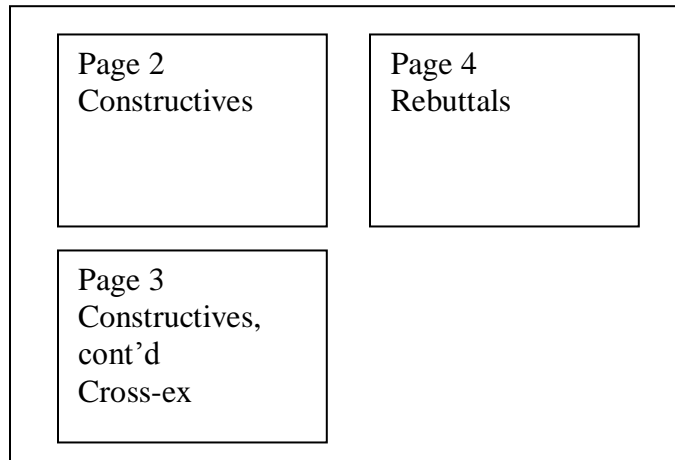


Flow Chart of the Final Round: Ridgefield High School, November 10, 2007¹

The final round at Ridgefield was between Pomperaug (Seth Warner and Jenny Lu) on the Affirmative and Pomperaug (Alexndra Madsen and Olivia Lanes) on the Negative. The debate was won by the Affirmative team from Pomperaug.

Format Key

It's hard to reproduce notes taken on an 11" by 14" artist pad on printed paper. The three pages below are an attempt to do so. The first page covers the constructive speeches, the second page covers the cross-ex, and the third page covers the rebuttal. The pages are intended to be arranged as follows, which is how my actual flow chart is arranged:



Note that the first page containing the constructive speeches always has arguments related to the Affirmative contentions at the top, and those relating to the Negative contentions at the bottom. This is not how the speeches may have been presented, in that often a speaker will deal with Negative arguments prior to the Affirmative. The “transcript” version of this chart presents the arguments in each speech as presented.

The chart uses “A1,” “N2,” etc. to refer to the Affirmative first contention, the Negative second contention and so forth.

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First Affirmative Constructive	First Negative Constructive	Second Affirmative Constructive	Second Negative Constructive
1) Introduction 2) Statement of the Resolution 3) Definitions: Aviation fuel, flights, tax 4) A1 ² : Global warming is an imminent threat <ol style="list-style-type: none"> Airline flights use lots of fuel High-altitude flights have a disproportionate effect on the ozone layer Airlines produce 3% of the CO2, rising to 15% by 2050 5) A2 ³ : A fuel tax will lead to change <ol style="list-style-type: none"> All industries must grow in the beginning Airlines grew naturally without regulation in the early 20th century Now we must regulate the airlines to protect the environment For example, there were no taxes on automobiles initially <ol style="list-style-type: none"> After an initial high rate, they were lowered every year as cars became more energy efficient 6) A3: Adopting the resolution will prevent an increase in global tension <ol style="list-style-type: none"> Economic discrepancies between countries can lead to economic conflict Economic conflict can lead to political conflict Adopting the resolution puts all countries on the same ground 	1) Introduction 2) Statement of the resolution	1) Introduction 2) A1: one flight is the same as 400 cars driving for one year <ol style="list-style-type: none"> Multiply this by thousands of flights Add in the high altitude effect on nitrogen oxides and cirrus clouds 3) A2: Taxes will pressure the airlines to improve, not put them out of business <ol style="list-style-type: none"> Money will be used to fund technological innovation 4) A3: The European Union is considering this tax <ol style="list-style-type: none"> This could cause protests and tension as playing field for airlines would be uneven 	1) Introduction 2) A1: 3% is not significant, and not all of those emissions will be eliminated
	1) N1: No real evidence government would use the money to combat global warming <ol style="list-style-type: none"> Tax revenues simply go to the government Resolution doesn't say what the funds will actually be used for <ol style="list-style-type: none"> Could be used to fund the war in Iraq There is no organization for the money to go to 2) N2: The tax will cause economic damage due to increase cost <ol style="list-style-type: none"> The tax will make it cost more to fly \$11 per ticket may not be much, but the impact on cargo will be significant <ol style="list-style-type: none"> either way consumers will pay One-in-four passengers are business travelers <ol style="list-style-type: none"> Small businesses would be hurt 3) N3: There are more efficient means to combat CO2 and global warming	1) N1: We need additional funding , it's obvious the revenue will be used to combat global warming 2) N2: Cost per person is small, only about \$10 per passenger <ol style="list-style-type: none"> This isn't enough to affect business It also isn't enough to affect shipping rates 3) N3: Change hasn't happened, so we need to do more	1) N1: No evidence the money will be used well <ol style="list-style-type: none"> The government has misled us on spending before 2) N1: How do we know how the funds will be used? 3) N2: The additional cost for cargo will be high, equivalent to \$11 per seat times the number of seats on the plane. 4) N2: It will cost a lot more to ship goods <ol style="list-style-type: none"> Business travel is a necessity, and one business may have many workers and require many trips Airlines are already losing billions 5) N3: 3% is not a significant portion of emissions 6) N3: There are more efficient ways to curb emissions, like better routing

² "A1" indicates the Affirmative first contentions, "N2" the Negative second contention and so forth.

³ While the Affirmative presented A1 and A2 as two parts of one contention, they are essentially unrelated. I flowed them as two separate contentions.

	<ul style="list-style-type: none"> a) Better flight plans and air traffic control i) Reducing hover time is costless b) Engines are already becoming more efficient 		
	4)	4)	7)

Cross-ex of First Affirmative	Cross-ex of First Negative	Cross-ex of Second Affirmative	Cross-ex of Second Negative
<ul style="list-style-type: none"> 1) Do taxes keep us out of military conflicts? It's a chain of events, with economic discrepancies eventually leading to conflict 2) Is 3% of CO2 significant? Yes 3) Can't we regulate air traffic control instead? No, not and get the same benefits. 	<ul style="list-style-type: none"> 1) Is it easy to increase efficiency? Yes 2) Why hasn't it been done? It hasn't been tried 3) Engine efficiency is only increasing by 1% per year. Is this enough? It's a helpful factor 4) Isn't the goal of a corporation to make a profit? Yes 	<ul style="list-style-type: none"> 1) Is this the only tax that can be used to get money for global warming? No, but it's a good idea. 2) If one flight is equivalent to 400 cars for a year, why are they only 3% of emissions? There are a lot of cars, so it's still a big deal 3) Do you know where your tax money goes? No 4) Does the average American know? No, but this will be a different tax with funds used to combat global warming 5) How? It's stated in the packet. 	<ul style="list-style-type: none"> 1) Will the tax be international? Yes 2) Are land travel costs rising? Yes 3) Can planes be improved? Yes 4) Are the costs for cars lower? No 5) How do you know this? It's common knowledge 6) Are airline CO2 emissions increasing? We don't deny it.

First Affirmative Rebuttal	First Negative Rebuttal	Second Negative Rebuttal	Second Affirmative Rebuttal
1) Introduction 2) N1: We can assume the tax money will be spent on global warming. The resolution says "should" a) The goal of corporations is to make money b) The government will care to use the money well c) This is a big issue, and use of the money will be monitored 3) N2: Shipping cargo is less expensive than passenger travel 4) N3: If the changes the negative suggests were easy, they would have been done already 5) To crystallize the Affirmative position a) Taxing the airlines is a good way to save the environment b) It's time to regulate the airlines c) The tax puts all countries on an equal footing	1) Introduction 2) N1: Who would monitor the spending? a) Why would this tax be different from any other b) Who says the tax will actually happen? 3) N2: The tax will lead to higher costs 4) N3: There are more ways to fix the problem a) Airlines want to be efficient b) What about the other 93% (sic) of emissions?	1) Introduction 2) A1: Negative believes the resolution won't help global warming a) Airlines are only 3% of CO2 emissions, so the improvement will be less than this b) There will be no effect on other sources of emissions c) Global warming is well-funded i) Only energy conservation works 3) A2: Affirmative never explains how this will occur 4) N1: Examining the situation logically, no reason to expect funds to be well-used 5) N2: The tax will drive up costs a) The airlines are already losing money 6) N3: 3% is a small amount of emissions, and there are other ways to reduce it a) There is a chance we will destroy the economy and bankrupt the airlines	1) Introduction 2) N1: Resolution states the money will go for global warming a) We can form an international organization to handle this b) They will set aside their own interests 3) N2: Cargo rates are lower than passenger rates, so no significant impact a) Land travel costs more also 4) N3: If re-routing flights and improved air traffic control were easy, why haven't they been done? a) These measures aren't enough to solve the problem b) Engine efficiency only increasing by 1% per year, and that isn't enough 5) A1: Global warming obviously a threat a) Negative ignores all our arguments but the 3% statistic 6) A3: Tensions will be eased if all taxed the same