hard then for any other reason. I see people, who should know better, close their eyes, at least figuratively, aim for the noise and hope for a good outcome. The combat gods are spiteful, they will let you succeed with this technique, once in a while, just to encourage more of it. In the final analysis, it works a very small percentage of the time. If you fly a good clean match, fly to whatever your current level of ability is, you will have fun and in the end be happier. The trophy and or the fifteen minutes of fame that go with it, is not what's important. No one remembers who won last week or certainly not who won the week before. However, occasionally, you can have that one great match, five minutes of twisting and turning, great flying by both pilots where each guy flies to his maximum level of ability, but neither exceeds it. A match you can remember next week, next month or next year. A match where you don't remember who won, you just remember how great each pilot flew. This is the essence of competition and in the end what makes our sport so rewarding. When we strive to improve our skills and our equipment the goal should not be to earn another "dust collector" but to gain the great satisfaction that comes from flying good matches.

OK, here's some more philosophy. Is there is a guy or guys on your circuit, that when you draw them for a match, you feel an inevitable mid-air is on the horizon? Try looking at that match as a challenge, not as bad luck. Challenge yourself to use a different approach or flying style that might change the outcome. Assume at least part of the responsibility when the outcome is bad. Mister Stubblefield or Mister Wilcox would have found a way to avoid that mid-air, that you keep blaming on the other guy. Neil, you say, I can't fly both airplanes. Maybe not, however, you could challenge yourself to always know where the other guy is. The most common physical, not philosophical, mistake that I see, and I see it over and over, is one or both pilots not knowing where the other man's airplane is. That gets me to the subject of practice techniques, airplane trim, equipment and believe it or not, physical conditioning. If we need to watch the other guy's airplane we need to be able to fly our airplane without looking at it.

Practice Techniques:

When your testing airplanes and engine set ups or just plain practice flying don't waste your time impressing no one with a bunch of figure eights, but rather practice flying your airplane without looking at it. Also, practice flying inverted so that you don't think of it as upright versus inverted but simply turning one way or the other with equal ease. Fly all your level laps inverted changing altitude constantly to simulate inverted passes at your opponent's streamer.

Airplane Trim:

Don't confuse a "touchy" trim set up with an airplane that is trimmed to be responsive. If an airplane's CG is correct you have maximized its ability to turn. From there adjust your handle spacing to change how much handle movement you need to make it turn. We want the airplane to turn tight, feel responsive yet still be able to be flown eyes off. This needs to match your personal taste and ability, however, if you can't fly it without looking at it you need to slow up the controls. Another tip off that it's too touchy, for your ability, is when, in the heat of competition, you turn a three foot loop when you were trying for a six footer or you do three quarters of a loop when you were trying for a switchback or half loop.

Conditioning:

We don't have to be trained athletes to fly toy airplanes, however, a little conditioning doesn't hurt. After all, we may need to run around in a tight little circle, while looking up, for several minutes at a time. A neck on a swivel, like an owl, is also sometimes a requirement, so a little pre-match stretching is good for us older guys. I'm not a proponent of hats either. They're fine between matches to keep balding heads from getting sunburned, but lose them during the match, they restrict your overhead vision.

Equipment:

No one wins with unreliable equipment. Keep your set up as simple and bullet proof as possible. This is where our philosophical approach to a match or a competition ties back to our equipment. If you truly fly to your level of ability, without exceeding it, you won't be "ground pounding" all day. If you stay out of the ground, tanks and fuel lines don't get punctured and or develop leaks, needle valves don't get bent, engines don't get full of dirt and airplanes don't get weakened, only to fail in subsequent matches.

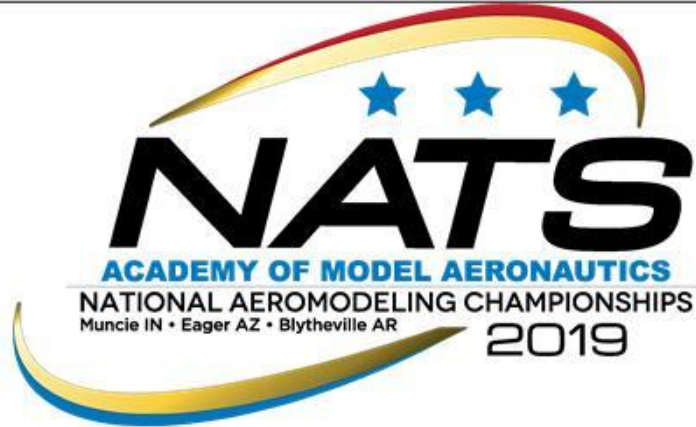
Rumors, Facts Etc.

CONTEST FUND: Please know we received a very generous donation from our good friend and longtime fellow competitor, Mister Will Rogers .

Thank You Will !!!

2019 Control Line Combat AMA Nationals and Team Trials

Muncie, Indiana July 13 – 20



NATS Registrations - <http://www.modelaircraft.org/events/nats/entryforms.aspx>

8 days of combat!
Come for the Team Trials and stay
for the national championships

				Thr July 11	Fri July 12	Sat July 13
				Practice Day	Practice Day Mandatory TT Pilots Meeting	F2D ¹ Team Trials
				No Competition Scheduled		Triple Elim Full F2D Rules
Sun July 14	Mon July 15	Tue July 16	Wed July 17	Thr July 18	Fri July 19	Sat July 20
F2D ¹ Team Trials (cont.)	AMA Nats	AMA Nats	AMA Nats Event 328: F2D ² Fast	AMA Nats Event 329: Speed Limit ³	AMA Nats Event 330: ½ A ⁴	AMA Nats Event 328: Fast ⁵
Triple Elim Full F2D Rules	Double Elim – Full F2D Rules		Double Elim First Round – Guaranteed Two Matches			

¹ F2D – current FAI rules

² F2D Fast – AMA 328 with 2010 or later F2D equipment

³ Speed Limit – AMA 329, 75mph speed limit, no airframe restrictions

⁴ 1/2A – AMA 330 on 42' lines

⁵ Fast – AMA 328 “big block” fast combat

Academy of Model Aeronautics

5161 East Memorial Drive

Muncie, Indiana 47302

www.modelaircraft.org

Volunteers Needed! Contact CD: Dave Edwards davee19348@gmail.com (612) 747 7636

**Pinelands Combat Team
Dave King Memorial
April 7, 2019
Photos by Brian Stas**



The top four were
Neil Simpson, Dave Edwards,
Phil Cartier and Roy Glenn



Chip Giordano and Neil Simpson
Chip is a great guy and is also
a truly great contest promoter



Roy Glenn who deserves much
credit for his efforts to promote
our sport these oh so many years



Dave Edwards and Neil Simpson
Dave is yet another guy who gives a lot back
to the combat community including running
combat at the Nats these last few years

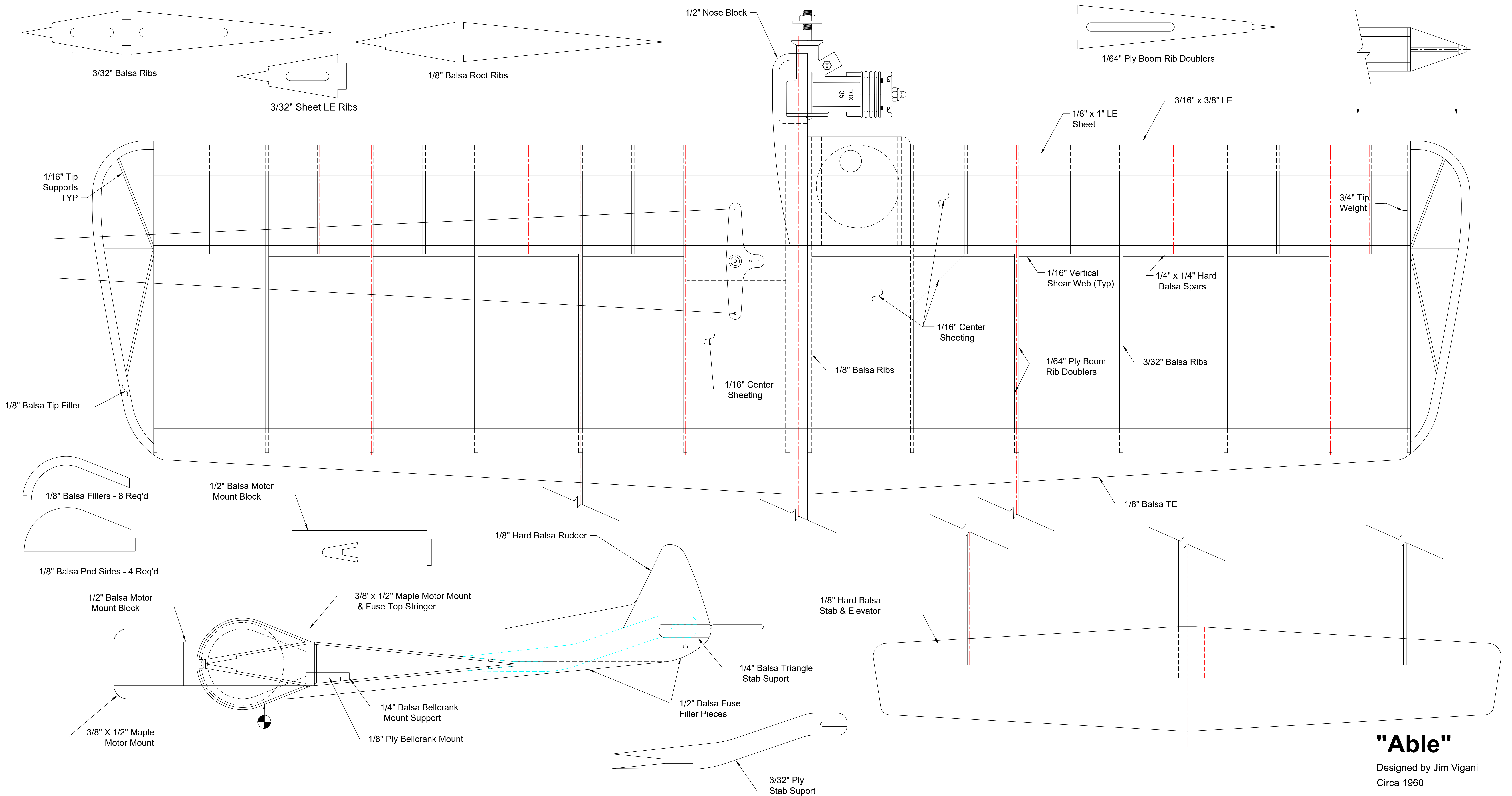
PILOTS SCORES						TOP = ORANGE	BOT = BLUE			
	PILOT-1 PHIL	PILOT-2 NEIL	PILOT-3 BRIAN	PILOT-4 DAVE	PILOT-5 AL	PILOT-6 JERRY	PILOT-7 JIM	PILOT-8 DAVE	PILOT-9 ROY	PILOT-10
ROUND-1 OPPONENT	JIM	ROY	DAVE	BRIAN	DAVE		PHIL	AL	NEIL	
ROUND-1 SCORE	548	490	738	575	319		424	488	517	
ROUND-2 OPPONENT	BRIAN	DAVE	PHIL	ROY	JIM		AL	NEIL	DAVE	
ROUND-2 SCORE	475	689	330	554	310		424	477	643	
TOTAL FOR 1 & 2	1023	1179	1068	1129	629		848	965	1160	
ROUND-3 OPPONENT	AL	DAVE	ROY	NEIL	PHIL		DAVE	JIM	BRIAN	
ROUND-3 SCORE	777	487	263	664	471		537	562	565	
TOTAL FOR 1,2 & 3	1800	1666	1331	1793	1100		1435	1527	1725	
ROUND-4 OPPONENT	DAVE	JIM	AL	PHIL	BRIAN		NEIL	ROY	DAVE	
ROUND-4 SCORE	529	770	387	577	377		461	475	458	
TOTAL ALL ROUNDS	2329	2436	1718	2370	1477		1886	2002	2183	
PLACEMENT	3	1	7	2	8		6	5	4	

TOP PILOT TOWS THE ORANGE STREAMER



Jim Vigani is the designer and builder of these beautiful vintage combat designs both of which feature a diamond airfoil . The airplane above is an “Up n At’m” powered by an early Fox combat. We saw it fly at the Pinelands contest this April 7th and it really gets up and goes. The airplane below is a variation along the same lines which was built for the GSCB and Middlesex Modelers Vintage Combat Festival powered by a Fox 36X. The airplane was designed in 1960. Plans on the next page.





"Able"

Designed by Jim Vigani
 Circa 1960

New England Contest Fund

11/1/2017 through 4/20/2019

4/18/2019

Page 1

Date	Description	Category	Amount
BALANCE 10/31/2017			231.00
11/26/2017	Turkey Day Shootout	Entry Fees	60.00
11/26/2017	Turkey Day Shootout	Trophy Expense	-6.00
11/26/2017	Turkey Day Shootout	Permit-Sanction Expense	-25.00
11/26/2017	Brian Stas	Contribution	100.00
11/26/2017	2017 Streamers (84 Qty)	Streamer Expense	-16.00
1/26/2018	Will Rogers	Contribution	100.00
5/6/2018	Brian Stas	Contribution	50.00
5/6/2018	Joe Fustolo	Contribution	50.00
5/6/2018	Wingbuster Spring Championship	Entry Fees	60.00
5/6/2018	Wingbuster Spring Championship	Permit-Sanction Expense	-25.00
5/6/2018	Wingbuster Spring Championship	Trophy Expense	-51.00
5/25/2018	Len Thibault	Contribution	50.00
6/3/2018	Eastern Mass Invitational	Trophy Expense	-4.00
6/3/2018	Eastern Mass Invitational	Permit-Sanction Expense	-25.00
6/3/2018	Eastern Mass Invitational	Entry Fees	40.00
7/1/2018	Wingbuster Summer Champion...	Entry Fees	-70.00
7/1/2018	Wingbuster Summer Champion...	Permit-Sanction Expense	-25.00
7/1/2018	Wingbuster Summer Champion...	Trophy Expense	-51.00
8/5/2018	Central Mass Championships	Permit-Sanction Expense	-55.00
8/5/2018	Central Mass Championships	Trophy Expense	-8.00
8/26/2018	GX Shootout	Permit-Sanction Expense	-25.00
8/26/2018	GX Shootout	Trophy Expense	-51.00
8/26/2018	GX Shootout	Entry Fees	80.00
8/26/2018	Ken Hargreaves	Contribution	50.00
9/15/2018	Permit Ex-canceled Contest	Permit-Sanction Expense	-25.00
9/15/2018	Trophy Ex-canceled Contest	Trophy Expense	-48.00
9/30/2018	Fall Finale	Permit-Sanction Expense	-25.00
9/30/2018	Fall Finale	Trophy Expense	-51.00
9/30/2018	Fall Finale	Entry Fees	80.00
9/30/2018	Wingbuster Model Airplane Club	Donation Expense	-250.00
10/14/2018	Permit Ex-canceled Contest	Permit-Sanction Expense	-25.00
10/14/2018	Trophy Ex-canceled Contest	Trophy Expense	-48.00
10/28/2018	Fall Fly Off	Entry Fees	60.00
10/28/2018	Fall Fly Off	Permit-Sanction Expense	-25.00
10/28/2018	Fall Fly Off	Trophy Expense	-12.00
10/28/2018	Bill & Cody Bishop	Contribution	50.00
11/11/2018	Turkey Day Shootout	Permit-Sanction Expense	-25.00
11/11/2018	Turkey Day Shootout	Trophy Expense	-12.00
11/11/2018	Turkey Day Shootout	Entry Fees	70.00
12/22/2018	Hog Heaven Hobbies (John Gle...	Contribution	100.00
1/26/2019	Will Rogers	Contribution	100.00
11/1/2017 - 4/20/2019			117.00

BALANCE 4/20/2019	348.00
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TOTAL INFLOWS	1,100.00
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TOTAL OUTFLOWS	-983.00
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NET TOTAL	117.00
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