



ACES INTERNATIONAL

INTERNATIONAL AIRCOMBAT NEWSLETTER

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Hello everybody,

ACES has grown really big the last years, and often votings or WASG are the only times for international communication. In the beginning of aircombat, Martin Elmberg wrote letters with information for all pilots, mostly concerning rules.

In the actual newsletters, I would like to focus on contests, models and pilots. Ideas, which are interesting for experts, average pilots and newcomers. Ideas to keep the main basics of aircombat alive, building, flying and the friendly communication between pilots and countries.



That's what aircombat is all about – Tea Time and combat stories!

If you have topics who could be interesting for others, feel free to contact me.

Please also have a look at the at the end of the newsletter, if the ACES mail addresses and links are correct.

I wish you a nice and relaxed wintertime and a good and exciting contest season 2011,

Timo Starkloff

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Many thanks also for all the others who helped with comments, ideas, pictures and details.

Gerts Gotha G.V

Gert König, 1st NC Austria, has build a great and unusual WWI model - an 1/8 scale Gotha G.V bomber. Too big and heavy for normal contest, but sure nice for impressive formation flights.

It has a huge wing span of 2,82 meter, but weight is only 4300 grams. So two OS30 four-stroke engines are enough power for scale flying. As an additional function, it's possible to release dummy bombs.



The plane is traditionally build from balsa and plywood, airfoil is Jedelsky, same as in his Fokker EIII. It needs struts and wires for full stability, but results in a very light and easy to build wing. Power is enough, but flight characteristics are not too easy, due to the short fuselage and only one small rudder. Gert said, now he understands why Gotha switched to a box type tail with double rudder on later types.



Technical Data

wing span	282 cm
weight	4300 g
motor	2x OS30FS

Hendriks Focke-Wulf Ta 152 C

Hendrik Fritzsche from Germany is a newcomer to aircombat, participated at contests only a few times yet. But nevertheless, he already took part with a self-constructed plane. He build a very detailed Focke-Wulf Ta 152 C, the one with the short wing, originally designed for combat in lower heights.



It's powered by an electric engine, has nice and forgiving flying characteristics and is able to compete with the other aircombat planes in contest. Fuselage is build out of styrodur and paper, wing is styropor and balsa, both strengthened with carbon fibre. After a contest heat, he has to recharge the accumulator with approximately 2400 mAh, so he's on the safe side not to drain it too much in combat flying.





Technical Data

wing span	96 cm
length	90 cm
weight	820 g
accumulator	3S 3300 mAh
motor	Axi 2814/16
speed control	YGE 30
prop	Aeronaut CAM 9x7



Some comments from him on his experience: Depending on the type of plane, they need a stronger hand launch because of less airflow over control surfaces compared to propeller planes. Because of that, it's also better to keep the speed up in the air, not to get too slow. Flying itself is very precise. Landings are easy.

Dennys EDF Jets

Denny Fritsche from Sweden has build some impeller jets for aircombat. Some will remember him from WASG this year where he scored 2nd place in WWII combat.



He was quiet busy and build many different types: de Havilland Vampire, Gloster Meteor, Messerschmitt 262 and Arado Ar 234. With the 262 he was able to make cuts with wing and even the impeller.





Technical Data:

weight	1300-1400 g (twin engines)
accumulator	turnigy 3cell 25c
http://www.hobbyking.com/hobbyking/stor ... oduct=9183	
motor	2x EDF 64mm
http://www.hobbyking.com/hobbyking/stor ... oduct=8643	
speed control	Hobbyking SS Series 40-50A
http://www.hobbyking.com/hobbyking/stor ... oduct=6459	

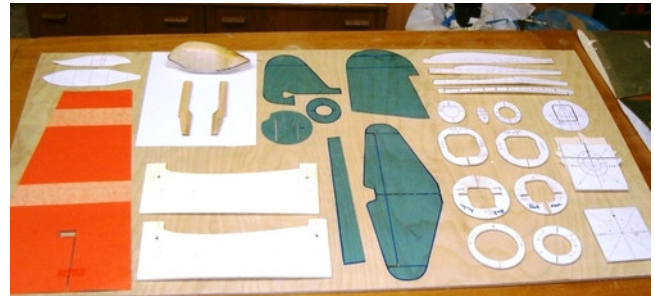
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<http://www.aircombat.se/forum/viewtopic.php?f=3&t=1338>
<http://www.aircombat.se/forum/viewtopic.php?f=2&t=1207>
<http://www.youtube.com/watch?v=BhYGFjVCPO8>



Davids Kawanishi N1K2

David Bühler from Switzerland constructed this rare .15-fighter. Built from styrodor, plywood and paper, equipped with OS15CVA, it's fast, light and very manouverable.

He and his friend build quiet many of these Japanese Fighters and flew them over the complete 2010 Aircombat season. Thanks to the thick and strong radial fuselage, repairs after collisions are an easy thing.



Another important thing are the aerodynamics of an edf. To accelerate the air for getting proper flying speeds, the outlet should be 85% of the fan diameter.



Technical Data:

wing span	103 cm
weight	780 g
motor	OS15CVA
prop	Master Airscrew 8x3

Daves Finish Upgrade

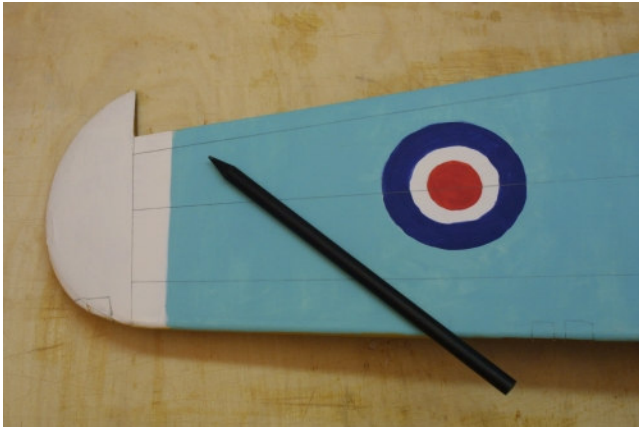
Dave Cowley from England has a faible for nice looking aircombat planes. He perfected the the way for an easy finish with amazing optical result.

After applying the colours, he puts on thin lines and markings to imitate the surface of the original. He uses a soft black pencil for the bottom and a thin silverline marker for the upper side. A soft ruler is helpful, to get straight lines on the curved shapes of wing and fuselage. Before covering the plane with clear varnish, a test should be made if it is tolerated by the silver markings.



Advantage is, that instead of the normal markers, the black and silver colours are lightfast. Less is more, only the major lines are needed to get a good result. This kind of finish for my Hawker Typhoon was made in less than one hour.





Gert König – 500 Heats

Gert is the first ACES pilot with 500 Missions flown. He solved his first fight in 2000 at the Eurocup in Crngrob, Slovenia. Some months earlier, he got contact to the aircombat scene while visiting the Eurocup in Austria. He was an official for scale contests in Austria and therefore was interested in aircombat.



He enjoyed the easy atmosphere, the living new sport class and finally got stuck to it. From Italia to Finland, he visited many ACES-countries. Got 1st National Contact Austria. Realized many interesting projects like the Horten XI or the Gotha from the article above. Not only he did a great job with organizing contests in Austria, he also supported young teenagers with building projects, to find new talents.



The WWI class is also one of the things which he promoted very much, and helped to spread out in the many countries. 2005 he managed the first international contest at WASG in Znojmo, Czech Republic – with 8 pilots. Look how well it has grown until today. At WASG this year in Germany we had 56 participants.

Warbirds – Small And Big

The day before the contest in Forchheim in South-West Germany on 30th October 2010, we visited the company Meiermotors (www.meiermotors.com).



They maintain, repair or build up warbirds, mostly for other owners. The both Meier brothers showed and explained us everything in a nearly 2h tour. Many details and interesting stories, which are not to find in the average books.

They actually have about 20 warbirds in two hangars, Spitfire, Fw 190s, Bf 109s, Corsair, T-6, Mustangs, Yak-11s and several Yak-3. Really amazing, because some years ago it didn't seemed possible we could get such a place here in Germany.



The contest on the other day went well, with 25 pilots, 4 heats and a great final.

First and third place went to pilots with planes with combustion engines, second to one with electric engines.



New ACES Country France

France had a hard but successful start at WASG this year. Hard, because it was their first international contest. Six pilots took part, equipped with nice models like P-40, P-47, Corsair and Spitfire from Great Planes.

Now we're looking forward to the first Eurocup in France!



Model Overview

Aircombat and ACES in Europe grew big because of spreading out informations about aircombat models. Everybody still knows the Elmberg-Airacobra, initial start for many ACES countries.

Because of many requests from beginners and people with interest in aircombat, I started a list with currently available models. Not only kits from companys, but also plans from links or individual persons.

The list is divided in WWI and WWII, including everything from plans, kits and ARF. Tell me if you know planes to add or if there are any failures.

Additional information is just at the beginning. One part of the excel-sheet includes details about the equipment of aircombat proven models, like motors, props and accumulators for electric planes.

<http://aircombat.modelarji.com/viewtopic.php?t=498>



International Aircombat Forum

Just as an information for those who don't know the website, when Andrej Pervinsek from Slovenia was 1st International Coordinator, he has founded the International Aircombat Forum several years ago.

Although it's frequented not too often, it works very well as an international message board. And since normally only active aircombat pilots are writing, many informations have a much better quality compared to normal forums.

Interesting themes are always planes and contests from the different ACES nations.

<http://aircombat.modelarji.com/>

2011 Contest Planing

Contest planning for 2011 season started. The new CoRe on www.aircombat.eu has the advantage, that if new contests are put in the list, you can get a calendar with all ACES events.



Some German modelers magazines are also read in the neighbouring countries like Austria, Czech or Poland. I will collect and transmit contest dates for the magazines, if you have informations you can send them to me (t.starkloff@dmfv.aero).

Air & Space Magazine

Normally we only search the internet for drawings or pictures to build a new plane. But it's also interesting to get the stories behind those aircraft.



The best website I found until today, is a free internet magazine from the Smithsonian Institut (USA). Monthly they publish a new issue, old ones are stored in a huge archive. The search function is also worth a try.



picture source: www.airspacemag.com

Although the also have a nice video archive, main focus is on interesting background stories about everything from air and space, history and future,

pilots and constructors. Only few pictures, but very high text quality from professional writers.

www.airspacemag.com

<http://www.airspacemag.com/issue/archive>

Even re-combat can be found in two articles:

<http://www.airspacemag.com/flight-today/FEATURE-modelcombat.html>

<http://www.airspacemag.com/flight-today/NEED-modelcombat.html>



ACES HIGH Magazine

When I was nearly ready with the current newsletter, I found out that Fredrik Petterson from Sweden was working on an aircombat magazine. It's written on swedish, but nevertheless worth a look, 58 pages long and looking very professional.

http://www.aircombat.se/Documents/ACES%20High/AH1_2010.pdf





ACES Links And Contacts

International Aircombat Forum

<http://aircombat.modelarji.com/>

CoRe, Rules and Regulations

www.aircombat.eu

IRC-Forum (International Rule Committee)

<http://www.dk-modelltechnik.de/forum3>

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