

March\April

Issue 6

Combat Flight Simulator 2

A Magazine For Fellow Enthusiast

World War 1
In
Combat Flight Simulator 2

Combat Aces
Expansion Pack

More
Trees For The
Seasons

AeroCrate

Free Model
of a
WW1 MK1
British Tank
and a British Big Gun

AeroCrate



COMBAT ACES
The ultimate WW1 air war expansion for Combat Flight Simulator 2



Fly the aircraft and fight the battles in the air
over the Western Front 1914-1918

Includes 20 different aircraft, authentic WW1
scenery, 70 missions and 6 campaigns

COMBAT
ZONE

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Editorial



ear readers,

Time has come around for another issue of Combat Flight Simulator 2, "A Magazine For Fellow Enthusiast". I hope you enjoy.

This issue will mainly be focusing on World War One in CFS2.

*"World War I (WWI) was a global war centred in Europe that began on 28 July 1914 and lasted until 11 November 1918. It was predominantly called the **World War** or the **Great War** from its occurrence until the start of World War II in 1939, and the **First World War** or **World War I** thereafter".*

I have included a old review about Combat Aces, its an old WWI Expansion pack for CFS2 that can still be purchased,

<http://www.amazon.co.uk/Combat-Aces-Expansion-Flight-Simulator/dp/B00005N994>

You can take a quick look at AeroCrate's free WWI 1916 Campaign for CFS2.

Information about the World War I Mark I and Mark IV British Tank (Male and Female version) and more.

Please remember that I do not, endorse, or sponsor the Add-Ons. If you download any third-party materials, you do so completely at your own risk.

Publisher

R J Sprackland

Layout and design

R J Sprackland

Logo and cover design

R J Sprackland

Credits

No Dice for hosting this magazine.

http://www.thefreeflightsite.com/CFS2_Magazine.htm

"Apologise to No Dice and all that have been inconvenienced by the hyper-link to his web site in previous issues was incorrect".

Credits---

ww1_mk1_tank_male_carrier, DP Edits (c) TMC/sc7500 01/13.

ww1_mk1_tank_female, DP By John P Fortin.

ww1_mk1_tank_Male, DP By John P Fortin.

Repaint of tank textures By John P Fortin. (MKIV and MKIV captured.)

Big Guns,DP's By John P Fortin.

All the people who host information on this good old game. (simulator)

Thanking all that has downloaded this magazine and the people that has given me help.

Robert John Sprackland.

Would You Like to submit an Article for the next issue?

contact RJ at rjsprackland@hotmail.com

Would you like to advertise in his next issue?

contact RJ at rjsprackland@hotmail.com

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COPY OF ARTICLE

<http://www.combatsim.com/memb123/htm/2001/08/combataces/>

by Len "Viking1" Hjalmarson

Article Type: Review

Article Date: August 29, 2001

Combat Aces

Expansion for Combat Simulator 2

1: THE NECESSITY OF FIGHTING

The uses of aeroplanes in war in co-operation with other arms are many, but the efficient performance of their missions in every case depends on their ability to gain and maintain a position from which they can see the enemy's dispositions and movements. Cavalry on the ground have to fight and defeat the enemy's cavalry before they can gain information, and in the same way aerial fighting is usually necessary to enable aeroplanes to perform their other duties.

Artillery co-operation, photography and similar work can only be successful if the enemy are prevented as far as possible from interfering with the machines engaged on these duties, and such work by hostile machines can only be prevented by interference on our part.

The moral effect of a successful cavalry action is very great; equally so is that of successful fighting in the air. This is due to the fact that in many cases the combat is actually seen from the ground, while the results of successful fighting, even when not visible, are apparent to all. The moral effect produced by an aeroplane is also out of all proportion to the material damage which it can inflict, which is considerable, and the mere presence of a hostile machine over them inspires those on the ground with exaggerated forebodings of what it is capable of doing. On the other hand the moral effect on our own troops of aerial ascendancy is most marked, and the sight of numbers of our machines continually at work over the enemy has as good an effect as the presence of hostile machines above has bad.

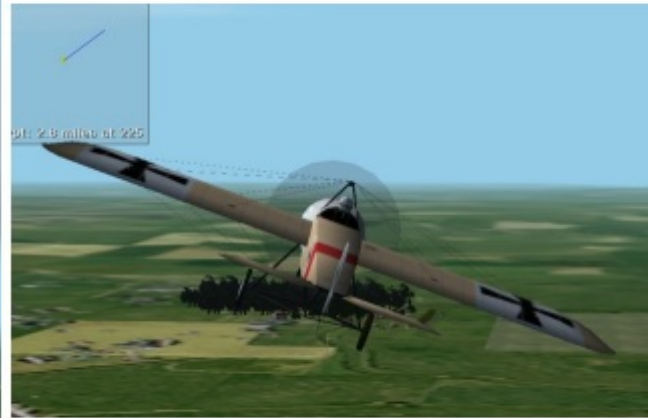
*From: Practical Flying: A Complete Course of Flying Instruction
RAF, 1918.*

Wood and Wire

Wood and Wire

Mankind looks to approximately 5000 years of recorded history; sometimes we forget how recent is our history of flight.

Apparently Alpha Simulations hasn't forgotten, and in spite of the very recent demise of Dynamix, the makers of Red Baron and Red Baron II, you can still climb into a wood and wire airframe and duke it out with other knights of the sky.



Just a few of the flyable aircraft.

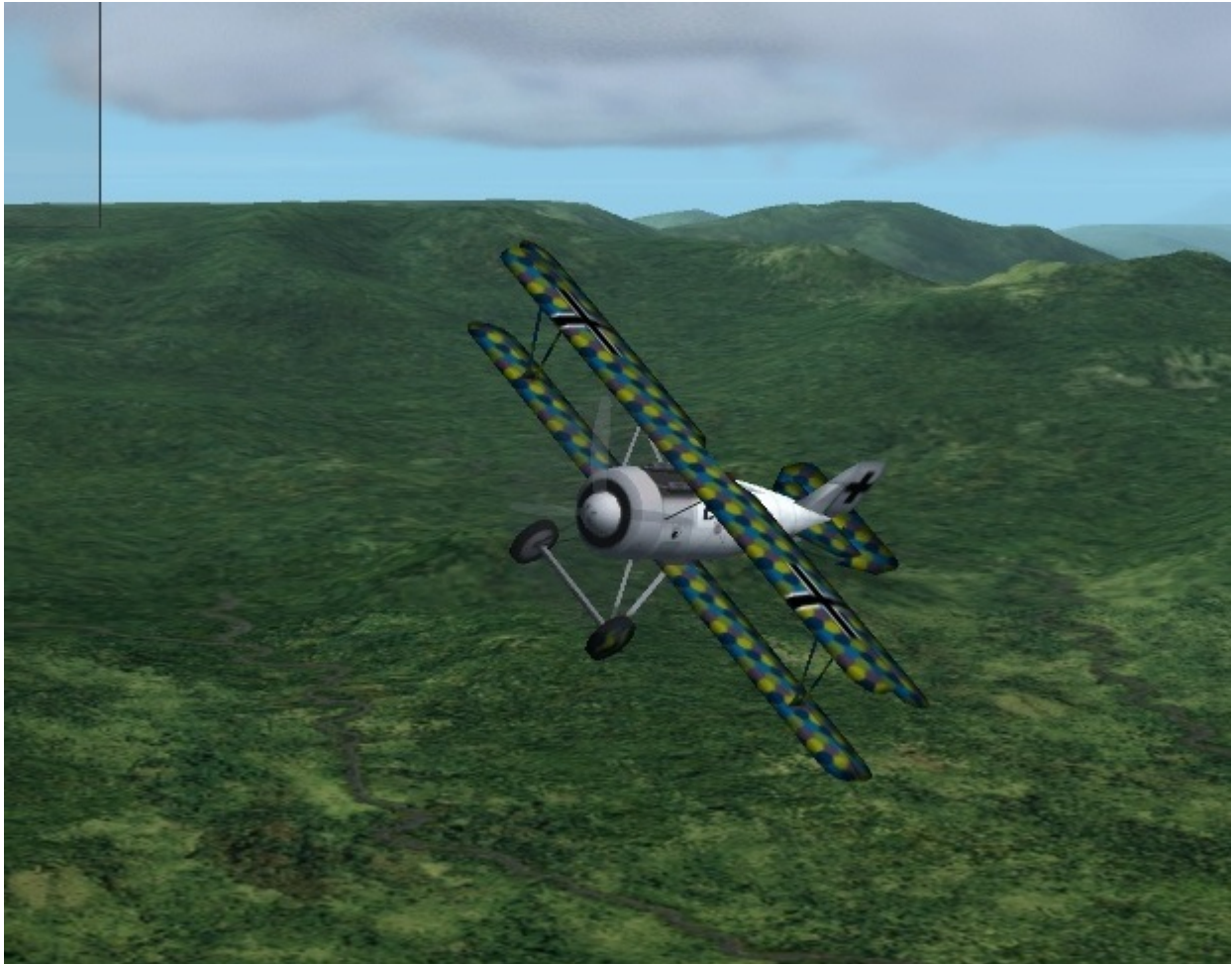
The aircraft included with this expansion pack for CFS2 are:

Bristol F2B
Fokker DVII
Fokker DVIII
Fokker DR1
Fokker DR1 Red Baron
Fokker Eindecker
Halberstadt CLII
Handley-Page 0/400
Nieuport 17
Junkers D1

Pfalz DIIIA
RAF BE2C
RAF RE.8
SE5A
Spad VII
Sopwith Camel HPO 400
Sopwith Triplane
S-S DII
Zeppelin Airship
Zeppelin Staaken R6

That's an impressive list for an expansion pack, but with the included seventy missions and six campaigns, not to mention custom terrain and a large variety of custom ground objects, this is one of best value expansion packs I've seen. Let's have a closer look.

Flight and Damage Models



Colorful paint represents the times.

When evaluating any standalone simulation, these are high on the list of priorities. After all, arcade games are a dime a dozen, and they come and go very quickly. A good simulation tends to have staying power, but a good simulation has to have a believable flight and physics model, and the damage model to go with these. Who wants to struggle to get on the tail of the bandit only to have him blow apart at your first shot? Or worse, who wants to find it so easy to get on the tail of the bandit that the kill doesn't matter anyway?

"The smallest amount of vanity is fatal in aeroplane fighting. Self-distrust rather is the quality to which many a pilot owes his protracted existence."

—Edward "Eddie" Rickenbacker
USAS, 26 victories

As a veteran of Flying Corps and Red Baron II, I felt good about the flight models of Combat Aces. The aircraft feel sluggish and underpowered, as they should after my many recent hours in IL-2 Sturmovik. It takes a while to roll one of these aircraft, and if you waste energy it takes a while to gain it back again. The better ones almost leap off the ground and will climb very well. The earlier aircraft are downright dangerous.

Notably, certain eccentricities appear to be accurately modeled. Use your rudder and ailerons to induce a left turn in the Sopwith Camel and the aircraft resists slightly. Attempt the same roll to the right and the aircraft responds quickly. Torque effects are modeled and the Camel was known to be exceedingly quick in the right hand roll.

Similarly, there are no 20mm cannons here. These pea shooters require good aim and a steady flight stick. It takes a bit of doing to get a kill. That's how it ought to be.



Taking Down a Bomber

Machine and Lewis Guns:

"The essentials for successful fighting in the air are skill in handling the machine and a high degree of proficiency in the use of gun and sights. Of these two essentials, the second is of even more importance than the first. Many pilots who have not been exceptionally brilliant trick fliers, have had the greatest success as fighting pilots owing to their skill in the use of the guns and sights. The manipulation of the gun in the air, especially on single-gun machines, is a very much more difficult matter than on the ground. Changing drums, for instance, though simple on the ground, is by no means easy when flying."

From: Practical Flying: A Complete Course of Flying Instruction
RAF, 1918.

The damage models do suffer somewhat from the restrictions of information. Unfortunately, Microsoft hasn't released information on making elevators and wings destructible, and so expansion pack designers don't show this kind of damage, though you will feel its effects.



This monoplane has only seconds left.

Taking repeated hits to the left wing of your aircraft, for example, can force you to use increasing amounts of rudder to maintain level flight. Similarly, those repeated hits have a cumulative effect on the survivability of your airframe. As the structure weakens it becomes more and more likely that you will have a catastrophic failure. Oh...I forgot to tell you...there are no parachutes!

"I fly close to my man, aim well and then of course he falls down."

—Oswald Boelcke, German Air Service, WWI



Enemy in my sights



Cockpit of the famous Sopwith Camel

The cockpits and aircraft are nicely done. The views are flat 2D affairs, so you can't do any panning around, but they are well executed.

Naturally, you also have the option of the virtual cockpit view with padlock, but it's rather basic here.

The cockpits look authentic for every aircraft modeled, quite a research investment! The fuselage and wing textures are also varied and accurate. While the aircraft models are not as detailed as the highest level of CFS2 models, they are very good looking.

Sounds are also very good. The engine sounds vary appropriately with

RPM and engine type. While I can't comment conclusively on the sounds for every engine, at least the radial engines sound different than the in-line types. They are believable and the sampling is of good quality. There are no voices, since there are no radios represent.



Even the Zeppelins are here

While the graphical effects of damage have some limitations, the AI is straight out of CFS2, and it is quite good. Where the jet expansion packs have left something to be desired, possibly because the AI of CFS2 was designed for lower powered aircraft, these pilots will kill you quick if you aren't careful. Particularly on higher difficulty settings like "Veteran" and "Ace", they use a variety of tactics and are good shots.

The only exception to this seems to be at low altitude. When an enemy pilot gets low they seem to make ground contact more than they should. The just released patch improves things somewhat, so I recommend you install it before your first flight.



Flying a triplane over winter terrain.

Combat Aces comes with scenery based on the Somme region of France, designed with the aid of WWI maps. It includes six airfields with detailed static scenery. **Not only that, but both summer and winter terrains are selectable.**

The objects are some of the best I have seen in an expansion pack. Hangars are WWI style, and static aircraft populate the bases. There is even a Zeppelin hangar! When you land at a field strip, there are usually static aircraft sitting around or under the shelter of wooden hangars. You'll also come across water towers, vehicles, and various other building types.

Missions, Campaigns and Gameplay

Gameplay on the whole flows well and is fun. Pay attention to such notes as "Ignore the blue text and listen to the white text." Default messages pop up courtesy of CFS2, like "Hit X to advance to the next action point." Doing this will mess up your mission and you will bypass key waypoints with specific goals.



Over an enemy airfield.

I found out again what a challenge it is to strafe ground objects with a pea shooter. Destroying aircraft on the ground is much harder than it is with a 20mm cannon or two.

Inevitably, someone will wonder about wingman commands. It's hard to tell whether they are working or not, but in general I would say "not." It doesn't matter, if you run into multiple bandits your wingmen are valid targets. You can always hop on the tail of that Fokker DR1 when he engages your mate in the Sopwith Camel.

There are some aircraft, like the Bristol F.2B that sport a rear gunner, and these guys do a reasonable job of keeping the enemy at bay. By the same token, if you get on the tail of an early bomber, you may find yourself the target of such a gunner. I suggest you weave a lot!

I haven't flown all the way through a campaign yet, but the missions are connected with logical flow and good briefings. There is plenty of action, and the terrain looks good. The beautiful clouds of CFS2 help with atmosphere. With all details to the max at 1024x768 on my 1GHz system, I average around 20 fps. This is with 32 bit color depth, so you can expect a higher frame rate in 16 bit color (this is with a GeForce2 video card).

Offensive tactics are essential in aerial fighting for the following reasons:

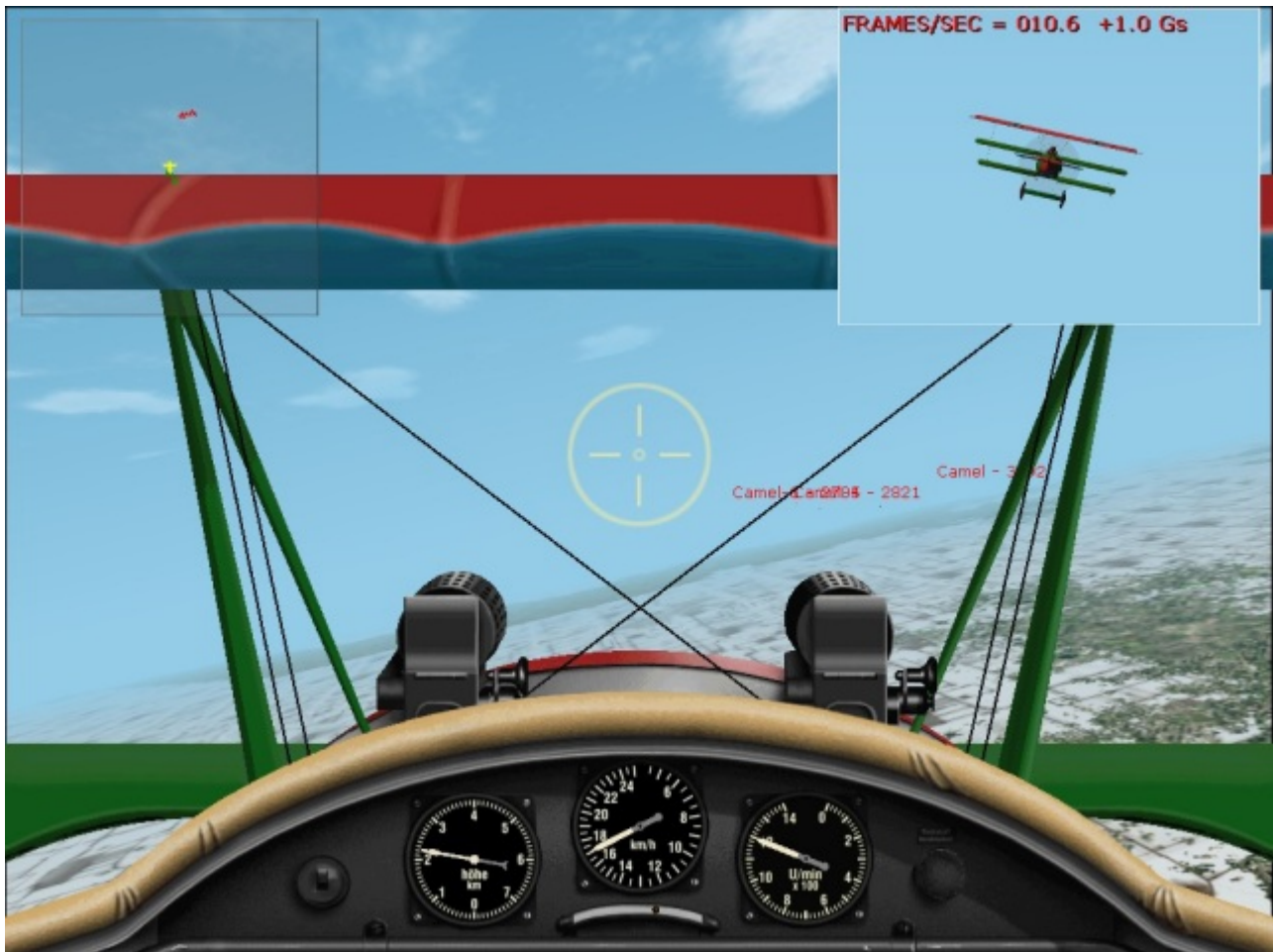
To gain the ascendancy alluded to above. (In section 2)

"Because the field of action of aeroplanes is over and in rear of the hostile forces, and we must, therefore, attack in order to enable our machines to accomplish their missions, and prevent those of the enemy from accomplishing theirs.

Because the aeroplane is essentially a weapon of attack and not defence. Fighting on land and sea, except for the submarine, takes place in two dimensions, but in the air we have to reckon with all three. Manoeuvring room is, therefore, unlimited, and no number of aeroplanes acting on the defensive will necessarily prevent a determined pilot from reaching his objective. The power enjoyed by the submarine of movement in three dimensions, limited though it is, has to a large extent revolutionalized naval warfare."

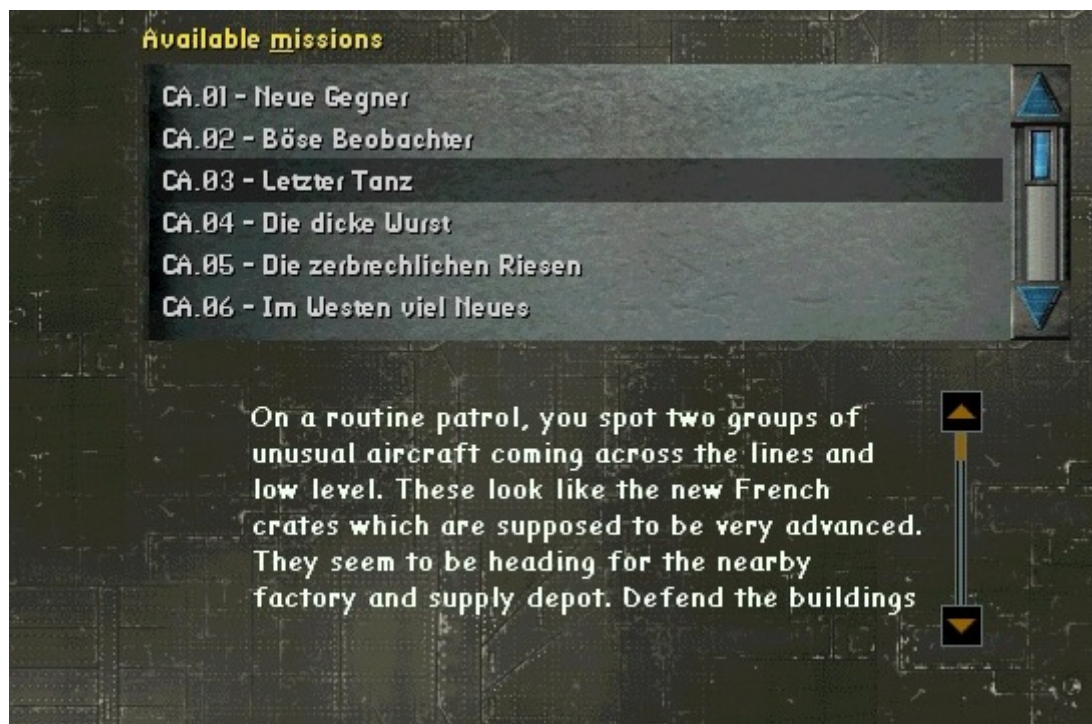
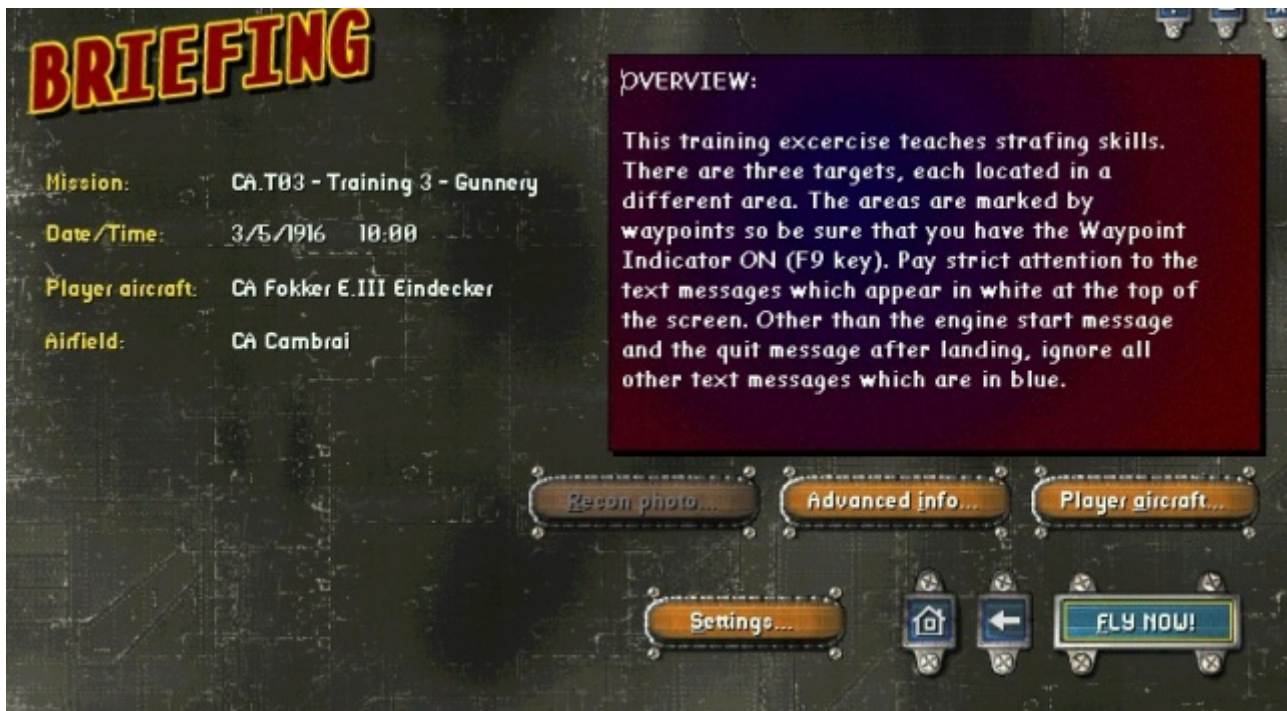
From: Practical Flying: A Complete Course of Flying Instruction
RAF, 1918.

Both the curse and the blessings of CFS2 are evident throughout. The benefits of fighting in CFS2 include the enemy indicator and on-screen radar map that defaults to the top left of the screen. You can also select to fly from the no-cockpit view, or no-cockpit view with info display at top right.



Additional View windows at your pleasure.

You can also fly from an outside view. There are certain instances when this is really helpful in a dogfight, and using the hat switch pan view to track the enemy in relation to your aircraft can assist you in getting on his tail. As in CFS2, you can also pull up additional display windows if your hardware is up to it.



The curses are the familiar interface screens. Hmmm? That dead pilot notice looks familiar! On the positive side, you can set up a quick combat session with any aircraft provided against any of the others, or try the A6M2 against the Red Baron if you like. Always wanted to land a Sopwith Camel on a carrier? Now is your chance.



Or pull up the in-flight info map at any time in any mission. Pretty handy to trace those waypoints back or to check on the completion of mission goals.

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Click on picture to hyperlink to AeroCrate web page

or

<http://www.aerocrate.com/home.html>



On the AeroCrate web site you can find all the files you need to create a small WWI install for CFS2.



AeroCrate's WWI 1916 Campaign for CFS2



Here is the installation notes that can be found in the Misc folder of the download.

AeroCrate's WWI 1916 Campaign for CFS2

Please direct comments and issues to (gaumaugher@comcast.net).

This is the first installment of the AeroCrate World War I Campaign covering 1916. We hope to follow with two more installments, one for 1917, and one for 1918, in the near future. We also wish to add French and American campaigns as well.

Many thanks for our wonderful crew who made this a reality. Blondi worked his tail off building the British missions, making the sound set, doing research and beating on me until I saw his point of view. Many thanks for his hours of hard work. Thanks to Gavin who pushed me in the right direction for the scenery and helped test the final product. The Beta testers were great and found many of my bugs. They were Gavin, AER_DaddyO, Oldwheat, Rick, Marshel and several I am sure I forgot to mention. Let me know if I left you out.

And now for a short advertisement. We need someone to build the French missions and I would like to expand the British and German missions. If you would like to submit missions to be included in the AeroCrate campaigns, just email them to me and we will check them out. Please understand that we may need to tweak and

modify them to make them blend in with our work and keep within other author's copyrights. Don't send it unless we can modify it and post it. I hope to use this method to keep the campaigns growing in size, complexity and realism. The pay is always the same, credit in the readme file and a hearty "Thanks!". Now back to our regularly scheduled battle which is already in progress.

INSTALLATION

This campaign is designed to install over a stock installation of CFS2. It will replace many files used by CFS2 such as the quick combat file. Experienced users may wish to select which files they wish to replace. I do advise the you make a backup of the current installation so files can be restored at a later time. I maintain several configurations so I can easily change between WWI, WW2 Pacific, WW2 Europe, WW2 Eastern Front, etc.

The files you will need to run the 1916 Campaign are:

- AeroCrate 1916 Campaign UIRES_Ger.zip
- AeroCrate 1916 Campaign UIRES_RFC.zip
- AeroCrate 1916 Campaign Scenery.zip
- AeroCrate 1916 Campaign Misc.zip
- AeroCrate 1916 Campaign 3rdPartyAC.zip
- AeroCrate 1916 Campaign Missions.zip
- AeroCrate Airco D.H.2
- AeroCrate Albatros D.II
- AeroCrate Albatros D.III [for sound alias]
- AeroCrate BE2c
- AeroCrate BE2c Bomber
- AeroCrate Fokker E.III
- AeroCrate Halberstadt D.II
- AeroCrate LVG C.II

Nieuport 11 RFC
AeroCrate Nieuport 12 RFC
AeroCrate Nieuport 16 RFC
AeroCrate Nieuport 17 [for sound alias]
AeroCrate Nieuport 17 RFC
AeroCrate Parseval Balloons

Over a clean installation of CFS2, unzip the files directly into your Combat

Flight Simulator 2 directory, or if you wish, unzip them to a temporary directory and copy them manually to the Combat Flight Simulator 2 directory.

This action will overwrite the existing files so you may want to backup your

current installation before you install this software. This can be done by simply copying the entire Combat Flight Simulator 2 directory to another location, or burning it to a CD/DVD.

Now you must enable the WWI scenery and you will be ready to go.

Don't worry, it

is quick and quite painless. Add the four scenery areas by:

1. Start up CFS2 and click the Settings button
2. Click the Scenery Library button
3. Click the Add Scenery button
4. Navigate to the directory SCENEDB\Flanders directory and select it
5. Click the Add Scenery button
6. Navigate to the directory SCENEDB\WWIBkgnd directory and select it
7. Click the Add Scenery button
8. Navigate to the directory SCENEDB\WWIRoads directory and select it
9. Click the Add Scenery button
10. Navigate to the directory SCENEDB\WWIRiver directory and select it

That's it and you are ready to fly, but first...

FLYING NOTES:

You need to know a few things that are special about this game.

Because the

aircraft were slow, especially at the beginning of 1916, it is not unusual to

have a cruising speed below 68 knots. This is an issue because CFS2 does not display your waypoint information or the warp message if you are below this speed. This can be remedied by climbing a bit and then going into a shallow dive to pick up speed so the information is displayed. In many of the missions, it is critical to make your waypoints so check your progress regularly by dropping your nose and opening your throttle.

The second item is landing. The aircraft of this time period did not like to come down. I have found many references to using the kill switch to get the planes to land. I advise setting one of the buttons on your joystick to start your engine (Engine Auto Start in the engine commands) and one to stop it (Set Mixture to Idle Cutoff in the engine commands). This way, you will be able to easily shut down your engine to shorten your glide and restart it if you misjudge your approach. This will be worth your time, trust me.

The next item is trim. Some of the aircraft of the WWI period did have in-flight trim adjustment, and those that did not did have adjustable tail planes so it could be adjusted on the ground. Unfortunately, in CFS2 the adjustment of the tail plane incidence (or anything else I have been able to find) has no effect on the trim. To overcome this, I have enabled the trim on all planes and added a trim indicator to the panels. The checklist has the basic cruise and combat setting for the plane. It is a good idea to pull up the checklist (press the C

key in the stock configuration) to find the settings and set your trim before flying.

One last note on damage profiles. Since CFS2 only supports a single wing tip and wing damage structure, we have decided to assign the "wing tip" to the bottom wing of biplanes, and the "wing" to the top wing. So a Sopwith Camel will never shed its port top wing only, but it may shed the port bottom wing by itself.

CREDITS

Now for the credits for all of the hard work done here. These folks have made all the difference in getting this product out to you.

AIRCRAFT:

The Roland C.II is copyright Stuart Green (Sgreen@advsys.co.uk) with minor modifications by Gary Aumaugher. All original files are included in the aircraft's individual directory.

The Bristol Scout is copyright Stephen O'Leary (tede@tede.freemove.co.uk). His web site is at <http://tede.org.uk//ww1home.htm>

RE8 is copyright Alpha Simulations

All other aircraft copyright Gary Aumaugher of AeroCrate

AEROCRATE SCENERY:

Scenery including rivers, roads, and trenches by Gary Aumaugher. Airfields by Gary Aumaugher and Blondi.

ADDITIONAL SCENERY:

Trees are from Lindsay "leroy10" Watt's Tree library for CFS2. Used by permission.

European Scenery textures by Stiz (stizbazwiz@yahoo.co.uk). Used by permission.

SOUNDS:

Custom Sounds by Blondi

MISSIONS:

British missions by Blondi

German missions by Gary Aumaugher

I guess that is about it. Good luck and keep an eye out for the enemy in the Sun.

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World War I Mark I and Mark IV British Tank (Male and Female version)



Mark I (MALE)



Mark IV (Male)

"information from Wikipedia, the free encyclopedia"

http://en.wikipedia.org/wiki/British_Heavy_Tanks_of_World_War_I#Mark_IV

The British Mark I was a tracked vehicle developed by the British Army during the First World War, and the world's first combat tank. Born of the need to break the domination of trenches and machine guns over the battlefields of the Western Front, it was the first vehicle to be named "tank", a name chosen as an expedient to maintain secrecy and to disguise its true purpose. It was developed to be able to cross trenches, resist small-arms fire, travel over difficult terrain, carry supplies, and to capture fortified enemy positions. It is regarded as successful in many respects, but suffered from many problems owing to its primitive nature.

The Mark I entered service in August 1916, and was first used in action on the morning of 15 September 1916 during the Battle of Flers-Courcelette, part of the Somme Offensive. With the exception of the few interim Mark II and Mark III tanks, it was followed by the largely similar Mark IV which first saw combat in June 1917. The Mark IV was used en masse (about 460 tanks) at the Battle of Cambrai in November 1917. In the middle of 1918, the Mark V with its much improved transmission entered service.

Production history

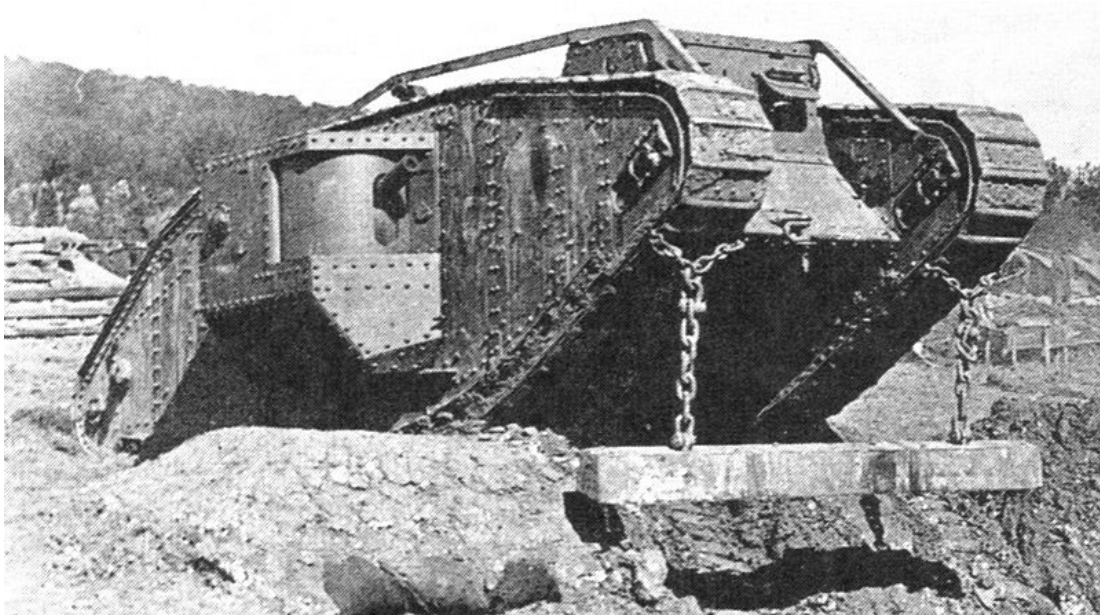
Designer	William Tritton, Major Walter Gordon Wilson
Designed	1915
Manufacturer	(Mk I) William Foster & Co. of Lincoln Metropolitan Carriage, Birmingham
Produced	(Mk I) 1916
Number built	150
Variants	Mark II, Mark III, Mark IV, Mark V, Mark V*, Mark V**, Mark VI, Mark VII, Mark VIII, Mark IX, Mark X, Gun Carrier Mark I

Specifications (Tank, Mark I)

Weight Male:	28 tons (28.4 tonnes)
Weight Female:	27.4 tonnes
Length	32 ft 6 in (9.94 m) with tail 25 ft 5 in (7.75 m) without
Width	13 ft 9 in (4.33 m) [male] 14 ft 4½ [female]
Height	8 ft 2 in (2.49 m)
Crew	8 (commander/brakesman, driver, two gearsman and four gunners)
Armour	6–12 mm (0.24–0.47 in)
Main	armament Male: Two Hotchkiss 6 pdr QF Female: Four .303 in Vickers machine guns
Secondary armament	Male: Three .303 in Hotchkiss Machine Guns Female: One .303 in Hotchkiss machine guns
Engine	Daimler-Knight 6-cylinder sleeve-valve 16 litre petrol engine 105 hp

Power/weight Male:	3.7 bhp/ton
Power/weight Female:	4 bhp/ton
Transmission primary gearbox:	2 forward and 1 reverse
secondary:	2 speeds
Suspension	26 unsprung rollers
Fuel capacity	50 gallons internal
Operational range	23.6 miles radius of action, 6.2 hours endurance
Speed	3.7 miles per hour maximum

Mark IV British Tank



Mark IV male with unditching beam deployed

The Mark IV was a British tank of the First World War. Introduced in 1917, it benefited from significant developments on the first British tank, the intervening designs being small batches used for training. The major

improvements were in armour, the re-siting of the fuel tank, and easier transportation. A total of 1,220 were built: 420 "Males", 595 "Females" and 205 Tank Tenders (unarmed vehicles used to carry supplies). As such it was - numerically - the most important tank of the war.

The Mark IV was first used in mid 1917 at the Battle of Messines Ridge. They remained in service to the end of the war.

Service history

Used by	British Army
Wars	First World War

Production history

Designer	Major Walter Gordon Wilson
Manufacturer	see text
Unit cost	about £5,000
Produced	May 1917 - end 1918
Number built	1220

Specifications

Weight	29 tons (28.4 tonnes)
Female:	27 tons (27.4 tonnes)
Length	26 ft 5 in (8.05 m)
Width Male:	13 ft 6 in (4.12 m)
Crew	8

Production

The Mark IV was built by six manufacturers: Metropolitan (the majority builder), Fosters of Lincoln, Armstrong-Whitworth, Coventry Ordnance Works, William Beardmore and Company and Mirrlees, Watson & Co., with the main production being in 1917. The first order was placed for 1,000 tanks with Metropolitan in August 1916. It was then cancelled, reinstated and then modified between August and December 1916. The other manufacturers, contracted for no more than 100 tanks each, were largely immune to the conflict between Stern and the War Office.

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Nice WW1 Screenshots by Ian Astill





The above screen-shots are from actual game play.

CFS2 INFO PICTURES OF WWI TANK MODELS INCLUDED IN THIS ISSUE





Members of the SOH CFS2 community that help with this project.

Credits---

ww1_mk1_tank_male_carrier, DP Edits (c)

TMC/sc7500 01/13

ww1_mk1_tank_female, DP By John P Fortin

ww1_mk1_tank_Male, DP By John P Fortin

Models By Robert John.

The Models are low poly and made with GMAX they are also multi_LOD.
The Male and Female Tanks do not fire the same type of weapons, the
carrying Tanks do not fire any weapons.

If you like to see dust coming from the rear of the tanks add the
following lines to the dp files.

[EXTRA.0]

location=2.25,0,-5.7

effect=fx_veh_dust

e.g.

[MISC_DATA]
unit_family=3
category=21
allegiance=1
min_speed=0
cruise_speed=8
max_speed=15
entered_service=8/1/16
priority=7
hardness=1

[EXTRA.0]
location=2.25,0,-5.7
effect=fx_veh_dust

[STRINGS]

Flanders

A little history 1914 to 1918.

Flanders is a region in Belgium, the name deriving from a medieval state that encompassed parts of what are now Belgium and Northern France. However, the soldiers in the First World War would often refer to their service on the Western Front as "France", whether it was in France itself or Belgium. The principal town around which the fighting in Flanders revolved was Ypres, and the area around the town of Ypres was also known as the Salient . This region was fought over from October 1914 until practically the end of the war in November 1918.

Ypres and Flanders During the First World War

Ypres was a town of relatively little strategic importance, but of great significance in that it was fought over practically throughout the whole of the war. There was high ground which dominated this battlefield, out to the north, south and east of the town. After the retreat from Mons, the First Battle of Ypres was fought in October/November 1914. Following this brief period of warfare of movement, trenches were dug in and the area around Ypres ended up in late 1914 as a large salient, or part of the line where the trenches of one side (the British here) jutted out into enemy territory. Salients were difficult to defend, as they were vulnerable to fire from three sides.

There was fighting around the town for the next four years, until at last during 1918, firstly the Germans pushed forwards in their Spring Offensive (operation Michael), and then the British drove them back. During their advance, the Germans never quite reached Ypres. Throughout the War, the Allies were determined to hold onto Ypres, and despite fierce attempts to take it, they did.



Ypres Cloth Hall ablaze, November 1914.

Photo: Antony dYpres

For more information about Flanders goto <http://www.w1battlefields.co.uk/flanders.html>



ypres_landscape_archival



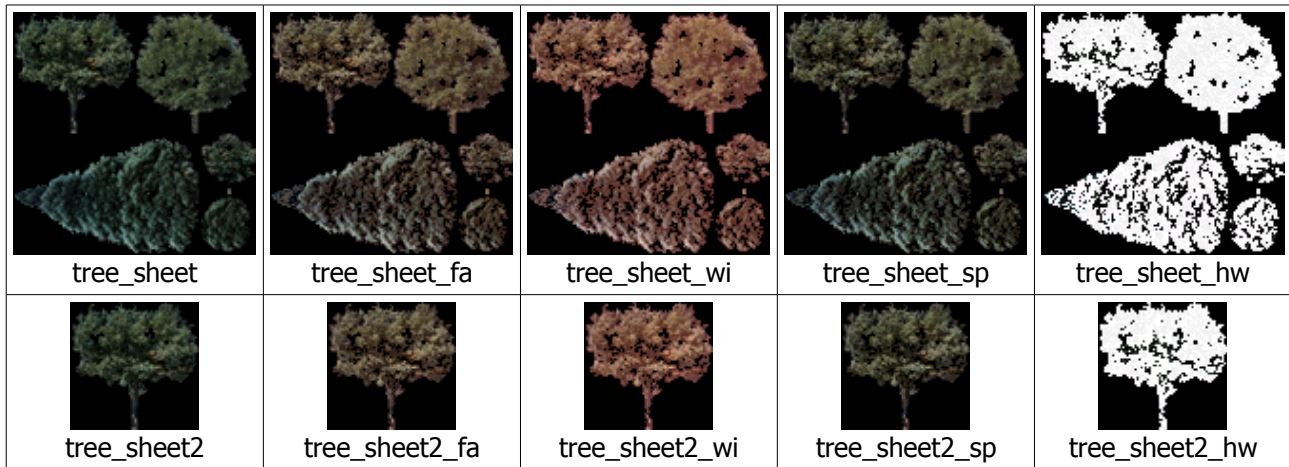
ypres_mud



ypres_trees_archival

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Tree textures for the seasons



I have included in this issue two textures that I have been converted to have season.

You will need to read the back issues of this magazine to have an understanding of how to have seasons in cfs2.

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Artillery and World War One

Artillery guns were to have a huge impact in World War One. Along with machine guns and poison gas, artillery guns played a prominent part in the trenches especially at battles such as the Somme and Verdun.



HOWITZER 50-POUNDER ?



HOWITZER 50-POUNDER? *in the game showing lod's*

I have included the above model in this issue.

I think it is a howitzer 50 pounder.

It is a low poly model with lod's modelled on photographs found on the web.

BigGun

BigGun (CFS2 object). When selected from the Ground Unit list, you have to add waypoints, the speed is set to 0 so will not move along the ground, this BigGun **does not fire weapons**.

BigGun_g

BigGun_g (CFS2 object). When selected from the Ground Unit list, you

have to add waypoints, the speed is set to 0 so will not move along the ground, the BigGun_g **will fire weapons**.

"BigGun" HOWITZER 50-POUNDER?

"BigGun_g" HOWITZER 50-POUNDER?



INFO PICTURE



INFO PICTURE

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Practical flying *complete course of flying instruction*

Author: McMinnies, William Gordon; Anderson, Henry Graeme, 1882-

Subject: Aeronautics

Publisher: New York, George H. Doran company

Year: 1918

Possible copyright status: NOT_IN_COPYRIGHT

I found this copy at WW2aircraft.net and as I liked the look of it I have included it with this issue.

The pdf can also be found at.

<http://www.ww2aircraft.net/forum/world-war-i/practical-flying-raf-manual-1918-a-6717.html>

PRACTICAL FLYING

COMPLETE COURSE OF
FLYING INSTRUCTION

By a
FLIGHT COMMANDER

TEMPLE PRESS LIMITED
745 ROSEBERY AVENUE.
LONDON E.C.1.

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Hope you have enjoyed this issue.

Small voluntary payment.

Would you like to make a small payment to help me keep creating the magazine and models for the community, and work with you to keep cfs2 alive.

You can buy the magazines and Models at
flightsimmag.webs.com/magazines
From about £2.00 per issue.

Robert John Sprackland