



# Gentlemen, we have a fight!

## VI. World Aircombat Scale Games

### Roding-Pösing, Germany

# 14-18.july 2010



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## 1. Preface

Coming to such a big contest is new for the most of the pilots in my application list. That was the reason for me, to write these words. Some points, I was asked for, in the last months. I tried to answer. Read my sentences. If you have additional questions or you can not understand me, send me a mail and I try to explain.

Rainer

## 2. Responsibilities

### 1.1. Management ACES

- 1.1.1. Rainer Handt 1.IC ACES, 1. NC ACES Germany
- 1.1.2. Timo Starkloff 2. NC ACES, DMFV Fachreferent

### 1.2. Local Management

- 1.2.1. Dirk Pfunder 1. Chairman of -Modellfluggruppe Roding-Pösing-
- 1.2.2. Noname . 2, Chairman of -Modellfluggruppe Roding-Pösing-

### 1.3. DMFV Contacts

- 1.3.1. Timo Starkloff
- 1.3.2. Rainer Handt (as 2. Contact Person)

## 3. Pilots application

### 3.1. Step 1 - Registration in advance

The period of appointment was from September 2009 until the end of January 2010. It is finished. In this pre application list are signed up more than 180 pilots from 19 nations. In addition there are many helpers and family members.

### 3.2. Step 2 - Registration including advance payment of entry fee

Despite the backing of our main sponsor DMFV, the club and we have a huge financial risk. To reduce this somewhat, we need to take 20 euros as pre payment.

This 20 euro will given to the club-Roding-Pösing and have to be count against the basic entry fee. Everyone, who paid the money had got a confirmation of his money.

All pilots, who must wait for visa has more time to pay. The first invitation letters are on the road.

**All other pilots, who had not payed until today, should do it until the 14.03.2010.**

**My banc account numbers are below.**

Internationaler banc transfer numbers:

IBAN: DE68 40090900 3818970601

BIC: GENODEF1P15

Nationaler Zahlungsverkehr:

Konto: 3818970601

BLZ: 40090900

Kontoinhaber: Rainer Handt

Nations with expencive banc fees can use:

PayPal mit der Mailadresse [Handt.Rainer@t-online.de](mailto:Handt.Rainer@t-online.de) nutzen.

All pilots, who do not pay the fee in advance goes from the pilots to the helper list. It is your own decision.

A list with all pilots and helpers is in appendix.



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### 3.3. Step 3 – payment of the rest of the costs

The rest of the fees, you must pay at the WASG location until Wednesday the 14.07.2010 11:00 o'clock.

### 3.4. List of costs for pilots – mechanics and family

All costs are written in this list. Children and teenagers has reduced or no costs.

	<b>pilots</b>	<b>sum</b>	<b>Pre payment</b>	<b>Rest of cost adults</b>	<b>Rest of cost teenager</b>
1.	WASG Base fee	45,00 €	- 20,00 €	25,00 €	20,00 €
2.	ACES WWI fee	10,00 €	- €	10,00 €	5,00 €
3.	ACES WWII fee	10,00 €	- €	10,00 €	5,00 €
4.	Camping, every person, the complete week	10,00 €	- €	10,00 €	5,00 €
5.	Every camping car, caravan or big tent with 220V power (Cooler, TV..)	10,00 €	- €	10,00 €	x
<b>Mechanics gets a WASG T-Shirt and gets a pilots lottery ticket. Family members not.</b>					
	<b>mechanic</b>	<b>sum</b>	<b>Pre payment</b>	<b>Rest of cost adults</b>	<b>Rest of cost teenager</b>
1.	WASG Base fee	10,00 €	- €	10,00 €	5,00 €
2.	Camping, every person, the complete week	10,00 €	- €	10,00 €	5,00 €
3.	Every camping car, caravan or big tent with 220V power (Cooler, TV..)	10,00 €	- €	10,00 €	x
<b>Mechanics gets a WASG T-Shirt and gets a pilots lottery ticket. Family members not.</b>					
	<b>Family members</b>	<b>sum</b>	<b>Pre payment</b>	<b>Rest of cost adults</b>	<b>Rest of cost teenager</b>
1.	Camping, every person, the complete week	10,00 €	- €	10,00 €	- €
2.	Every camping car, caravan or big tent with 220V power (Cooler, TV..)	10,00 €	- €	10,00 €	x

Both parties are without entrance fee.

The costs for catering are unknown at this moment.

### 3.5. Pilot insurance

All foreign pilots are insured through a special arrangement with the DMFV during the competition. Similarly, all German DMFV members.

Health Insurance and Liability Insurance must be buy for own protection.

## 4. Contest infrastructure

### 4.1. General infrastructure

The local club rents a big 25x50m tent. It is for the party meetings and catering.

The catering begins first at Tuesday. Previously, we have to take care for ourselves. If there are requirements, we find a solution.

Portable toilets are specially prepared for the competition period.

More and better sanitary facilities are in the distant 600m sports hall.

Cold water showers shall be installed on one corner of the camping area.

220 V E-Power is at the place and additional a big Diesel Generator.

On the camping area I give no 24h guarantee, the club house, party- and transmitter- tents have more priority.

In the club house is a telephone with the no. #49 9461-4392

As far as we can use it for general use is not yet known.

We prepare some info with leisure activities in the region.

Also some shopping and restaurant Info.

Children's amusement, as children's carousel, bouncy castle or Quadbahn are offered.

Helicopter sight seeing on Sa + So costs ca. 15/30€ children/ adult.



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#### 4.2. Pilots pavillions

Directly on the airfield boundary, all teams can build the popular 3x3 and 3x6 m pavillions. For this, a sub-plot is defined. The hotel guests can strike their camp during the day. It is our daily international meeting point. The transmitter tent and the contest central is there.

**The only chance to calculate the needed area is your feedback**

#### 4.3. Camping area

Arrival can be before Saturday. (10.07.2010) Please, contact me, if you want to arrive earlier.

Organised catering begins at Tuesday (13.07.2010)

1. sanitary facilities: Portable toilets are specially prepared for the competition period.

More and better sanitary facilities are in the distant 600m sports hall.

2. Cold water showers shall be installed on one corner of the camping area.

3. 220 V E-Power is at the place and additional a big Diesel Generator.

In the camping area I give no 24h guarantee, the club house, party- and transmitter- tents have more priority.

4. Waste: Waste Containers and garbage bins are on the camping area. Garbage bag is your responsibility. The main part of the camping fee is only to take away the waste.

5. Space: Since the tent area and pavillion area with 60x90 m is very limited, I need until the end of April, a short written information from your team.

#### 4.4. What kind of space needs your team??

Please notify me the needed data back, using the table below. Without this feedback, I can not plan. And without planning your tent has perhaps no free place. Any additional land must be acquired.

Since there are tents with one person and group tents, I need names of people and the size and number of tents, caravans and cars. Example of feedback.

Team, incl. mechanics and family				
	First name:	Last name:	Camping	Hotel name
1.	Emil	Excempel		Glocknerhof
2.	Otto	Ausnahme	x	
3....				
number	Title		number	Title
2	PKW		1	Pavillon 3x3
1	Car trailer			Pavillon 3x6
1	Caravans			Pavillion spezial, Maße angeben
0	Caravan with tent			
	Big tent > 6x6m			
	Middle tent 3x3 up to 6x6m			
	Small tent up to 3x3 m			
	Additional large equipment			

Please fill out as accurately as possible.



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## 5. Scheduling and Schedule

The table contains the gross planned schedule. This is due to the not yet final participants. Changes are possible. Because of the very large number of pilot, we have brought forward the opening ceremony. Each team is asked to bring their own national flags. Please, not too big. We have a Aircombat contest and not a flag parade. ;-)  
Pilots must have completed their registration until Wednesday 11:00 Clock. If the pilot arrives later, it is the task of team leader to do this.

Training flights are possible, but limited. All training time can be cancelled, if we need the time to manage the contest rounds. The contest organisation set the time table according the workflow of the contest. Model applications are made on Tuesday or Wednesday. If you need more models, we have additional time for model application in the morning and evening

date	day	time	planned activity
09.07.2010	Friday	12:00 - 20:00	Arrival possible, call me
10.07.2010	Saturday	08:00 - 20:00	Arrival, training
11.07.2010	Sunday	08:00 - 20:00	Arrival, training
12.07.2010	Monday	08:00 - 20:00	Arrival, training
13.07.2010	Tuesday	08:00 - 14:00	Arrival, training
13.07.2010	Tuesday	14:00 - 18:00	pilot application, model application, arrival, training
14.07.2010	Wednesday	08:00 - 12:00	pilot application, model application until 11:00 Uhr, , training
14.07.2010	Wednesday	12:00 - 14:00	Teamleader briefing, transmitter collection and test
14.07.2010	Wednesday	14:00 - 15:30	Opening ceremony
14.07.2010	Wednesday	16:00 - 19:00	First heats WWI (R1)
14.07.2010	Wednesday	20:00	Stop flying with IC engines
14.07.2010	Wednesday	19:00 - 20:00	Teamleader Briefing
14.07.2010	Wednesday	20:00 - 22:00	Open Discussion about several ACES themes
15.07.2010	Thursday	6:00 - 08:30	Wake up, breakfast
15.07.2010	Thursday	08:00 - 08:45	training
15.07.2010	Thursday	08:45 - 17:00	WWII heats, as much as possible (R1-R2)
15.07.2010	Thursday	15:00 - 17:00	Acquainted meeting over coffee and cake for the ladies and children
15.07.2010	Thursday	17:00 - 19:00	WWI heats, as much as possible (R1-R2)
15.07.2010	Thursday	19:00 - 20:00	training
15.07.2010	Thursday	20:00	Stop flying with IC engines
15.07.2010	Thursday		Evening without a special program
16.07.2010	Friday	6:00 - 08:30	Wake up, breakfast
16.07.2010	Friday	08:00 - 08:45	training
16.07.2010	Friday	08:45 - 17:00	WWII heats, as much as possible (R2-R3)
16.07.2010	Friday	17:00 - 19:00	WWI heats, as much as possible (R2-R3)
16.07.2010	Friday	19:00 - 20:00	training
16.07.2010	Friday	20:00	Stop flying with IC engines
16.07.2010	Friday	20:00	Pilots- and Club- Party with the live band; Lottery for pilots and mechanics Homage to the EuroCup 2009 winners
17.07.2010	Saturday	6:00 - 08:30	Wake up, breakfast
17.07.2010	Saturday	08:00 - 08:45	training
17.07.2010	Saturday	08:45 - 17:00	WWII heats, as much as possible (R3-R5)
17.07.2010	Saturday	17:00 - 19:00	WWI heats, as much as possible (R3)
17.07.2010	Saturday	19:00 - 20:00	training
17.07.2010	Saturday	20:00	Stop flying with IC engines
17.07.2010	Saturday	20:00	Big public party with the life band „Isartaler Hexen“ Public lottery with valuable prices.
18.07.2010	Sunday	6:00 - 08:30	Wake up, breakfast
18.07.2010	Sunday	08:00 - 08:45	training
18.07.2010	Sunday	09:00 - 10:00	We have a worship (Church) on the field
18.07.2010	Sunday	10:00 - 12:00	Semifinal2 WWI & WWII
18.07.2010	Sunday	12:00 - 13:00	Show flying
18.07.2010	Sunday	13:00 - 14:00	Finals: .15 & WWI & WWII
18.07.2010	Sunday	14:00 - 14:30	Show flying
18.07.2010	Sunday	14:30 - 16:00	Ending ceremony
18.07.2010	Sunday	16:00 - 18:00	Show flying
18.07.2010	Sunday	18:00-??	Party with the helpers
19.07.2010	Monday		Departure day



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### 6. Model applications

#### 6.1. WWII model application

- 5.1.1. We have a world championship and we need to create different standards than normal.
- 5.1.2. Preparation at home: the application form shall be published until May. The pilot can measure his own model. A description of the measuring points is in work.
- 5.1.3. All required data must be written into the protocol form.
- 5.1.4. If necessary, the pilot must submit a Three-side-Drawing of his model. ( Believe me, I have a lot of drawings to compare.)
- 5.1.5. The following dates **can** be checked. (in samples)
- 5.1.6. Wing: wingspan, length of chord at centre line and outside wingtip, thickness of profile, general view
- 5.1.7. Fuselage: length, thickness, highness (ideal in front of the wing) general view
- 5.1.8. The general view includes (for example) big airplane parts like coolers, undercarriage, floats, shape of wingtip
- 5.1.9. The weight will be checked at the application procedure.
- 5.1.10. The engine types (accu cells) and propellers will be checked at the application.
- 5.1.11. I want to have the exact measuring. It is mostly to have an overview of the existing models at contest. The overall impression is more important than the last millimetre.
- 5.1.12. Take a look up to your model even more closely. Minimum Engine panels and cockpits are a must. Also national markings
- 5.1.13. You must have an application for every model, you need to fly in the contest. Without application sticker, no start.
- 5.1.14. Every pilot can apply 3-4 models. If he needs more models, he can use the model application in the morning or evening time. You can make only application with complete models. If you change main parts, you have to go to the application manager again.
- 5.1.15. We try to make the application procedure as easy as possible. If any body arrive with very special models, we have a special application, well known models or ARF models don't need much time.

#### 6.2. Streamercatcher at the leading edge

Streamercatcher are not forbidden, they are accepted. The only rule is: „No producing parts in front of the wing.“ That means to me, that there may also preside nothing. If you have sandpaper around the leading edge, it is acceptable, if it preside, you have to remove it. In the past many pilots used „crystals“ and similar objects. It looks like a saw. Where is the limit of these objects? On top or under the leading edge, no problem. Direct at the leading edge, remove it. Very small crumbs can be accepted, but no stones.

#### 6.3. Silencer

In Germany we have noise restrictions. Our silencers must work, In Italy I saw some very modified examples. Let these parts at home.

We have since this year a rule according to the black mufflers. Normally they are not allowed. Some pilots use them in old models. In Germany we have a tolerance agreement to save the pilots inventory. This is only acceptable with a single inspection.

#### 6.4. Weight limit

Since this year we have a new weight limit. Single engine models have a maximum weight of 1500 g.

#### 6.5. Props and rpm

Since this year we have a lower max rpm for all bigger IC engines. This will be checked in front of every flight.(inside the preparation time) If the pilot needs more time, he can use the flight time to start and let control his engine. No rpm measuring, no start. An additional measuring is possible after the heat.

In Germany, Swede, Czech Rep.... We fly according to national rules or agreements mostly with 9x4 props on our .21 or .25 engines. At WASG I want to have the following agreement: the maximum pitch of the props of .21 and .25 IC engines is limited to 4 inch. Example: 9x4 or 10x4 can be used. Our target is a reducing of the maximum speed. Possibly we can rent a radar speed controller for tests. The actual rules accept props with bigger pitch. The final decision we make at the team leaders meeting. Please prepare your models with the 4 inch pitch props.



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### 6.6. WWI model application

The WWI models have a similar model application. You get a form also in may. That makes the judge work easier on the airfield.

We have no streamer catchers, no grooves, adhesives or similar things. The streamers will be longer ( up to 15 m) and we cut them smaller. Only 6-7 mm wide. To make a Cut is easier as with the normal size.

## 7. Scores in the competition

### 7.1. Rating WWII

We plan to fly 4 complete rounds in WWII, the best 21 pilots flies the semi-final, the best 7 pilots fly the final. If we have good weather and a fast running contest, as much as possible pilots can fly the 5th round. Maybe all pilots. All heats are added fort the end result.

Cup for place 1-7, Medals for 8-21, certificate for all pilots.

### 7.2. Top Fighter ( .15 engines) (2,5er class)

**Inside the .15 class are:** Twins and single engine models with IC-engines up to .15 inch or Twins and single engine models with E-engines of the E- .15 class or bigger models of the .21 and .25 class with **.15 class engines**. You can register all your models. You can fly with all your models in you own decision. When you fly a heat with a .15 model, it is to register on the scoreboard. After the 4 or 5 rounds, we count and sort the best 21 pilots for the normal semi-final. After that, we make the special counting of all flown heats with the .15 models. The best three results ( of perhaps 5 rounds +semi) count for this .15 final. If you fly in (normal) final with a .15 engine and you get a better result as in one counted .15 round before, it replaced the worst of them.

Every pilot can fly different models (types of engine classes) and got his chance to come into the "**Best fighter of WASG 2010**" final. Cup for place 1-7

### 7.3. Rating WWI

We start at Wednesday afternoon with the 1st WWI round. Every pilot can fly 3 rounds. The best 18 pilots fly semi-final on Sunday. The best 6 pilots flies final. All points are added

Cup for place 1-6, Medals for 7-18, certificate for all pilots.

### 7.4. Team rating

We also have a team rating. Either by nationality (Best 6 pilots) or with a free compilation (teams of 6, 8 or 10 pilots). The decision we make until June. The determination of the team members shall be made before the first round of the competition and can not thereafter be changed. The three top teams will each receive a medal.

### 7.5. Special awards

The following special awards can be awarded:

- 7.5.1. longest arrival (without aircraft, ship and rail kilometers)
- 7.5.2. Most beautiful WWII model 1-3 places
- 7.5.3. Most beautiful WWI model 1-3 places
- 7.5.4. Oldest pilot
- 7.5.5. Youngest Pilot
- 7.5.6. Top Score in one heat
- 7.5.7. Best female pilot

## 8. Contest Organisation

The contest director shall coordinate the organisation at the competition site. He must be strictly adhered to. He determines the main judge and the safety line judges.

The pilots are the pilot judges shortly after their own evaluation flight.

It can be pronounced penalties against pilots and helpers, if they do not follow the arrangements of the organisation.

Further details will be fixed in the team leader meeting. It begins with a warning and may go up to the referral from the competition. It may also be imposed fines. These will be donated to a charitable organization.



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### 8.1. Helpers

All German pilots are our contest helpers. If we get help from other nations, we are very happy. Some offers we have already. Thank you. Only when we all work together, we are able to organise such a big contest.

### 8.2. Transmitter control

All transmitters will be collected before the contest starts ( incl. all 2. and 3. transmitter). The transmitters will remain at night in a locked room. It needs too much time to collect all transmitters every morning. The pilots have given their transmitters if they have to fly for contest or training. When they have to check their model, tests on the ground.... They get it for a limited time. We must regard the MHz frequency and the numbers of the 2.4 transmitters, which are given out. This new system makes the frequency control much easier, but if we take out too much transmitters, they can disturb the flying models. Safety first. The transmitter can be charged at the transmitter tent.

### 8.3. Safetyline

The safety line is effective with the start of flying. In the evening the line can revoked or moved by the contest director. Above the camping or spectator areas a flight is never allowed.

### 8.4. Flight times

Models with IC-engines can only be used from 8:00 o'clock until 20:00 o'clock. We must follow the local rule. This rule limits our maximum contest time. E-engines models can be flown from opening transmitter tent until closing transmitter tent. Sundown is around 21:00 o'clock.

## 9. Jury, penalty and protest

Before the contest starts, the team leaders conductor 5 jury members and two reserve persons. No jury member has to decide about a pilot with the same nationality. In such a case, we have the reserve persons. Penalties can be : admonition, work, fine ...up to disqualification. A contest without penalty is the best. If you do not agree with a judge or officer decision, you can make a protest. The protest fee is 50 Euro. If your protest is successful, you get your money back. If not, we give this money to a charitable organization.

## 10. Update 1

This is the first version of my information letter. If I have additional news, I write them inside this document. It is to publish to the ACES HQ and the team leaders. I made also a German translation.

## 11. Contacts:

Rainer Handt  
Peter-Stoffels-Str.6  
48231 Warendorf  
home: #49 (0) 2581 789 6339  
mobile: #49 (0) 170 922 4822  
work: #49 (0) 251 900 7318  
Email: [Handt.Rainer@t-online.de](mailto:Handt.Rainer@t-online.de)

Timo Starkloff  
Alte Hohle 10  
74243 Brettach  
#49 (0) 7139 932970 home  
Email: [t.starkloff@dmfv.aero](mailto:t.starkloff@dmfv.aero)

Dirk Pfunder  
Silberbergstraße 19  
93413 Cham / Katzbach  
#49 (0) 9971/31577  
Email: [pfunders@onlinehome.de](mailto:pfunders@onlinehome.de)