

Proposals from Poland based on old WWI rules proposal from December 2014

Rainer- I write some remarks in green between the lines.

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Betreff: Polish proposals for new WW1 rules

Hello,

Polish Aircombat pilots have some proposals for new Rules.

We want that our suggestions were taken into account when you will create the new Rules.

pkt. 3.1.2.1 The Wing

What does it mean: "Exception: Original concave profiles can keep the original thickness."?

Is this mean that we can use, in our constructions, original plane airfoil and then we can keep their original thickness or we can use original modeller airfoils in example: <http://m-selig.ae.illinois.edu/ads/afplots/goe499.gif> with thickness less than 10%?

Do we approved to use symetrical or biconvex airfoils? I.E.: <http://m-selig.ae.illinois.edu/ads/afplots/naca2412.gif> or <http://m-selig.ae.illinois.edu/ads/afplots/naca64a010.gif> . If not then we must have this clearly written.

In our regulation we approve only flat or concave airfoils with thickness min. 10%.

This is good because we can not build aerobatic or too fast models.

RH- I do not change this paragraph in my rules draft, perhaps we can add some definitions to flat body profiles. It is hard to define into a rule without big discussion.

pkt. 3.1.2.4 Wing structure

We agree that we must promote and reward classical wooden construction of wing. We think that write: "If the leading edge, the trailing edge and the ribs are made of wood the airplane gets 40 (?) bonus points." is OK. We should not take this restriction to elevator or rudder.

But at all we should not forbid other type of construction or technologies. So high extra points for wooden construction makes, that building them are really profitable. It is similar point like with choice: monoplane or biplane. Most of us flying biplanes not only because their more beautiful but for getting extra points too. By limitation of technologies we provide to less no of pilots in this category. We should make this category of aircombat more popular by pull more number of pilots.

In all technologies is possibilities to build "killer" wings, in classic wooden constructions from ribs, in GFK/CFK composites or covered styropor. Technology is not so important like constructor meaning.

Models with composites GFK/CFK are expensive and delicate (if there are light weight) and there are difficult to repair. Light models in this category are even more or equal delicate like wooden. Covered styropor is perfect for new pilots who builds WWII models, for their this is simplest for beginning.

So we prefer high score for classical wooden construction of wing without restrictions to others.

RH- I think we found a description, which works.

Wooden wings gets points. Foam wings with outer sheeting's are not allowed. (In Germany we saw some CFK Styro wings and this makes a lot of pilots angry and scary about his own model) All other kinds of wings are ok, without bonus points.

pkt. 3.1.3 Streamer catcher

We think that we should allow using streamer catchers but with limitation like in ACES WWII. Then, there is no danger in catching streamer at the end of wing. We think that using them, we reducing aggressive flying because it is a little bit easier to cut streamer not only by propeller.

We propose to add this point to discussion.

RH-This point we can add to a extra voting. I personal do not like ist.

pkt. 3.2.1 Engine points

10 points for 4 stroke engine is much too less. It should be equal to biplane or structure points. The sound of 4 stroke engine is too much beautiful to loosing them by electricity without soul :)

RH- we habe to regard the incoming pilots. 50 points are to much different, in my actual proposal it is 20 points.

pkt. 3.5. Model weight

What is the weight of your models? In Poland, weight of plane is between 1200g and 1650 g(older models) without fuel or with fuel 1300g to 1750g.

Many models in full construction is not light and weighs about 1600g - a new model. This applies to large models with wooden fuselage, like .: Fokker D.VII, Balilla, Aviatik Berg DI ...

We suggested that maximum weight should be up to 1800g.

pkt. 4.2.3.1. Start

Remark: the same procedure as in Austria.

We think that the starting procedure should begin with preparation/starting time. This is for the safety and concern about the possibility of a collision during take-off. In the Polish Rules we have 2 minutes preparation/starting time, but we all think that it is necessary to reduce the time to revive the startup, but not remove completely. WW1 models are very sensitive to the wind during take-off but many times we can not set direction of safetyline in to the wind to help models to take-off. 60 seconds preparation time will allow us to quickly start the engine and standing in line for safe and easy start into the wind, and not only perpendicular to the safety line. We still talking about the collision in air and forget about the possibility of a collision at the take-off when several models start in the same time.

RH- the "Alarmstart" is the best for spectators and to animate the pilots to start quick. In our actual "§4.2.3.1 take of" you have a lot of possibilities to start. A pilot who wants to start alone, he can wait a few seconds and starts after the other pilots. (But he loose some flight seconds. 1, 2 or 3 points.

pkt. 4.11.3 Flags

We think that they are unnecessary but can be as optional.

RH-The are optional.

pkt. 4.12 Collision

Here, opinions are divided. Part agrees to the proposals by the German Rules, and some want to remain unchanged.

RH- Same § like WWII now,

6. Points:

We agree with the opinion that the point should be reduced, but ... we have a suggestion:

Maximum: 120 pts.

4 stroke - +40

multiwing (biplane, triplane, quadruplane etc.) - +40

wing structure (only wood) - +40

[RH- see my proposal](#)

We agree that the pilot figure, guns, struts and wires in monoplane should always be in the model at the start. If any part is damaged during take-off, flight or landing points will not be deleted.

Best Regards

NC1 Poland WW1 Daniel Skiba

NC2 Poland WW1 Karol Wdowikowski