

Indy Squadron Dispatch  
Volume 15, Number 14  
December 23, 2003

### **The Indy Squadron Dispatch's Top Ten Headlines of 2003**

2003 was another banner year for the Indy Squadron with a host of new players joining the game, Gen Con moving to Indianapolis, plus Indy's annual major events and several other surprises. It was a good, fun year with 13 issues of the Dispatch averaging just over three articles per publication. The Indy Squadron Dispatch covered a total of 43 major stories this past year and as we approach 2004, we again offer you the top ten headlines that ISD brought to the Dawn Patrol world...

#### **10. Tripe, Alb Aces Fall; Bart Mops Up, Stephen Dale Explodes, Volume 15, Number 9**

Bart gets a speeding ticket on the way to Indy and spends the rest of the day taking revenge on his fellow players. His awesome day saw the end of two aces (Franz Von Vorberger/Mark Celmins and Bruno Ulrich/Stephen Skinner), while Bart's Camel ace (Lt. Rich Littleton) collected his fifth kill.

#### **9. Celmins Debuts North Sea Board, Volume 15, Number 6**

Mark unveils one of only two new Indy Squadron gaming boards in the last decade; a beautiful rendition of a North Sea coastal town.

#### **8. Dawn Patrol Dead Down Under? Volume 15, Number 10**

The Indy Squadron Dispatch investigates the defunct ADPC web site and a mysterious silence from Dawn Patrol players Down Under.

#### **7. In Memoriam: Unt. Bruno Ulrich, Volume 15, Number 9**

ISD's tribute to Stephen's Fokker Drl ace whose career dated back to the late 1980's.

#### **6. Has Gen Con Hosted Its Last Society Open? Volume 15, Number 7**

ISD recounts the final chapter in the longstanding tradition of Gen Con and the Fits Society Open tournament.

#### **5. HP Sweeps Indy Grudge Match; Mrozak, Lacy Lose Aces, story by Rick Lacy, Volume 15, Number 12**

The Rolls Royce flight and the HP flight square off in an inter-squadron feud which turns out to be very lopsided.

#### **4. Dawn Patrol Has a New Capital City; Indianapolis Takes Center Stage! Volume 15, Number 6**

### **Flying Under the Southern Cross** by Brendan Robertson

There has been a steady decline in regular DP players throughout Australia; although I can really only speak for the Melbourne based games. Attendance at conventions in Melbourne has been steadily declining the last two years, which has impacted on new players joining. This year, two of the three convention games had only the minimum four players and the third was cancelled). The numbers at the home games, however, has averaged around 5-7 players for each game; about 30% of the ADPC players to qualify the previous year.

As a side note, the September 13th game at The Cove went head with 4 players at the fly in. There are also tentative plans for a regular once per month game on Wednesday nights, but details are still to be ironed out.

Of the nine Australian Dawn Patrol Championship games scheduled for Melbourne in 2003, seven actually ran. At least two players reached the qualifying six games. Whether or not a trophy will be awarded is yet to be determined. None of the webgames for 2003 were actually commenced this year due to the previous rounds not completing yet. There have been several reasons for this; the primary reason was one player disappearing from web access due to work midgame and the temporary web hiatus due to John Noddings real-life commitments during the last 18 months. The ADPC website has suffered from being based at yahoogroups.com; the site changed the access rules for files last year so that only members could access the pages, which has eliminated it as a free webhost.

Indianapolis becomes the epicenter of DP activity when Gen Con moves from Milwaukee.

**3. Graham Grabs Goblet in RBF XIV; Rick Close Second in Sky Full of Aces!** Volume 15, Number 5

Ten pilots - half of them aces - recreate the final flight of the Red Baron in Indy's annual spring event.

**2. Celmins 4th in Society Open,** Volume 15, Number 8

Indy's Mark Celmins gets the highest-ever finish for an Indy player by taking fourth at the first Open held in Indy.

**1. Kevin Claims Indy Crown; Records Fall in 15th Title Game,** Volume 15, Number 13

A new high score and a new attendance record follow a massive turnout of 15 players for Indy's championship event.

Migration to a new site is still undecided at this time.

On a house rules note (for Melbourne games), we have been using the modified head-on chart all year and started using modified climb rules at the last game. Modified HO [1 RW; 2 CW\*\*; 3 E; 4 E; 5 FF\*\*; 6 LW; no-deflection shots change possible to probable] has reduced the number of HO shots, but makes the results more... interesting. In the last game with a mutual HO, 19 HF were scored with 7 probable pilot hits; four out of four hit one pilot, none out of three hit the other but the collision got them both. The climb rules [reverse dive rules] stopped any hint of unnatural climbing, but it was a 1916 high altitude game, which had poor performance aircraft anyway. We all quite liked them; the real test will come on the next Ground Attack mission here you can either climb or put horizontal distance from the AA & MG. :-)

Indy Squadron Dispatch  
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### Kevin Claims Indy Crown Records Fall in 15th Title Game

Indiana War Memorial, Indianapolis, IN (November 8, 2003, 11:30 am) - Kevin Richeson became the eighth different Indy Squadron champion in the squadron's fifteen year history on November 8th at the Indiana War Memorial, wiping out the competition in a record-setting day. Kevin's total of 147 points set an all-time high for the Armistice Day Fits Tournament, and to everyone's surprise, he did it while flying a SPAD XIII... arguably the weakest plane in the scenario. Players from Indy's HP Flight and Rolls Royce Flight joined Ken Mrozak from Wisconsin, plus a healthy turnout from Indy's core group to set a new attendance mark of 15 total players.

The scenario had been written in advance, so each player simply had to roll percentiles and take his choice from a selection of excellent airplanes:

Allies	
Mason Richeson	Camel 150
Scott Campbell	Camel 150
Ben Hodgson	Camel 150
Rick Lacy	Sopwith Snipe
Mike Gilbert	Sopwith Snipe
Wyatt Richeson	Sopwith Snipe
Kevin Richeson	SPAD XIII
Wayne Richeson	SPAD XIII
Germans	
Stephen Dale Skinner	Fokker DVII 185
Larry Ford	Fokker DVII 185
Stephen Skinner	Fokker DVII 185
Dory Oda	Fokker Drl
Mark Celmins	Fokker Drl
Cody Richeson	Fokker Drl
Ken Mrozak	Fokker DVIII

2003 also set a record as the grouchiest field in history, with constant griping from nearly everyone about nearly

### DIII DEBUTS IN DAYTON Full Story Coming Soon in Aerodrome!

Scott Campbell's 1/6th scale Albatros DIII made its maiden voyage in early September at the WWI Rendevoez Fly In hosted by the USAF Museum in Dayton, Ohio. The entire modeling section of the Fly In was impressed by the only Albatros at the event. Since most other modelers flew SE 5's, Sopwith products or Fokker Drl's, an Albatros taking to the sky was quite unique... especially when the pilot fell out! Scott describes the moment in this sneak preview of the upcoming Aerodrome article:

*"As the Alb took a couple of upward bumps and slowly left the ground, I added full throttle and it began a slight left bank which turned into a roll... suddenly (my observer) Eric says, 'Uh... Scott, your pilot just bailed out.' Looking below the Alb I watched in horror as the upper bust, which I spent several hours painting, tumbled to its death from 150 feet up without a chute. We both busted out laughing."*

The Dayton event was a three day gathering of WWI enthusiasts, replica pilots and modelers from all around the nation.

Be sure and watch an upcoming issue of Aerodrome - the official publication of the Fight in the Skies Society - for Scott's full description of the event, including complete details of the DIII's construction, involvement in the Fly In, and more photos not seen here.

### Armistice Day Summary by Rick Lacy

everything for the first fifteen minutes of the game. We can chalk that up as nervous energy prior to the big tournament, or we can simply be thankful that we had no Sportsmanship Award (since there was no one to give it to). But fire, mayhem and death have a way of lifting everyone's spirits, and everyone was in a much better mood after the game started.

Fifteen planes in a 12 square tourney box is a recipe for excitement, and the fireworks started early when Dory's Drl took engine smoke on the first turn. To make matters worse, the three-time Indy champion was double attacked by Kevin and Ben on turn two, resulting in 7 engine hits, a fire and a critical wound! Dory sideslipped down from the fight, her hopes of a fourth championship ending when her Tripe disappeared in a brilliant explosion two turns later.

The Germans, already outnumbered by two, tried desperately to even the odds when Mason's Camel 150 waded into the fray with all guns blazing. Stephen and Stephen Dale, both in DVII 185's, pounced from above and below. Seconds later Mason had taken two pilot hits (one of which was fatal) and had his right wing blown off, all in the space of a single turn. It helped, but the Germans still needed another kill to even the odds against seven remaining Allies.

On turn four, Rick's Sopwith Snipe attacked Ken's Fokker DVIII. Ken had not taken a single hit so far and spent much of his time pounding on Wyatt's Sopwith Snipe, but Rick's six-hit burst found its mark in the engine bay and Ken's DVIII instantly burst into flames! As Ken choked on smoke, Larry maneuvered his DVII in for a shot on Wyatt's Snipe and fired... Larry scored a pilot hit, but it wasn't serious enough to remove Wyatt from the game. He stayed aloft, and the Germans found themselves now outnumbered seven to five.

As Ken fluttered down from the fight on turn six, Kevin made a bold move that changed the face of the game. Defying cries of atrocity, he dove hard after Ken's burning DVIII in hopes of a cheap and easy score. Mark Celmins dove his Triplane to Ken's defense and joined the battle nearly 2,000 feet below the main fray. Mark fired, but the real action would occur one turn later when he lost initiative. It should be noted, however, that Kevin opted for a sportsman-like move and did not swipe credit for the kill over a burning plane. Meanwhile, Cody's Triplane had been under heavy fire from Ben and Mike on the south edge of the tourney box. Ben finally managed to score a pilot hit. It was only a light wound, but Cody's pilot immediately passed out and fell from the fight, leaving the Germans outnumbered seven to four.

At the end of turn six, Ken's flaming DVIII mercifully

A total of five games were played on Armistice Day. Here's a look at the "other four."

#### Game 1:

This was an early war game, 8 Oct 1916, pitting 4 British Nieuport 17's against a mixed bag of early war German planes. The British planes, while being heavily undergunned, did manage to hold their own and survive. This game showed signs of dragging on though, and so was called for time very close to 11 am. This was in order to allow enough time to complete the championship game.

#### Game 2:

Championship Game, see Stephen's account for scores and details.

#### Game 3:

This was a game set in May 1918 and pitted 4 British Camel 150's against 3 Albs, a Drl, and a Fokker D-VI. The first turn did not produce any sort of large skirmish, but Wyatt Richeson did opt to take a 100 foot tail shot on an Alb. After that the fight seemed to break up very quick in different directions, as Mason Richeson continued to climb his D-VI (in fact, he never received a mission credit due to no shots coming at him and no shots out at anyone). Rick was flying Lionel Rhys-Davies, and managed to hook onto Stephen's tail for minor damage, but then promptly rolled for initiative within 10 seconds of calling tailing on Stephen. 2 more of the Camels followed Ken's Alb ace down and drew another German lower as well. Finally the spread of planes was too great to allow any sort of effective combat to continue, so several pilots broke off and left, ending the game.

#### Game 4:

A late war, high altitude day bombing mission had a French

exploded and put a third German pilot out of his misery. Stephen then found himself with an initiative advantage on Wyatt's Snipe, which had already been pounded by both Ken and Larry. Stephen flew his DVII in for the attack and scored ten hits over the next two turns. Wyatt's Snipe caught fire (ANOTHER flamer?!), his pilot was wounded and the right wing was blown off for a decisive solo kill.

It was at this point that the lower-level battle between Mark and Kevin reached its climax. With Ken out of the picture (having exploded moments before), Kevin turned his guns on Mark and shot his wings away! Mark had no parachute and fell to his death, and Kevin had scored a solo kill and appeared to be a frontrunner in the title chase.

So the situation was now critical for the four remaining Germans. Dory, Ken and Mark were dead... Cody was falling out of control and unconscious... Stephen had lost the initiative and was moving first with three Germans immediately after... and Larry and Stephen Dale were fighting for their lives. The Allies were on a rampage, trying desperately to score some final points as the German effort came unglued. Stephen flew for home at full throttle, but came under fire from Rick, Scott and Ben. Caught in a withering flurry of bullets, the DVII's fuel line was cut and Stephen glided back to survive a crashlanding behind German lines. The fuel line hit ended his hopes for the title and ultimately gave Scott's pilot credit for the kill.

Just above ground level, Cody finally woke up from his wound and managed to fly back to an emergency field, one of only three Germans to fly their planes back at all. Cody's narrow survival cheated the Allies out of their fifth kill and helped Kevin preserve his points lead. Larry managed to fly back to his home field and crashland, with his pilot dying from the injuries. Stephen Dale turned out to be the only German to fly his airplane all the way back to its home field intact. With no one else to annihilate, the Allies called it a day and returned to their airfield with the loss of only two planes - both of them credited to Stephen, who would finish as the highest scoring German in spite of his being shot down.

The Armistice Day Fits Tourney is always an intense, bloody affair, but this one exceeded everyone's expectations. It was a great game to play and one of the most enjoyable in recent memory, despite the one-sided outcome. Mike Gilbert made everyone's day easier by tracking the altitude of every player on his laptop computer during the game. That should be mandatory at every large game... its tremendously helpful. Scott Campbell donated a new, laminated stat sheet and eight beautiful new airplane counters to the winner's purse, which already included the traditional Victory Medal. Wayne and Wyatt led the charge for a new group of young players just

Breguet and 3 SPADs encounter a group of Germans that included 2 DrI's, a Pfalz, and a Junkers CL-1. The French were several hundred feet above the Germans, and thus a long boring climb became necessary. It took 4 turns for the first German (Ken) to get a long range shot on the Breguet. The other 2 German fighters arrived at battle height 2 turns later, and a rather disjointed battle resulted, as the French steadfastly refused to engage in serious combat. Finally, the Germans dove away without altering the French mission in any way, although the French observer had sustained a LW during an attack by Ken, which resulted in him missing his target.

#### Game 5:

By now, only 4 players were left, Rick, Stephen, Ken, and Stephen Dale. An Italian front mission was rolled, with Stephen and Ken taking AH while Rick and Stephen Dale took Italians. The setup was 2 Hanriot HD-1's taking on a Phonix D-1 and an Oeffag D-III. A random balloon was rolled up also. The other major change was that this game was played under the climb restriction rules (as we understood them) forwarded to us by Dan Danoski.

The Hanriot's started out higher, and Rick took a shot at Stephen hitting for 4 hf. From that point on, the AH planes enjoyed an advantage in initiative that the Italians never could surmount. Stephen Dale did opt to dive and attack the balloon, failing in his 2 attacks to down the balloon but being savaged by the AA in return. His final turn in the air he was hit with 8 hf (all from head-on!) of AA fire and another 2 hf from machine gun fire (also from head-on!). His plane glided away from the balloon and landed not far away, where he was promptly captured for the



learning the game. It was also fun to see Dory, a member of the original four Indy Squadron players from 1989, return to the title game and keep her all-time attendance record perfectly intact (she's never missed a championship game).

duration of the war. Seeing his wingman go down, Rick's pilot wisely hightailed it out of there.

So all in all, the 2003 Armistice Day Fits Tournament will go into the record books as not only a record setting event, but a very enjoyable one. And by the time we lifted our glasses in a toast to our new Indy Squadron champion, no one was grouchy any more.

<b>2003 Armistice Day Tourney</b>	<b>Nationality</b>	<b>Aircraft</b>	<b>Points</b>
Kevin Richeson	French	SPAD XIII	147
Rick Lacy	British	Sopwith Snipe	113
Stephen Skinner	German	Fokker DVII 185	99
Ben Hodgson	British	Camel 150	95
Scott Campbell	British	Camel 150	81
Stephen Dale Skinner	German	Fokker DVII 185	79
Mike Gilbert	British	Sopwith Snipe	77
Larry Ford	German	Fokker DVII 185	42
Ken Mrozak	German	Fokker DVIII	38
Wyatt Richeson	British	Sopwith Snipe	32
Wayne Richeson	French	SPAD XIII	27
Cody Richeson	German	Fokker Drl	25
Mark Celmins	German	Fokker Drl	16
Dory Oda	German	Fokker Drl	10
Mason Richeson	British	Camel 150	0

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Indy Squadron Game Report, October 18, 2003

**HP Sweeps Indy Grudge Match**  
**Mrozak, Lacy Lose Aces**  
story by Rick Lacy

Attending were Scott Campbell, Matt Starr, Ben (sorry Ben, I forget your last name), Jim Delp, Barton Stano, Ken Mrozak, Mark Celmins, and Rick Lacy. Sadly lacking were the remaining members of the HP Flight, all 4 of which either came up with cowardly excuses for not attending or just chose not to show up. But I digress.

We had one piece of official business. A motion was made by Scott Campbell to drop from the house rules the one that allows a person to add one point of damage on a 50 foot shot. The voting tally was 5-3 in favor of keeping the rule, with Rick, Bart, Ben, Mark, and Jim voting against the motion to drop and Scott, Matt, Ken voting to drop.

Gaming started at noon. With 8 players present, it made for even sides and balanced play. Game summaries are below and are written from my point of view only, as I didn't get the names of the other pilots.

**Game 1 -- 3 Mar 1918 (WF, Front Med) -** In this game, 4 Alb D-Va's (a mixture of the normal, revised, and hi-comp stats) came up against 4 SE-5a's. My pilot was Lt Gerhard Fassel (12m/1k) in a rev D-Va. The battle was joined relatively quickly, and Fassel's first shot was decent, putting 7 hf into the bottom of Ken's SE. Very soon thereafter, another Alb (Jim Delp's pilot) hit Ken with a hard volley, doing a critical wound pilot hit on Ken's SE ace. At that point, the British pilots seemed to get somewhat angry and the fight turned to them. Bart and Mark immediately latched onto my tale and both tailed me for 3 turns until I managed to shake them. By the point I did I had taken a light wound in the left shoulder and sustained enough damage that I needed to escape badly, so I used a fortunate moment to launch my getaway. As I was diving to the ground, however, I went unconscious at 2300 ft and never woke up again, giving Mark the kill on Fassel. The SE's continued to fly well and managed to win the sky. So the first mission was a bloody one, with Ken's SE ace dying along with my pilot

**Armistice Day Fits Tournament**  
**Returns to War Memorial**  
**November 8th**

The fifteen annual Indy Squadron Armistice Day Fits Tournament championship event is to be held on Saturday, November 8th, 10 am, at the beautiful Indiana War Memorial in downtown Indianapolis.

And yes, we said *the Indiana War Memorial!* At least for this year, we will indeed be back at our traditional tournament home in spite of rising costs and shortened hours. The debate continues as to whether the future of the event will still be there and an eventual move to a new venue seems likely, so enjoy this year's event. It may be the last one held at what is truly the finest DP venue in America.

The Armistice Day Fits Tournament is the annual championship event for the Indy Squadron. Its a winner-take-all proposition with the squadron's 15th title going to the highest scoring player who signs up as an Indy Squadron Competitor (rather than a Guest).

The difference is this: a Guest player is one who wants to play and enjoy the game, but is unable to regularly compete at the Indy Squadron and represent our local group. They may compete and win the tournament, but the title of Indy Squadron champion will go to the highest scoring Indy Competitor. A Competitor is one who has played with us before and intends to do so as often as possible in the coming year, and who considers himself/herself as a member of our local group and wants to represent the Indy Squadron as our local champion.

IT IS NOT NECESSARY TO BE A

Fassel, who achieved experienced status posthumously. (Note: As Fassel made experience at the end of the mission, he represents my 2nd German ace ever, as well as the first ace I have ever lost. He joins Marks pilot VonVorberger with the same dubious distinction of having made Ace on the same mission he died and both did it in the D-Va).

### **Game 2 10 Oct 1918 (WF, Front Low), HP vs RR**

**Challenge game number 1** - The Challenge begins! Playing for Rolls Royce in Sopwith Dolphins were Scott, Jim, Matt, and Ben. Playing for HP in Fokker D-VII's (160hp version) were Rick, Mark, Bart (a reseller, so he's on the team), and Ken, who went to us to balance the scenario. Rules were as follows: Winner will be declared solely on who is in control of the sky at the end of the game. No wind, no clouds. Front was as wide as the board only. Most importantly, since the two groups have very few aces between them, no ace/experienced pilots would be allowed, or if they were used they would not be able to use their bonuses. We felt that would be the most even way to match the two groups up.

The first game started with the Fokkers having a big height advantage. The Dolphins came swarming up to attack, but only managed so-so shots for the most part. Then the trouble began for the British. For the first 3-4 turns, initiative rolls vastly favored the Germans. Compounding the problem was the way the Fokkers managed to stay grouped and dictate the terms of the fight, primarily through the ability to hang on the prop for lower side shots. Several times they got very good damage because this special ability offset the down-one-table penalty for side shots. On turn 4 Rick managed to put 4 hits into Jim's Dolphin, which maxed out his engine and sent him gliding to the ground. Ken and Mark were both hammering on Scott, and Bart was holding his own against the remaining Dolphin.

By the 7<sup>th</sup> turn of the game, it was all but over. Rick managed to get a last shot off on Matt before he pulled straight and up to escape, leaving the HP team in control of the skies. Game 1 of the challenge went to HP.

### **Game 3 10 Oct 1918 (WF, Front Low), HP vs RR**

**Challenge game number 2** - After switching sides, the two teams again lined their planes up, with Team HP in Dolphins and Team Rolls Royce flying 3 small block D-VIIs and 1 Pfalz D-XII (we had discussed this as an option and Scott decided to

LOCAL INDIANAPOLIS PLAYER to participate as a Competitor in the tournament! Many out of town players participate regularly in Indy Squadron events, compete for our title every year, and consider themselves local members (as do we). Signing as a Competitor is simply a statement of intent to be a member of the Indy Squadron and play with us as much as you can, not just try to swipe the title and never come back.

When you arrive for the tournament, simply use the sign-in sheet to let us know your status for the game (BEFORE game time). You make your own decision to play as a Guest or Competitor. We're delighted to have you and no one will second guess your decision either way.

New time restrictions at the War Memorial now mean that we will have to vacate the premises by 6 pm, and the group wants to play any later (we usually do), we'll need to zip over to someone's house for the rest of the evening.

A small collection will be taken up to help defray squadron expenses - normally \$3-5 per player. If it is convenient we would appreciate your help. Otherwise, there is no obligation, no entry fee and everyone is welcome to play even if they cannot donate this time.

This is The Big One, folks! Be sure and check the Armistice Fits Tournament page and the House Rules page in advance so you'll be prepared. Street parking is available and plentiful on site; usually Michigan Street on the north side of the Memorial is best. We look forward to seeing you on Saturday, November 8, 2003, at the Indiana War Memorial in downtown Indianapolis. (Title story, con't)



take it for this game). The HP Flight had another height advantage, but the game started out oddly when Scott dived his max. The next 3 players moving were Dolphins, and the climbed slightly and boxed. Rather than follow Scott down, the 3 Fokkers climbed as best they could and engaged. This battle differed in that the Dolphins did much more diving and zooming, denying the Fokkers decent shots. Finally tiring of not hitting effectively, the Germans split and dove toward the Pfalz. The Dolphins of course followed. At this point the fight swung toward the German side, with Bart's Dolphin finally taking enough damage to max out his engine and his plane promptly exploded on a roll of 1 (killing Bart's best Dolphin guy who ended at 5m/2k). Rick's Dolphin was racking up hits in the left wing and Ken's was not much better off. Mark had the best plane on the board at this point (in a weird moment, he was fretting about not getting mission credit and the game was in the 7th or 8th turn). And he finally managed to get that credit with a long screaming dive resulting in a 450 foot top shot on a Fokker. By now Scott had managed to climb back high enough to get into the fight. So the battle converged again and both Matt and Scott ended tailing Rick's fleeing Dolphin, leaving Mark and Ken alone in the sky. Due to the superior performance of the Dolphin though, neither could get close enough to bring him down. At this point however, Jim's plane went down when his pilot succumbed to the pilot hit Bart had given him prior to his pyrotechnic display. As Scott and Matt stopped chasing Rick's Dolphin and swung back to the remaining 2 British planes, they were faced with a tough decision. No plane in the sky was pristine, but should they stay and fight it out or should they leave? Mark and Ken arrowed toward their position, and Rick also reversed his course to head back to the fight, even though he had 9 hits and a right wing crit. Matt opted to dive away (it was at this point Mark did a screaming dive and managed to get mission credit with a long 450 foot top shot on Matt's Fokker). Left in control of the sky were Rick, Mark, and Ken, giving the 2nd victory of the challenge to the HP Flight. As the first 2 games had gone to the HP Flight, no 3rd game was necessary. We did, however, offer to bring only one HP employee to another challenge game in order to give the RR team a fighting chance. (Con't next column)

**Game 4 18 Aug 1918 (IF, Front Med)** - This game was British Camels flown by Mark, Bart, Matt, and Jim against 2 Phonix D-II's and 2 Berg D-I's flown by Rick, Scott, Ben, and Ken. This battle was probably the most even of the day, with both sides taking damage in equal amounts. About the third turn, however, Scott and Ken got slightly separated, resulting in the bulk of the British attacking Rick. He took damage over 2 or 3 turns until a light wound in the left leg by Bart caused him all sorts of confusion. The turn after that, I got hit with a right aileron jam. I, however, completely overlooked the "must bank right next turn" (talk about a fitzlapse) and proceeded to hit Mark for 3 hf and a right wing crit. When I finally realized my mistake I immediately had Mark remove his damage and let the table decide my fate which promptly resulted in my falling OOC toward the very near mountains below. Above me the fight continued to swirl to no real advantage either way. Ultimately the Camels won the day and drove of the Austro-Hungarian pilots. I fell OOC another 2 turns, and barely missed the mountains finally recovering from the spin and regaining control a mere 350 feet above the green valley floor. I promptly declared my intent to escape and started flying back to my lines on the deck. I made it just past my lines and was getting ready to set the plane down when I went unconscious and ended up

dying in a crash.

Several of us left at that point, although I believe Scott, Jim, Ken, and Ben continued playing. I'd like to express the gratitude of the Indy Squadron to Jim Delp who hosted and provided a great array of food and excellent hospitality.

The next gameday is Saturday, November 8th, the annual Armistice Day Fits Tournament at the Indiana War Memorial. Be there or be a target drone!

Indy Squadron Dispatch  
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### **Big Crowd at Celmins Home!**

Those of you who missed out on Sept 27th gaming really missed a great time. No less than ten players turned out at the spacious and comfortable home of Mark Celmins for a total of three games. The attendees were Mark, Ken Mrozak who went above and beyond the call of duty by driving from Milwaukee to join us, the Richeson Flight (Kevin, Mason, Wyatt and Wayne), Scott Erb, Stephen Dale Skinner, Larry Ford and Stephen Skinner. Aside from the Skinners, who went away and entirely forgot their Chip Obligation, everyone brought some great snacks including doughnuts, all manner of chips and soft drinks, and sugar or chocolate chip cookies. And we even had a great day for squadron contributions, raising about \$40 for the Indy Squadron fund.

The first game of the day pitted four Albatris and a Mrozak-flown Fokker Triplane against five SE 5a's. The SE team was particularly grateful to see Scott Erb fly in one turn late. It was his only game of the day and the Brits needed the help, as they were initially outnumbered five-to-four. Kevin Richeson turned out to be the hero of the game in an Albatris. He took a pot shot at Mason and shot him dead in the saddle. As Mason's pilot spiraled to his death with a massive hole in his chest, Kevin got into a losing duel with Wayne and Stephen. Both pilots pummeled him mercilessly, putting a total of ten hits into his engine (no, that's not a misprint). By a miraculous stroke of luck his engine only quit, as opposed to the more spectator-friendly explosion or fire. While Kevin was gliding to a landing in Allied territory, Larry found his best pilot, Thomas "Little Timmy" Falcon (5/1), being chewed to pieces by Ken's triplane pilot. After a few turns of this nonsense, Larry's right wing was shot away and his SE pilot died in the crash. Meanwhile, Kevin, whose luck seems to know no bounds, not only survived his landing attempt in enemy lines, but he also managed to escape from prison camp to fight again. Ken's OS Groucho Marx (there's a cry for help) logged his 11th mission and 5th kill at the expense of Larry. Stephen Dale flew around for three hours

### **Freikorps Flirts With Climb Restrictions** by Dan Danoski

*Editor's note: During a recent dinner conversation with Mike Carr in Dayton, Ohio during the League of WWI Aviation Historian's seminar, I learned that the Indy Squadron wasn't the only group to actively experiment with climb restrictions. Indy's efforts are outlined in Volume 14, Number 18 of the Indy Squadron Dispatch, but I had heard nothing of the Freikorps' efforts on the same topic.*

*So upon my return home, I quickly zapped a letter to 11-time Freikorps champion Dan Danoski asking him to give me the scoop on what they were doing up there. Dan kindly responded with this letter explaining exactly how they are limiting climbing during Dawn Patrol games by mandating a speed loss when attempting to climb. Enjoy!*

We started using a climb restriction last Fall. It caught on quickly and is not difficult.

During a turn, an aircraft loses 10 mph for every 100 feet climbed. If an Albatris at 2,000 feet altitude climbed 300 feet, it would be able move 5 squares on the board and 3 squares "up". It helps to think in the vertical. We used the dive bonus rules in reverse.

Some guys count their climb at the very beginning by saying, "1,2,3" and then start moving their Alb with "4, 5, 6" etc. Other guys do it during their move. Speed is done normally. You are just counting a square up if you climb 100 feet.

Does it stop climbing? No. Does it stop current climbing and moving battles trends? Yes. The fights tend to look like World War I aerial combats. The aircraft tend to stay near each other. SPADs that take off at 120-130 mph and climb 50 feet still get away. But if the fight goes up 100-150 feet per turn, the SPAD has a hard time getting back into the fight.

Tailing is affected. I can't tell you what to expect because we allow tailing (16 cards) only from from directly behind an a/c. Tails are lost because of altitude difference more frequently.

Also, we altered the Climb maneuver when

in this game and never got mission credit. Oops.

However, game 2 saw Stephen Dale step forward as the star with Mark Celmins not far behind. A North Sea mission produced a gaggle of Albatris versus a flight of Sopwith Triplanes. Ken and two of his wingmen dove over a thousand feet below everyone, carefully calculating that they would leave a 300 foot top shot for the first idiot that followed. There was, however, a chronic shortage of available German idiots, and Ken's group spent the next half hour floundering around a thousand feet below the fight, looking up to see Stephen Dale shooting their wingmen down. Stephen Dale's first victim was Wayne, whose lifespan suffered considerably from a massive head wound sustained in a single momentary burst. Wyatt's Triplane was Stephen Dale's next victim... he ripped his wings trying to overdive and escape. The only casualty for the Germans came when (the other) Stephen's engine took way too many hits. His Pfalz glided from 30 squares out to sea for a successful landing on a German-held road. The victor was Mark's Tripe pilot, FC Samuel Paine (4/1).

The final game of the day was a wild one, with the Brits literally wiping an entire four-plane flight of Germans from the sky. British ace Major Billy Bathgate (Ken Mrozak, 46/31) led two Camels, a Snipe and a SPAD XIII against a mixed bag of Germans. Stephen's Camel ace Lt. Purvis Leiter (Camel 150, 34/20) started the bloodbath by shooting the right wing off Wayne's Fokker D7. Wayne's poor pilot had no parachute and died in the crash. Bathgate then proceeded to put a light wound into Stephen Dale's best pilot, a Drl jockey named Lt. Bruno Stack (8/2). Unfortunately, his luck was no better than Wayne's... Stephen Dale would later decide to land his plane (giving Ken a belated kill), but his top pilot would die in the hospital from his wounds. Ken then managed to take the wing off of Wyatt's Fokker D8 with a few well placed shots. Wyatt was a bit luckier and managed to safely bail out and survive. The last German in the air was Mark Celmins' Drl pilot, who accidentally dove when he meant to climb. This mistake became costly when he put himself within range of Purvis Leiter's guns. Leiter (Stephen) jumped on the opportunity and spent the next six turns chasing him all over the sky and pounding him as best he could. Mark fought back brilliantly, breaking several tailing attempts

under cards. The aircraft moves two squares straight on the board and 2 squares "up" for a total of 40 mph, just as it's done now. Above 10,000 feet, the aircraft moves two squares straight on the board but only on square up for 30 mph. We considered three squares straight and then one "up," but finally decided that two straight above 10,000 feet was consistent with below 10,000 feet and the 100 foot climb/10 mph meets the new climb rules.

We are only playing 25-30 games per year, but we have not found anything detracting yet.

### **Indy Alters House Rule** by Al Christensen with Stephen Skinner

On January 1, 2003, the Indy Squadron officially adopted Scott Campbell's Mercedes DIII High Compression Engine rules for Albatrosses and Fokker DVII's. The rule has served us well and is enjoyed by all, and has caught the attention of Mike Carr and Al Christensen. Since January, Al has continued to research the rule and suggested that a slight revision might be desirable. This revision would slightly reduce the chances of getting the upgraded Mercedes DIII engine on any given date, though it remains prevalent.

When Albatris were flown in the first game of the day, the question was brought up as to whether we should be using the original rule as passed by the squadron in January, or the since-revised version proposed by Al Christensen. Since it was an official gaming day and Al's revisions could not be used until approved by the squadron, we simply stopped what we were doing and conducted a vote which passed easily. By a 6-0 count (with three abstentions by the younger Richeson players), Al's revision was accepted with the understanding that future revisions may still be forthcoming as new research uncovers additional historical material. Below is Al's summary and reasoning behind his research on the topic:

*While looking through Neal O'Connor's medal books in search of information on pre-aviation service, I found something interesting on the Mercedes D III engine.*

*In Volume VI on page 205 he quotes a combat report from Oblt. Rudolf Nebel, CO of Kest 1a, regarding a British bombing raid on Mannheim*

and twisting all over the sky in his best triplane form. All this dogfighting eventually allowed the other Camel pilots (Kevin, Mason and Ken) to close in to join the fray as well. Stephen close in for a final burst from the tail, while Ken managed a strong shot as well. The resulting volley took both of the Drl's wings off and left the Brits in command of the sky. Ken won the cut with Stephen for the kill, giving him a triple for the mission. The brass was suitably impressed and awarded Bathgate (Ken) the Distinguished Flying Cross. As he was also flight leader for the game, Ken would likely have qualified for the DSO if his pilot had had the prerequisite medals. Stephen (Leiter) lost the cut and his chance at a double kill, but he still took home one victory and a promotion to Captain.

All in all, a great day of gaming. It was wonderful to see that many folks turn out for an official Indy Squadron gaming day. Thanks to the Celmins family for hosting us, and be sure to be there for gaming on October 18th.

on September 7, 1918. Two sections of the report are relevant to the D Illau engine.

*"In the formation there flew two Fokker with the u engine, one Fokker with the regular engine, four Albatros D Va with the u engine, two Albatros D Va with the regular engine, and one Roland D VIb with the 200 hp Benz engine." Oblt. Nebel goes on to complain about the different performances making co-ordinated attacks difficult.*

*"The speed and climb of the enemy (DH 9's) was about equal to the D Va with the high compression engine but inferior to the Fokker with the high compression engine."*

*I don't think we can automatically assume that these ratios of u engines would be correct for the game, after all this was a home defense outfit, not a jasta. However the difference between the two, if any, cannot be measured. If the jasta's had the final say they would have gotten all the D Illau and the home defense would only have started to reequip when the jasta's were done. On the other hand defense of industrial production was important and climb was and is an interceptors most important attribute. If industrialists, such as the men who ran the Mercedes factory, had any say the Kests would have gotten first, or at least equal picks. Unless there are comparable figures for a jasta, or better yet several jastas including both front line and second rate units, we just can't tell.*

*What we can tell is that the D Illa engines were still in use in September. What I'd like to suggest is that the percent of au engines be cut down a bit, and never reach 100%. The table attached would be my suggestion.*

Month	Old table Albatros	My table Albatros	Old Table Fokker	My Table Fokker
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April	1-3	1,2		
May	1-4	1-3	1,2	1,
June	1-5	1-4	1-3	1,2
July	All	1-5	1-4	1-3
August		1-5	1-5	1-4
September		1-5	All	1-5
October		1-5		1-5
November		1-5		1-5



### Dawn Patrol Dead Down Under?

Canberra, Australia - Things don't look good for Dawn Patrol in Australia. As reported previously in ISD, the long time Australian Dawn Patrol Championships home page is now completely inaccessible. Face to face games are rare, a new web site may not be forthcoming, and the Australian championship series appears to be on life support.

It has been extremely difficult to get any information on the state of the game in Australia, but here is what ISD has gathered to date: The web site has indeed been permanently dismantled. The files from that site were to be moved to another web location, but Wes Nicholson, a member of the Australian 2000 World Cup runner-up team, says he may not have any interest in doing so if interest does not dramatically increase soon. Instead, Australian players now communicate on a Yahoo News Groups board at this address - <http://groups.yahoo.com/group/adpc-l/>.

1999 World's Largest Dawn Patrol champion Jon Naughton was kind enough to briefly respond to ISD's inquiries there, but the news was not good. The 2002 championship was never concluded and the remaining games are still pending. Naughton explained that "as for what's happening in Australia... not much. We still do the web games, but face-to-face games have pretty much disappeared. It's a shame, but I guess that's the way it goes. Will need to visit you guys sometime soon to get my DP fix." Wes Nicholson describes the situation as a "near total lack of interest in the ADPC this year" and says that there is no point in creating a new web site.

The latest news is that it may take up the rest of 2003 to finish the 2002 championship, and that 2003 may be skipped entirely. If another Australian Dawn Patrol Championship is to be held, it may be billed as a 2004 season. In a worst case scenario, the event may simply cease to exist. The questionable future of the series was evident when Naughton said that they "might as well play out 2002, and see if anyone is interested in doing a 2003 (or 2004 by

### Society Members Attend League Seminar

Polglaze, Carr, Skinner  
Vainly Await Fourth Player

The League of WWI Aviation Historians held its semi-annual seminar in Dayton, Ohio last week at the US Air Force Museum in conjunction with the Dawn Patrol Rendevouz air show. The League is a society of enthusiasts and historians who collectively publish the highly acclaimed WWI aviation journal *Over the Front*. The Dawn Patrol Rendevouz is unrelated to the Dawn Patrol board game. Rather, it is an air show event open only to WWI aircraft, re-enactors, vendors and enthusiasts.

Indy Squadron and Fits members who missed the event will have two years to regret it since both events are held on a semi-annual basis. This year's League seminar was simply spectacular, with German aviation author Peter Grosz speaking on the oft-overlooked topic of German night bombers. Other speakers included WWI aviation artist Michael O'Neal, authors Howard Fisher, Jack Herrer, Alan Toelle and Greg Van Wyngarden, and League managing editor Alan Roesler offering a rare presentation on the tragic effects of friendly fire in WWI aviation. The speakers were engaging without exception and the seminar was held in the Air Force museum's spacious Carney Auditorium. The event ran smoothly and professionally and was all you might expect from the leading WWI historians in North America.

The seminar was not without some bad news, however. It was announced that League membership has fallen from a 1996 high of over 1,400 to a 2003 low of 937 subscribers. This represents a massive loss in readership and financial support which must soon be rectified for the good of the League. ISD readers are encouraged to visit the Leagues web site and update their subscriptions. *Over the Front* is truly the best WWI aviation periodical ever produced and is worthy of your support. It is also an outstanding investment, since complete volumes are highly sought after and draw excellent prices.

the time this is finished) competition."

A gaming company known as the "Cove Enterprises" was to hold Dawn Patrol games in Sunbury, Australia on September 13th as part of a larger gaming event, but it is not known if that actually happened or not.

#### **The Sights of Dawn Patrol Rendezvous**

A full write up of this fantastic event is coming in the next issue of ISD, written by Scott Campbell. Here are a couple of photos to tease you until then...

If you have not considered joining the League, please do so. The League sponsors and advocates the continuing study of WWI aviation. If you want to see more WWI aviation books produced, more articles made available and more WWI research materials in existence, it is imperative that we support the League with our membership. Becoming a member of the League automatically includes a full subscription to one year of ***Over the Front***.

Indy Squadron Dispatch  
Volume 15, Number 9  
August 27, 2003

Indy Squadron report for gaming on August 23, 2003

**TRIPE, ALB ACES FALL**

Bart Mops Up, Stephen Dale Explodes

With the exception of Barton Stano, who had one of his best outings in recent memory, August 23rd gaming was a disaster for all concerned. Stephen Dale Skinner's pilots died in over half the missions he flew, Mark Celmins lost his first ever experience pilot on his 12th mission, and Stephen Skinner lost a double tripe ace that had been on his roster since the late 80's.

All four players gathered at the World of Fantasy Gaming on Meridian Street around 10 am on Saturday, August 23, 2003 for Indy Squadron gaming. It was our first visit to World of Fantasy Gaming, a small gaming shop on Indy's south side that specializes in fantasy card games and comic books. The venue was surprisingly nice and spacious, and we had no trouble getting an open table with plenty of room.

If necessary we could have put two tables together and had enough space for at least 8 or 9 players. Also, the store had a clean and convenient restroom, and good food at excellent prices. There is a small kitchenette in the store where you can retrieve the food and drink of your choice from their refrigerator, cook it yourself in the microwave and eat at your convenience. Their prices were excellent. This was the menu:

- Totino's personal pizza - \$1.75
- Corn dog - .75
- Beef/chicken and cheese chimichanga - 1.25
- Bag of microwave popcorn - .75
- 12 oz. can of soda - .60
- 16 oz. bottled water - .50
- Specialty ice creams - 1.25

We played at the World of Fantasy Games until around 2 pm when the store's air conditioning failed. Since we had planned to move to Stephen's house later in the evening anyway, we left the store early and started gaming in the far more comfortable, air conditioned kitchen of the Skinner's house. But air conditioning issues aside, the World of Fantasy Games is an excellent place to return to and got high marks from all those present. We hope to

**IN MEMORIAM  
Franz Von Vorberger**

*Mark Celmins' first and only ace was cheated out of his fair spot in the limelight when he died from only a light wound on his 12th mission. ISD asked Mark to provide a summary of Von Vorberger's career for this issue, which he was kind enough to do.*

Franz Von Vorberger was the third pilot to be on my roster. His plane of choice was an Albatros DVa. His two career kills came during the campaign game flown by the HP flight. One of the kills was a balloon and the other was scored on a British SPAD. The top highlight of his career was flying (and surviving!) in Red Baron Fight XIV.

His last mission was his most memorable. The dogfight set up deep over the North Sea. Franz von Vorberger was accompanied by Stephen Dale Skinner's Pfalz D III pilot. The two German pilots stumbled upon a pair of Allied planes (a single seat fighter and a 2 seat seaplane) returning from a photo recon mission. The fight set up at 9000 feet. Von Vorberger moved in for a 200 ft. side shot on Skinner's plane and missed. That turned out to be a forboding omen of things to come for Franz. Vz. Von Vorberger became a target himself that first turn. Attempting to revenge his wingman's being targeted, Barton Stano moved his two-seater into position for a tail shot on Von Vorberger's Alb. The number of hits were minimal (3), but they proved to be the undoing of Von Vorberger. Of the three hits,

return there some time.

Bart's day was nothing short of incredible, with the exception of getting a speeding ticket on the way here. He got to fly his much-beloved two seaters on several occasions, scored at least two kills and managed to survive each mission. He shot down an Albatros in one game and managed to blast Stephen Dale out of the sky with an 8-hit head on burst in another. Bart has taken his share of lumps in the past without complaint (well, okay... with complaint) and it was good to see him have a truly outstanding day at the gaming table. The icing on the cake for Bart was getting his Camel pilot, Lt. Rich Littleton, his 5th victory in 12 missions to join the ace ranks. Littleton is now the 37th ranked British pilot in the world.

Mark Celmins' day started out lousy when his Yamaha motorcycle wouldn't start and he had to drive his Santa Fe SUV instead, arriving nearly 30 minutes late. To make matters worse his outstanding Albatros ace, Franz Von Vorberger, died of wounds received in a fight with Bart... who seemed to be shooting everyone all at once. Von Vorberger only suffered a light wound in his left leg while over the North Sea and managed to stay conscious for 19 turns while getting to shore and another 5 to get to an airfield. After all that work it was especially hard to take his loss when he crashed at an emergency airfield (by a 1% margin) and died in the hospital from his wounds. Mark went on to fly several excellent missions, but a loss like that can really spoil your day.

Stephen Dale ended the day well, but began it with a string of mishaps. He started by attacking Bart's two seater with a 100' tail shot (never a good idea) and exploding on the game's first turn. In the next game his plane caught fire, and in the game after that he dove clean through the clouds that would have saved his life. Live and learn. He ended the day by flying brilliantly as a wingman to his dad in Fokker Drl's. Flying his tripe pilot, Bruno Stack (8/3), he fought well until his engine was smoked and he collected two criticals. He managed to escape and survived a hard-earned mission.

In the same game, Stephen flew Vz. Bruno Ulrich (24/14) in a Fokker Drl against the Camel and Bristol of Mark and Bart. The Brits fought them to a draw with both Stephen Dale's tripe and Bart's Bristol escaping with severe damage. Mark's Camel also escaped, leaving Stephen's ace alone in the sky with an Allied balloon. With nothing better to do, Ulrich dove on the balloon and needed three shots to deflate it. AA fire managed some damage, but nothing that seemed terribly serious. Ulrich had seven right wing hits and three engines, but no enemy planes to worry about. All he had to do was fly home with his kill. But a

one of them hit the pilot in the left leg, causing a light wound. Although the wound was minimal, it was early enough in the fight that it became a big factor. After the Franz's unfortunate luck the first turn of the game, luck began to smile upon him as the next two turns the shots taken at him by Bart missed. But, then it was Stephen's turn to come in and tail him. On the game's fourth turn, Stephen came in and dealt 8 points of damage. The hits were dispersed in the wings of Von Vorberger's Albatros DVa. On the next turn, Von Vorberger successfully shook the tailing effort of Skinner's pilot. On that note, he made a bee line towards land. He was still 200 squares out over the sea. That meant rolling for consciousness 19 times. There were a couple of scares in there but he managed to stay awake. Then he needed to find an airfield. That consumed another five rolls of the dice. He found the airfield and had a 75% chance of surviving. That's where Vz. Franz Von Vorberger's luck ran out. The dice were rolled and came up 76. He crashed. The crash type was then rolled. A 3..... tail up crash. Plane destroyed. But he still had a 50/50 chance of surviving. With all of the high numbers I had rolled, I figured I was overdue for a low number. I chose the low 50% on the dice to survive. I rolled a 92.

Vz. Franz Von Vorberger dies on his 12th mission, having scored 2 kills during his career.

final check for critical hits brought a 30% engine crit. Still no problem... all he had to do was fly home. He rolled for the critical and got an 11. Oh, happy day. Prop hit, cut to low throttle and glide to landing. With only 600' of altitude to work with, Stephen figured every possible way to get to the front lines and came up exactly two squares short. His rolls to evade capture and escape prison camp failed, and his career ends at 24/14.

It was a fun day but Stephen Dale, Mark and Stephen took some terrible losses to their rosters. We need another gaming day quick to help make up for lost missions! Thanks to Mark and Bart for making the trip south... we'll make it up with a north side mission in September.



Indy Squadron Dispatch  
Volume 15, Number 8  
August 13, 2003

### **Downgraded Chance for Upgraded Engine?**

by Al Christensen

*Editor's note: Al Christensen sent me this note recently, observing a conversation between himself, Scott Campbell and Mike Carr. It is self-explanatory and has an immediate bearing on the Indy Squadron and any other gaming group who uses Scott's excellent new rules for the high compression Mercedes engine. Indy players will want to study the suggestion as it is sure to be up for a vote soon.*

The e-mail below is one I originally sent to Mike Carr and Scott Campbell regarding his Mercedes rule. He seemed to find my proposal agreeable. Since I see that Indy has officially adopted his rule, and he seemed agreeable to this change, I'm passing it on to you for your consideration. If you have any questions, let me know.

While looking through Neal O'Connor's medal books in search of information on pre-aviation service, I found something interesting on the Mercedes D IIIau engine.

In Volume VI on page 205 he quotes a combat report from Oblt. Rudolf Nebel, CO of Kest 1a, regarding a British bombing raid on Mannheim on September 7, 1918. Two sections of the report are relevant to the D IIIau engine.

"...in the formation there flew two Fokker with the u engine, one Fokker with the regular engine, four Albatros D Va with the u engine, two Albatros D Va with the regular engine, and one Roland D VIb with the 200 hp Benz engine."

Oblt. Nebel goes on to complain about the different performances making co-ordinated attacks difficult.

"The speed and climb of the enemy (DH 9's) was about equal to the D Va with the high compression engine but inferior to the Fokker with the high compression engine."

I don't think we can automatically assume that these ratios of u engines would be correct for the game, after all this was a home defense outfit, not a jasta. However the difference between the two, if any, cannot be measured.

If the jasta's had the final say they would have gotten all the D IIIau's and the home defense would only have started to re-equip when the jasta's were done. On the other hand, defense of industrial production was important and climb was and is an interceptors most important

### **Celmins 4th in Society Open**

*Indy's Mark Celmins garnered what is believed to be the best ever finish by an Indy player in the Society Open when he earned fourth place in this year's tournament. Responding to ISD's request for details, he was kind enough to submit this overly-modest report:*

The 2003 Society Open was the first that I attended. I was fortunate enough to be able to attend the World's Largest Dawn Patrol Game earlier in the day, so I wasn't as intimidated by the huge exhibition hall that the game was located in. The whole experience, however, was very new. I had flown with a few of the guys but the majority of them were very new to me. I figured that I would try to use it to my advantage. I set myself a strategy of going into the game and being as aggressive as I could possibly be. I knew that I would have to be smart, but I also knew that opportunities would be limited.

I was assigned to the German side. I drew a Pfalz D XII. The base altitude for the game was 3200'. My first initiative roll was a 7. It placed me about midway in the movement order. Thankfully, I knew I was going to be able to target someone. That target ended up being Nate Engle. Actually, Nate was targeted by me and one of my wingmen.

The first turn, I was able to maneuver in for a 100' side shot. I was very fortunate to roll a large damage number and Nate was required to take 6 points of damage. At the same time, Barton Stano maneuvered in for a 100'

attribute. If industrialists, such as the men who ran the Mercedes factory, had any say the Kests would have gotten first, or at least equal picks. Unless there are comparable figures for a jasta, or better yet several jastas including both front line and second rate units, we just can't tell. What we can tell is that the D IIIa engines were still in use in September.

What I'd like to suggest, Scott, is that the percent of au engines be cut down a bit, and never reach 100%. The table attached would be my suggestion. What do you think?

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September		1-5	All	1-5
October		1-5		1-5
November		1-5		1-5

### **The New Face of the Indy Squadron** An Editorial by Stephen Skinner

Indy has been blessed with a host of new players in the past few years, most of them coming directly or indirectly from the influence of Barton Stano and Rick Lacy. Mark Celmins, Rick, Larry and Tom represent a growing contingent of Hewlett Packard players organized as a subdivision called the HP Flight. Graham Shepfer and Nate Engle are resurgent Indy veterans who come up from Bloomington to join us while Bart drives from the Chicago suburbs. My son, Stephen Dale, is a regular player now who grows in gaming talent and maturity each year, and Indy also benefits from rules and research originated by Scott Campbell and others.

As the senior Indy player, I get a kick out of everyone's references to the Indy Squadron "regulars." That term is invariably used to describe myself, Dory Oda, Scott Jones, Jason Meador, Clark Sigmund, Terry Phillips, Shawn Mason and the entire group of old timers who played faithfully in the late 80's and through the 90's, and who built this squadron into one of the most prominent units in the country.

However, the relative newcomers keep wondering why the old timers don't show up, not realizing that the face of the squadron has changed. Scott Jones finally won his first squadron championship in 2000 and said that he wanted to take a break from the game. Dory is busy with a hectic

side shot on my plane. After all movement had taken place, one of my wingmen had placed himself into what Bart thought was a more advantageous spot for him and he decided to take opportunity fire on him instead. Therefore, I was able to avoid taking any fire that turn.

The second turn, I rolled a low number and was able to remain a thorn in Nate's side. This time, I was able to position myself for a 50' bottom shot. This time, damage was limited to 4 points. Graham Shepfer took advantage of my nose up position to take a 100' top shot at me. He dealt me 7 points of damage. The damage was well dispersed, with no engine hits!

I also invoked a bit of strategy that I picked up during a conversation with Stephen Skinner earlier in the day. I made sure that I would be able to maintain a steady attack by continuing to use short bursts of ammo during my firing. My first turn was an interrupted burst, but from this point forward, I was going to use short bursts to minimize the possibility that my guns would jam.

Turn three saw me targeting Nate for a 100' bottom shot and missing! Thankfully, my wingman continued to add some damage to Nate. On turn four, Don Sheffer became a much more attractive target. I moved in for a 50' bottom shot and rolled big. I was able to hit him 7 times. I believe that Don realized that Nate was taking a real beating and had moved in to distract the pair of planes that were close to shooting down his wingman. It worked, as I, momentarily, decided to change targets.

The damage seemed to scare off Nate's wingman. On the next two turns, I returned my focus onto Nate's plane. The only problem was that I did very minimal

schedule. Clark, Jason, Shawn and Terry haven't played in years. Occasionally one of them will join us, but each of them have gone their separate ways and that's fine. We miss them, but they each have their own good reasons why they've moved on.

When the new players wonder where the "regulars" are, they fail to realize that they ARE the regulars. Mark, Bart, Rick, Larry, Graham, Tom, Stephen Dale, Nate and the rest of our current crop are not only the future of the Indy Squadron, they are the present. The squadron does not belong to any of the old players - it belongs to you. It is yours to shape as you like.

A while back there was a passing reference to the impossibility of changing one of Indy's "sacred" movement rules that's been on the books for years. But such changes are not impossible. Squadron rules should reflect the desires of the current players who show up each month to game. What's been done in the past is irrelevant. If you want to propose a new rule or the abolition of an old one, your suggestion is as good as any made by anyone else at any other time and is greatly appreciated.

When the Indy Squadron refuses to mold itself to the desires of those who are currently playing, it will dry up and die... and it will richly deserve it. The current good health of the squadron is based in a relatively new group of players, and those players should feel some measure of belonging and influence.

Our old time veterans will always have an empty seat waiting for them at the gaming table, but they are not the current identity of the Indy Squadron. You are. The real regulars show up every month. The real regulars are the ones who are right here, right now. If it weren't for you, the Indy Squadron would game about three times per year. So let's stop looking around for the Indy Squadron regulars to show up.

They're already here.

damage. I did a total of 5 points of damage on those two turns. At this point, Nate had taken close to 35 points of damage.

My critical turning point of the game was turn 7. I finally had maneuvered myself into a position where I not only was firing at Nate, but I could also tail him. My first blunder was not covering his Climb maneuver. My second blunder was using Dive. I was able to stay in the proximity for the final 4 turns but could not regain the lost altitude to be able to take another shot.

In all, I had dealt out 22 points of damage and took in 7. I felt very fortunate to have come in 4th place. I know that these contests are the most competitive and I attribute much of my success to beginner's luck.

### Three-Quarters of DP Sites Unmaintained

A recent scan of the eight known web sites dedicated to the game of Dawn Patrol show that 75% of them have not been updated in six months or more, and at least one has disappeared entirely. ISD's survey produced the following results, starting with the most recently updated sites and working down:

- [www.indysquadron.com](http://www.indysquadron.com) is the site you are now visiting. Indysquadron.com is the web site that publishes the Indy Squadron Dispatch, the official newsletter of the Indy Squadron. This site was last updated less than a week ago, and has been constantly updated since December of 2001 with issues of the Dispatch as well as frequent news items. Though the webmaster's abilities are severely limited and the site is fairly simple, it does live up to its claim as the most frequently updated Dawn Patrol site in the world.
- <http://members.aol.com/docmanj/main.htm>, the official site of the Region Squadron, was last updated on July 17, 2003. Its coverage of the Region's activities is has been updated regularly for nearly a year. It is among the most user-friendly sites on the web.
- <http://nudecomputing.com/lilac.html>, the official site of the Lilac Escadrille, was last updated September 22, 2002. The site's use of plain text makes it fast loading and easy to read, and all links are operative. During Gen Con, Lilac Squadron webmaster Barton Stano said that the page would be updated in the near future, so look for this page to jump up among the active sites soon.
- <http://dawnpatrol.org/>, the official site of the Fight in the Skies Society, was last updated on January 28, 2002. It is a well-produced site and all links are working properly. It was an ambitious project from the outset and still the best source of official data and charts online. The only drawback to this excellent site is that its not updated when new charts and material becomes available.
- <http://www.geocities.com/Athens/Rhodes/2459/Freikorps/>, the official site of the Freikorps, does not have an update

### Has Gen Con Hosted Its Last Society Open?

A 28-year old tradition will likely be shattered this coming year as the Society Open is almost certain to be removed from the Gen Con event schedule. The 2003 Open, held on July 26th in Indianapolis, drew only fourteen competitors, considerably less than the twenty players that society head Mike Carr said were necessary to keep the tournament in its traditional Gen Con home.

The Indy Squadron was the only well-represented unit at the Open, filling half the field from its own ranks. The northern half of the Fits universe was almost entirely unrepresented, with only two players from Wisconsin supporting the event. Mike Carr may have been right - moving the event closer to players who refuse to leave their own area appears to be the only hope for the Open's survival.

Attendance at warm-up gaming was equally poor, with only six people showing instead of the 12-20 that Indy was told to expect.

Here is a geographic breakdown of squadrons who supported this year's Society Open:

Indy Squadron	7	Rick Lacy, Stephen Dale Skinner, Graham Shepfer, Nate Engle, Barton Stano, Stephen Skinner, Mark Celmins
Chicago	2	Roman Szykucski, Jim McIntyre
Madison/Wisconsin area	2	Al Christensen, Mike Carr

indicator displayed. However, it did have a page added sometime in 2002 by Scott Campbell and Dan Danoski, and the site is primarily designed as an online history of the unit. This means that frequent updates are not to be expected from what is essentially an archive of squadron history. All links work properly and the site appears to be in good condition.

- [http://f4.grp.yahoo.com/v1/sEsfP0l-UExe5BWkyYp-PKx8bhx0e52tDoRwRm-KOplAZkrfY05-ubBFerjpKnZNs\\_iXz8E49S7iXol/adpc.htm](http://f4.grp.yahoo.com/v1/sEsfP0l-UExe5BWkyYp-PKx8bhx0e52tDoRwRm-KOplAZkrfY05-ubBFerjpKnZNs_iXz8E49S7iXol/adpc.htm), the official site of the Australian Dawn Patrol Championships, has not been updated since January 9, 2001. The links do not work, the contact email addresses are not operative and the photos do not show on screen. This is a big loss since it was a good site with interesting information on the Australian DP scene.
- <http://users.erinet.com/43977/indy.htm>, the original Indy Squadron Dispatch Online, has not been updated since January of 2001. The original ISD Online site is now closed, replaced with the site you are now visiting. It remains online as an archive and a testament to what still stands as the finest DP site ever put on the web. Created by Brian Halberstadt, the links are still operative and the artwork and design is second to none.
- <http://home.sprintmail.com/~gscoc/index.htm>, the official site of the Mid-Atlantic Squadron, is now offline and unavailable. The site was apparently closed without notice. It is another loss for the Fits world, since it contained the only known information on what was happening with the eastern seaboard group.

Overall, the health of many DP sites is not so good. Since they are invariably manned by volunteer webmasters who have real lives, real families and real jobs, that's completely understandable. Hopefully some new sites will come online soon to replace the ones that we've lost, and perhaps this article will spur a few webmasters to get back in the mood. Granted, updating a web site is a daunting task that can get old very quickly, but regular news updates is good for the game and the enthusiasm of those who play it.

All of these links are available on the "Links" page of this site.

Region Squadron	1	Don Sheffer
Pennsylvania area	1	Jim Barber
Arizona area/Frank Luke Squadron	1	Steve Pitcher

Worse yet is the coming precedent that any large group of players will be able to hold an event hostage, demanding that it be held in their own backyard lest they refuse to participate. Early rumors suggest that the Open will be moved either back to Wisconsin or to some location more convenient for Wisconsin players. Additionally, Jim Barber was heard to say that Gen Con may also be stripped of the Masters Tournament, based on the presumption that northern players will refuse to travel to this event as well. With the possible departure of two major events and declining participation, Dawn Patrol's 35-year tradition at Gen Con may soon be a shadow of its former self.

### McIntyre Spoiler in Society Open

The Indy Squadron nearly had one of its own players win the Society Open for the first time until a last-second head-on attack from point blank range altered the outcome.

Jim McIntyre, who was not in contention to win, chose to take a 50-foot head-on attack on points leader Stephen Skinner on the game's final turn. Never one to shy away from controversy, McIntyre was unable to shoot Skinner down though he did force a collision.

Skinner requested to choose maneuver cards under 7th edition collision rules, which would have made the risk and damage of a collision equal for both planes. But they were instead required to roll dice on the randomized collision charts, which resulted in Mac's plane returning home while Skinner's Fokker DVII was destroyed.

The ensuing points penalty (Skinner's plane was credited as a victory and



assessed penalty points as a kill) took away Skinner's points lead and removed the possibility of an Indy Squadron player winning the title.

Al Christensen flew brilliantly and overcame a series of terrible shooting rolls to win the engraved silver cup. Since he was a contender from the outset, it can truly be said that his win was genuinely earned and may have occurred even without the last-turn controversy. The game itself was lengthy and enjoyable, with several other planes being shot down or escaping in a contest that lasted nearly four hours.

For full details of the game readers are encouraged to subscribe to *Aerodrome*, the official publication of the Fits Society, which will carry complete tournament coverage in an upcoming issue.

Indy Squadron Dispatch  
Volume 15, Number 6  
June 18, 2003

### **Dawn Patrol Has A New Capital City INDIANAPOLIS TAKES CENTER STAGE**

The Masters Tournament, the entire Gen Con gaming convention, the Society Open, the World's Largest Dawn Patrol game... the Indy Squadron, the Armistice Day Fits Tournament, the Indy Squadron Dispatch, the Red Baron Fight... all of these Dawn Patrol traditions now have one thing in common...

#### **Indianapolis!**

Dawn Patrol, at least through 2006, seems to have a new focal point. After more than a decade of being at the extreme southern edge of the Fits Society's geographic boundaries, Indianapolis now becomes the epicenter of Dawn Patrol activity. This is something of a surprise and certainly an honor for the Indy Squadron, which has for 15 years been something of an island. The only regular contact that Indy has had with other Fits groups was when we traveled to events such as the Spring Mini-Con and Gen Con, which our group has participated in faithfully for decades. In 1991 several players from Ohio and Michigan were kind enough to make the trip to support the Indy Squadron Mini-Con, but that represents one of the few occasions where players came to Indy in our early years. More recent years have produced tremendous interstate participation in the Armistice Day Fits Tournament and the Red Baron Fight, which has helped put Indy in a more prominent spot on the Fits map.

The honor of being the nation's Fits hub also brings the burden of supporting it, and following in the footsteps of the magnificent hosting performance of the Milwaukee/Madison people in past years.

Even 9 months prior to Gen Con, the Indy Squadron was making advance plans to host warm up gaming the day and night before the con begins. Indy's Rick Lacy has reserved the meeting facilities of the Courtyard by Marriott hotel near downtown Indianapolis and within walking distance of the Convention Center. The Indiana War Memorial, home of Indy's Armistice

### **Indy Hopes to Resolve Mini-Con-Flict**

For the past two years the Indy Squadron's traditional Red Baron Fight has been overrun by the Society's Spring Mini-Con, resulting in severe difficulties for RBF participants and travelers. In an effort to begin some dialogue in an effort to find a mutually satisfactory resolution, the Indy Squadron collectively sent a letter to Mike Carr. This letter and Mike's response are printed here in their entirety so that the Indy Squadron can weigh the options and continue what appears to be a helpful and hopeful conversation. Please read carefully:

*Mike;*

*We are concerned that moving the Society Spring mini-con to April may cause conflict with the Indy Squadron's Red Baron Fight. We would like to open some dialogue and ask you to give us your advice on the following thoughts:*

*The Red Baron Fight (RBF) is a tradition dating back to late 1989, nearly two years before the first Kankakee mini-con. RBF commemorates the anniversary of the death of Richthofen and is therefore held on the nearest available Saturday to April 21st.*

*For over a decade our April date worked very well with the society's Spring Mini-Con, which was always held in March. In 2002 we were asked to postpone RBF in favor of the mini-con, which we were glad to do. But in 2003 the mini-con was again made an April event, and scheduled just a week prior to RBF.*

*Not only did RBF become anti-climatic when the Mini-Con was held only the previous week, but a number of players from several states chose not to travel over two consecutive weeks and as a result, did not participate in RBF. Players commented that although they did want to play RBF, two events in quick succession was just too much for their schedule. If the Mini-Con is to be permanently moved to the month of April, we are concerned that things could be difficult for an event which has been an important part of the Indy Squadron for 14 years.*

*We realize that the Society Mini-Con is the greater concern and we are willing to sacrifice to*

Day Fits Tournament and without question the finest Dawn Patrol venue in America, is unfortunately unavailable. Had we booked the War Memorial, we would have been forced to end the evening very early (before 9 pm) and pay a rather outrageous price. So Rick has come through with flying colors and booked a great hotel for us, and we also have his spacious home as a backup venue.

Visitors to Indianapolis will want to the [2003 Gen Con News](#) page for recommendations and constant updates on lodging, what hotels are best for budget travelers, what hotels are closest to Gen Con, directions to the venue, maps, parking spots, restaurant recommendations, and all things associated with traveling to another city.

We will also do our best to provide the greatest warm up gaming ever offered. Indy has been in touch with Blake Taylor, whose experience in such matters is invaluable. The Wisconsin gaming group has set the bar very high and has far more experience in hosting Gen Con activities than anyone in Indy, so Taylor's advice was specifically sought out well in advance and is being taken to heart.

Another critical factor at this year's Gen Con is the fate of the Society Open. An Indy Squadron Poll taken last winter demonstrated that ISD readers (which represent far more than just Indy players) overwhelmingly support keeping the Open at its traditional Gen Con home, but Mike Carr has made it clear that the event will be moved if any significant variation in attendance occurs. So this year's Gen Con will have a big impact on the future of the game in many different ways.

We're flying blind here since we've never hosted Gen Con before, but Indy has been working for some time now to support the event and the warm up gaming. Please email the webmaster with any ideas you may have - they will be helpful and be taken seriously. We look forward to seeing you in Indianapolis soon, and hope that we can live up to the high water mark set by the event's previous host city.

**Celmins Debuts North Sea Board**

*help promote society events... but it is difficult to imagine that a March date would damage the Mini-Con when it thrived there for a decade. The smaller RBF event, however, does seem to suffer from being overwhelmed by the larger society event.*

*The fact that the Indy Squadron holds its only two major events in the months of April and November is no accident. We specifically avoided any conflict with the Masters, Gen Con, World's Largest, Society Open and the Team Tournament by scheduling our events in those months. We would be happy to move the Red Baron Fight to another date, but if we did, it would no longer be the Red Baron Fight since the entire purpose is to commemorate the anniversary of MvR's death. Since we cannot change the date on which MvR died, we must either stick with the date or abandon the theme and create a new event. We have worked hard to build an enjoyable event with a 14-year history and do not wish to dismantle it.*

*Again, we recognize the importance of the society's Spring Mini-Con and wish to support it in every way. But even though RBF is small in comparison, it does draw players from Indianapolis, the Region, southern Indiana, Ohio, St Louis and Wisconsin... and to our small group it is an event of some importance and history. The current situation is not a total loss, but it does seem that the two events could complement each other to a much greater extent than they now do. So we would like to ask your advice on the following:*

*1) Is the Mini-Con's move to April a permanent schedule change?*

*2) Although RBF is not a society event, can we recruit your support in ensuring the success of both events?*

*3) Would you consider moving the Mini-Con back to March if it did not damage the society?*

*4) Is it possible to position or cross promote the events in such a way that an April Mini-Con no longer hurts but instead helps support RBF?*

*5) What other factors have we not considered?*

*Our intent is not to manipulate or coerce, but to support the Society's Mini-Con and still leave*

### **Italians Take Beating**

June 14, 2003 gaming report by Rick Lacy

Mark Celmins was our most gracious host for the day, and the turnout was good. Attending were Mark Celmins, Mike Gilbert, Tom Cottingham, Scott Erb, Larry Ford, Rick Lacy, Stephen Dale Skinner, and Barton Stano. We managed to complete 4 missions by about 5:30 pm. Mark's son Matt also sat in for the last game. I did not get any information about specific pilots or records, so I will just offer a brief synopsis of each game.

Game 1 - 14 Aug 1917, Western Front  
The Allied side for this mission consisted of Mark, Stephen Dale, Larry and Rick flying RNAS Triplanes. Opposing them were Mike, Scott, and Bart in Roland D-II's. And while Bart's early opinion was they would get trounced, it turned into a surprisingly competitive game. Rick's pilot came under fire first, and by the 3rd turn or so already had 4 hits in his engine as well as a 5/2 engine crit, so he chose to dive into the clouds and escape. Bart's Roland was next out, and the fight continued to swirl for a few more turns before everyone remaining broke for the clouds to end the fight.

Game 2 - 14 Mar 1918, Italian Front  
I would like to call this mission an exercise in futility. This was by far the longest game of the day, and a horrible mission for the Italians. Flying on the Italian side in Nieuport 17's were Larry, Mark, Scott, and Rick. On the AH side were Bart, Mike, Stephen Dale and Tom in Series 153 Oeffags. (This also meant that Tom wouldnt be able to score another kill on Mike, drat the luck).

The mission was a balloon attack by the Italians. The first turn, the battle drifted to the south of the balloon, with some firing but not much damage, although Rick did put Mike under cards. The second turn, however, things got interesting quickly, as 3 of the Italians dove to approx 700 feet to attack the balloon, while 1 stayed high and continued to mix it up with one of the AH planes. The 3 Italians attacking the balloon all hit, but only scored a measly 8 points total on it, and the balloon stayed up. Stupid balloon.

The next turn the balloon dropped to 550 ft, and along with it 2 of the 3 Italian planes. Rick

*enough space for smaller events to succeed as well. Your thoughts are appreciated. Please consider this dialogue public so that we may keep everyone informed by posting or remailing the content. Thank you.*

*Sincerely,*

*Stephen Skinner  
Rick Lacy  
Dan Danoski  
Nate Engle  
Dory Oda  
Ken Mrozak  
Graham Shepfer  
Jeff Manjarrez  
George Cunningham*

Mike was kind enough to respond quickly and thoroughly. Again, you are encouraged to study his response carefully and be prepared to voice your opinion at an upcoming Indy Squadron game day so that we may continue the dialogue.

*Dear Stephen, et al:*

*Thank you for your note, and expression of concern regarding the scheduling conflicts that have unfortunately, though unintentionally, affected the Red Baron Fight event. Let me explain the rationale for scheduling the FITS Society events, and then let's have the dialogue you seek regarding this matter, so we can resolve it to everyone's satisfaction.*

*The spring mini-con is a tradition, but does not have a set date. Its timing depends primarily on six factors, in any particular year: the best date for the host organizer (Mark Hudgens for the Kankakee venue, myself for Oconomowoc last year, Jeff Manjarrez this time around), the best date for me as Society Head (since I want to attend each year in my capacity as designer, and head of our group), the dates the venue is available for us to book, the date of Easter weekend, the date of Mother's Day, and whether or not it's a team tournament year (every other year). Within those parameters, the potential spring mini-con date could be in March, April, May, or even early June.*

*Quite simply, we have to stay away from both Easter weekend and Mother's Day weekend, since few players are available on those two*



missed his shot however, so only 2 of the 3 hit, and one from 300 ft away, so the balloon only took another couple of hits, and still remained up. Stupid balloon. At this point things took a really bad turn for the Italians, as the AH equivalent of Annie Oakley hit Rick's plane with one ground shot, which went into the engine and severed a gas line (a 1/3 engine crit) the only hit his plane had taken.

As Rick landed his plane, the remaining Italian pilots continued to attack the balloon, chasing it down to 200 ft before finally deflating it. As they extricated themselves from the site, the AH planes of course jumped on them, picking them off one by one until all 4 were downed. A truly dismal mission for the Italian Air Force.

One interesting thing did happen for the Italians though. Rick's pilot was captured, as was the one other surviving pilot (2 had been killed when shot down). Rick rolled for his escape from the POW camp and miraculously did! Later in the game the second captured pilot also rolled for escape from the POW camp and was successful! So 2 Italian pilots returned home from a horrible mission.

Game 3 - 14 April 1917, Western Front  
We played Bart's scenario that revolves around a German flight returning to their airfield only to find it under attack. On the German side were Rick and Matt Celmins in the Alb D-III's while Larry and Scott were in Alb C-III's. Attacking were Mike, Mark, and Stephen Dale in Belgian Nieuports escorting Bart in a BE-2c.

The Germans were in no mood for toying around and as one C-III descended to land, the other chose to move up and cross the T on the BE immediately, much to Bart's annoyance. Matt and Rick picked their targets and the battle swirled over the airfield. Rick tailed Mike's Nieuport high up while Matt stayed low with the C-III and punished the Belgians. Bart's BE did make one bomb drop on a machine gun that had annoyed him, but missed.

Suddenly, on the same turn both the still airborne C-III and Rick's D-III ran out of gas, and came down to land safely. One turn later, Matt's D-III suffered the same fate and also landed. The Belgians then left the aerodrome and returned home.

*weekends. Since Easter moves around the calendar and falls in March or April, that makes it a variable every year.*

*Selecting weekends that work for both me and the host organizer depends upon our personal schedules, obviously. Those are variables also, since that will change from year to year. We also endeavor to select a weekend that works for the greatest number of potential attendees, among the core of dedicated players who have shown a willingness to travel to such events. This year, for instance, I called about two dozen players and inquired regarding our choice of dates, and only two individuals indicated that our preferred date (April 12th weekend) didn't work for them. In fact, it was the preferred weekend for most everyone, by far. Since we're striving for a good turnout and the most participants we can get, that cinched it this year.*

*In years with a team tournament, like this one, we try to set both dates in advance, at least five weeks apart. This occurs just every other year.*

*My own schedule precludes doing anything until at least the third weekend of March, since snowmobile season lasts until about that time. Since I am writing articles about snowmobile travel, I'm usually committed to that until then. That's one reason we don't do anything before March 20th, generally.*

*With all that in mind, I am sympathetic to your concern and would like to accommodate your wishes to avoid scheduling the mini-con too close to RBF. I recognize that your event is also a significant tradition and it makes no sense for any of us to schedule against or conflict with any other DP event, if that can be avoided (and I think that, with good advance planning, it can be avoided).*

*In theory, if we laid out the schedule for our events well in advance, knowing the Easter and Mother's Day weekends, and avoiding April 21st, scheduling the mini-con and team tourney to avoid the same or adjacent weekends as RBF might be possible. However, staying just one week away wipes out three April weekends as possibilities, somewhat constricting the range of choices. Also becoming a factor is whether or not a particular person will be the host organizer, and how soon that person commits to that*



(Rick flew Unterofficer Reinhold Dunzel in this game, moving his record to 23/4)

Game 4 - 14 May 1918, North Sea Front

The attendance at this point had dwindled to 5, and a North Sea mission was played to inaugurate Mark's beautiful new game board. Flying for the British in Camel 150's were Bart and Mark. The Germans had 3 Hansa-Brandenburg W.12 seaplane fighters flown by Rick, Stephen Dale, and Matt (luckily for them, 2 of these had twin deck guns, which evened the odds a bit). The fight was somewhat unexciting in that the Camels started higher and were amazingly reluctant to come down and mix it up with the lowly Hansa's. Finally, Marks Camel dove down to attack Matt and the fight began in earnest. A fair amount of damage was handed out by the Hansa's while neither Camel could prosecute an attack long enough to seriously damage the seaplanes. Finally, after having absorbed a fair amount of hits, Bart's Camel climbed away from the fight. Seeing his wingman leave, Mark also chose to climb away. A much more even battle than it would have seemed at the start of the game.

*responsibility. If someone commits to run the spring mini-con well in advance, the date can be nailed down early, and with full consideration of the timing of RBF. However, in most recent years, the decision to host the spring event did not occur until January or thereabouts, meaning much more uncertainty as the date was considered, potential attendees were polled, the venue was chosen, and the date finally picked. Now, Jeff Manjarrez has already volunteered to host the mini-con again next year and seems willing to choose a date in short order now, so that may be much less of a problem in the future. It has been, however, a significant determinant the last several years, which is partly responsible for the conflict with RBF.*

*A year ago, for instance, I hosted the event and chose the date only after polling a good number of people to find out if enough would come, and what date worked best for the most number of players. That date, last year, happened to fall right at April 20th, partly by coincidence because other spring dates just didn't work for a lot of the people I called. My choice of April 20th last year was not by design, but more by coincidence and convenience.*

*Since 2004 is not a team tournament year, and we can find out the weekends of Easter and Mother's Day next year, let's select a date in conjunction with Jeff Manjarrez right now, either in late March / early April, or in May / early June (avoiding Memorial Day, of course). He and I can easily do that, and soon, I would think. He's already talking about booking the Lee's Inn at Merrillville again for next year, and doing that now, so this could be a done deal very quickly.*

*As for promoting RBF, I would say let's make it an official FITS Society event and add it to the calendar, if you don't mind. It'll still be an Indy Squadron event but with this additional sanction, and more promotion. It could be a win-win situation -- Indy gets wider publicity for the contest, and the FITS Society gets another event on its calendar to offer to players. If you can accommodate a larger turnout, this may help provide that greater level of participation, making the championship an even bigger deal (plus, we start throwing in additional prizes!). Of course, you will have to overcome the reticence of some outsiders to play with the Indy house rules, but if those particular practices are stated*

*in advance, that shouldn't be too big a problem (though the tendency for certain players to bellyache about most anything is well known, and perhaps unavoidable -- this year, for instance, there was grumbling because the game room on Sunday was not open until late morning, even though that fact had been publicized to everyone in the announcement flyer).*

*The fact that GEN CON is moving to Indianapolis should be a boon to the Indy players, and I hope they'll be participating in the games there, as well as hosting a good "Warm-Up" session prior to the con on Wednesday. The decision to keep the Open Tournament (which, by the way, is open to FITS Society members only, not just anyone as you implied in your impassioned editorial regarding this) at GEN CON this year was in deference to your wishes, in the anticipation that it will receive good support once again, with at least 20 players participating. This is the trial year, so we'll see what kind of turnout that event receives, and whether or not we should keep it there in the future.*

*Indy players should also be aware of the Dayton, Ohio events scheduled for this coming September, when the same week (September 10-14) will see the two-day historical seminar of the League of World War I Aviation Historians followed by the fly-in of World War I reproduction aircraft at Wright-Patterson Field. Add to that the possibility of some DP games getting going if we have sufficient players attending, and it becomes a "can't miss" event!*

*Now, I pose to you this recurring question: how can we get more Indy players to participate in events outside of Indianapolis? Reading the Indy Dispatch, one would get the impression that Indianapolis is the nexus of the DP universe, with an array of outstanding, spirited players at the top of their game. With more than one group playing there, we keep hoping for more Indy players to travel to other venues, but participation has been lacking. This is especially apparent in the team tournament. Despite what I read in the Dispatch about the greatness of the Indy players and their many accomplishments, I can't help but wonder why they've never fielded a team to test their mettle against the rest of the DP world in its most competitive event. As a longstanding hotbed of DP activity, the Indy*

*crowd is conspicuous by its absence at this competition, and believe me, the rest of the FITS world has noticed that for many years. Is there any chance this will change this year, or are the Indy players disdainning this challenge once again? Until they come and claim a championship, the bombast in the Dispatch will ring hollow.*

*From the tone of the preceding paragraph, you can see that I've abandoned as ineffective the prior practice of making polite invitations, and am changing strategies now, to throw down the gauntlet instead. Hopefully, my good-natured challenge will inspire some positive response to rectify this continuing absence from the FITS Society's biggest competitive event. Or, are you guys going to hold out until we start talking appearance fees, just to show up? All kidding aside, we'd love to have the Indy gang field a team and come join the fun!*

*I hope this rambling response enlightens you regarding the various factors bearing upon our choice of dates for the Spring events, and convinces you of my sincere desire to accommodate your wishes and promote the Red Baron event more in the future.*

*I would also like to take this opportunity to address the Indianapolis players, and thank them for their enthusiastic support of the DAWN PATROL game, and increasing membership in the FITS Society as well. It is obvious how much the game is enjoyed in Indianapolis, and that is very gratifying to me. The Indy Squadron Dispatch, and the website, are exemplary efforts that reflect great passion and spirit. I salute you all for your continued support of the game and your long history of staying involved with it as you have. It's remarkable, and I hope that your enjoyment of the game will continue for many more years to come! I am honored that you occasionally seek my counsel, opinion, and advice on various matters, and I appreciate the opportunity to comment on game rules, campaign scenarios, and the assortment of other matters you send my way from time to time. Thanks again, and....*

*Keep 'em flying!*

*Mike Carr*

Indy Squadron Dispatch  
Volume 15, Number 5  
April 21, 2003

### **GRAHAM GRABS GOBLET IN RBF XIV Rick Close Second in Sky Full of Aces!**

Franklin, IN - The fourteenth annual Red Baron Fight is in the books, having drawn ten players from three squadrons in both Indiana and Wisconsin despite an awkward scheduling conflict yet again this year (the society's Spring Mini-Con finished only six days earlier). The event was graciously hosted at the new home of Dory and Mike Oda in Franklin, about 20 minutes south of Indianapolis. Airplane choice was determined by percentile dice roll, with highest choosing first. No less than five aces competed in this game in addition to several other very strong pilots nearing acehood. Every player at the board flew either an ace/experience pilot, or the top pilot they had available on their roster, making RBF XIV one of the most competitive air armadas in the history of the event.

<b>British</b>			
Scott Jones	Lt. Donovan Coleman	3/1	Camel 150
Rick Lacy	Lionel Rhys-Davies	13/4	Camel 150
Jeff Manjarrez	Lt. James Castleton	9/1	Camel 150
Stephen Dale Skinner	Lt. Roy Black	9/3	Camel 150
<b>German</b>			
Dory Oda	Theo Wagner	6/1	Fokker Drl
Stephen Skinner	Vz. Bruno Ulrich	23/13	Fokker Drl
Mark Celmins	Franz von Borberger	4/0	Albatros DIII
Nate Engle	Max Gruber	15/1	Albatros DIII
Ken Mrozak	Vz. Fryc Wurstmesteier	24/11	Albatros DV
Graham Shepfer	Ltn. Odelbert Anderhausen	15/3	Albatros DVa

The battle started very well for the British, who desperately needed to draw first blood since they were outnumbered six to four. Dory flew her Drl into the fray and immediately

### **Society Membership Holds Steady - '03 Renewals Due**

by Stephen Skinner  
with Jim Barber

2003 Society memberships are now due, and Indysquadron.com encourages you to renew your membership as soon as possible. The financial future of the society depends largely on annual dues so please renew right away and don't forget to add a few extra dollars to help the organization.

Fits Society Treasurer Jim Barber was kind enough to take a few moments and give us an update on the status of society membership, which at the moment seems to be holding it's own. "Membership in the Society is fairly steady at about 100 members," Barber said. "About 95% of the members renew, with about 5% new members each year. Since dues are only \$12.00, how could someone who enjoys the game not join?"

Details of the Society's financial status are in the current issue of Aerodrome (number 140, winter 2002/2003)\*. But suffice to say that the Society's coffers were bolstered due to a short year. "Since we only produced three Aerodrome's last year we are in a very strong financial position, however the dues alone would not cover the cost of producing four issues a year," said Jim. "Through various conventions, and the raffle for a Dietz print, we are able to keep the regular cost of membership low at \$ 12.00. After publishing Aerodrome # 140 we would have about \$ 900 in the Society bank."

So by all means, please renew your subscription to Aerodrome right away and throw in a few extra dollars. The affordable membership rate is a critical factor in

took a hit in the aileron connecting hinge (wing critical 1/2) which eliminated any fancy maneuvers or rotary rights. To make matters worse, she jammed one of her machine guns on a long burst in the game's second turn. Stephen Dale then dove his Camel onto the tail of Mark Celmins' Albatros, flown by his best DIII pilot (Franz von Borberger, 4/0). Stephen Dale fired twice and sent a total of 12 bullets through Mark's DIII, but the Albatros maneuvered away on the following turn. Scott's Camel also sent a 9 hit burst from point blank range through Ken Mrozak's Albatros. The Camels had started strong and hit hard, but not hard enough. All six Germans were still in the air, and the tide would quickly turn.

Scott glued his Camel to the tail of Ken's Albatros but still found himself taking 9 hits from Stephen's Fokker ace. Stephen broke away and Graham's experienced DVa pilot dove in and fired the fatal burst. Scott Jones - winner of two previous Red Baron Fights - glided down at low throttle with a prop hit. His pilot would survive, but the outnumbered Camels would never recover from the loss. Meanwhile, Graham took the early points lead by virtue of having inflicted the engine hit that caused Scott to go down.

Rick flung his 13/4 Camel ace into the battle, determined to even the odds and give his team a fighting chance. He fired on the crippled Drl of Dory, scoring a 10-hit megaburst and knocking out her right wing. The Drl fluttered down out of control and crashed. The Brits were still outnumbered but the odds were a bit better at 5-3, with Rick challenging Graham for the points lead and Stephen a close third.

Nate Engle's Albatros ace had jammed a gun in the opening seconds of the melee but struggled on, popping out several 1-hit bursts and trying desperately to assist his teammates in spite of the circumstances. Nate cleared his jam in time to put 5 shots into Stephen Dale, and was quickly joined by Mark Celmins' Albatros. Stephen Dale's Camel was forced to the defensive, and his wingmen were too busy fighting for their lives to assist.

Rick's experienced Camel pilot tangled with Ken Mrozak's double-ace Alb jockey, while Jeff Manjarrez's top Sopwith pilot was double-attacked by Graham's experienced Albatros pilot and Stephen's 13-kill Fokker ace. The results were disastrous for the Brits... Jeff's Sopwith shuddered under a hail of bullets, and a trickle of flame shot out from under the engine cowling. In seconds the Camel was engulfed in fire and sideslipping toward Allied lines. He crossed the trenches and was lining up for a desperate landing attempt when his engine exploded just above ground level. At first it was thought that the credit would be split between Stephen and Graham, creating a tight three-way battle for the RBF championship. But a second

encouraging new members to join, and becomes even more critical when the new subscriber rate is less than 5%. So any extra donations will help the society maintain the \$12.00 rate that it's held for many years now.

*\*Jim suggested that ISD refer to Aerodrome 140 for more data, but ISD declined due to its policy of not duplicating Aerodrome coverage (see mission statement). Please read Aerodrome 140 for complete details of the Society's finances.*

### **Notes and News from April 19 Gaming**

Aces abounded at Indy's last gaming day, perhaps more than any other day in recent memory. Usually the presence of one ace or experienced pilot on the board draws attention, but ace versus ace duels was the standard of the day on April 19th.

Ken Mrozak brought out Capt. Philip Rice, the 17/7 pilot of a Bristol F2b and lost the cut for a balloon kill to Stephen's Bristol crew, whose pilot was also nearing acehood. 2Lt. Marvin Peters was 9/1, but ended up on the wrong end of Rick Lacy's AA dice. From the unbelievable range of nearly 2500 feet, four out of eight German AA guns rolled one's for direct hits. The last hit maxed the Bristol's engine and, of course, Stephen rolled for an instant explosion. His pilot missed the miracle survival roll by 2%.

However, Stephen's luck seemed to improve when he flew his favorite airplane. 2Lt. Purvis Leiter (33/19, flying a 140 hp Camel) scored his 19th kill over Stephen Dale's Siemens Schuckert DIV when the German pilot received a critical head wound. Other than that bright spot, the three-plane Camel



reading of the Indy Squadron Tournament Scoring System showed that the credit went entirely to Graham because his shots actually caused the fire. The clarification drastically reduced Rick's chances of claiming the title and eliminated Stephen from the running altogether (although he would later win the cut for victory confirmation).

Rick assessed the situation and realized that if his Camel ace was to get home, it would be now or never. Outnumbered 5-2, Rick's Camel already had four engine hits and he decided to call it quits. Rick flew back to his home field knowing that he was likely to fall just short of winning the Red Baron Fight, but that he was saving his Camel ace for another day.

Stephen Dale was now alone in the sky with five Germans. Mark continued to dog the Camel, and was soon joined by the four German aces of Graham, Ken, Stephen and Nate. Stephen Dale managed a low roll and flew his crippled plane - and the top allied pilot on his roster - home to safety.

When the final numbers were tallied, the silver goblet belonged to Graham Shepfer for the second time in squadron history. Red Baron Fight rules provide several incentives for Albatros pilots who win the title and he tried his best to take advantage of them. Graham's roll for a special promotion failed, but he was given the unusual award of the Hanseatic Cross of Bremen for his outstanding mission in an outclassed airplane.

Red Baron Fight XIV April 19, 2003	Aircraft	Points
Graham Shepfer	Albatros DVa	121
Rick Lacy	Camel 150	105
Stephen Skinner	Fokker Drl	77
Ken Mrozak	Albatros DV	57
Stephen Dale Skinner	Camel 150	53
Jeff Manjarrez	Camel 150	46
Mark Celmins	Albatros DIII	33
Nate Engle	Albatros DIII	29
Scott Jones	Camel 150	28
Dory Oda	Fokker Drl	4

flight was embarrassed by two Schuckerts, an Albatros and a Hansa-Brandenburg seaplane.

Despite her disastrous day, Dory had the courage to fly her long-time Albatros star, Lt. Reinhard Strauss (17/4), in the day's final game. Having already lost two pilots out of control with right wing hits, no one could blame her when she dodged into the clouds after taking six right wing hits late in the game. She also had to contend with several dozen kamikaze bugs, who flew in through a crack in the porch's screen door just before the final game. They all flew toward the light which just happened to be directly over Dory's head. She spent the rest of the evening frantically swatting bugs to death with her Dawn Patrol folder, and had racked up at least 40 confirmed kills before the night's end. So her hasty exit via the clouds was excusable.

And its a good thing she did leave, because most of her damage came from 2Lt. Allen Chesterton (Scott Jones). Chesterton is an SE 5 ace with 16 missions and 7 kills to his credit. The one more ace figured into that final game, as Ken flew his Albatros ace, Vz Fryc Wurstmeister for the 25th time. After the fight broke up and the sky was completely empty, Ken dove down on the lone Allied balloon and flamed it with a 300' shot for his 12th kill. He scampered away from the AA fire and was awarded the Bavarian Military Merit Cross for his effort

**A Dawn Patrol Experiment**  
by George Cunningham

In my last article I essentially argued that three hundred foot side shots are often a waste of time and a waste of bullets. And that the risk of gun jams outweighs the hits scored on one's opponent.

Since that time I have come to realize that my argument was less than convincing for many of you. I have spent a lot of time thinking about different ways to approach this subject. My goal is not simply to write an interesting article it is to convince you, dear reader, that its smart for you to change the way you play Dawn Patrol.

Well! Recently I found a nice solution to this problem. Americans are very scientific people. If one performs an experiment, people will allow themselves to be convinced. I will perform a DP experiment in this article. Now, one experiment performed one time may not be very convincing.

That is where you, dear reader, come in! At the end I will ask you to consider my experiment, perform it yourself perhaps. You may make changes as you see fit. Try different ideas! If I'm wrong, show me up!!

Ok, on with the experiment. There will be two teams, Blue and Red. These two teams will alternate playing offense and defense. While on offense, both teams will take 100' top and 100' bottom shots. While on defense the Blue team will hold fire while the Red team will take 300' side shots. This simulates the box situation I discussed in my last article. My expectation is that the Blue team will do better the Red team.

I will count the number of hits for each side disregarding rear fuselage hits. While on offense, one plane will fire a top shot and be awarded 5/6 of the hit points. The other one sixth will go to the rear fuselage and be thrown out. On the bottom shot all hit points count. For side shots there are two rear fuselage hits so only 2/3 of the hit points will count.

Each round will consist of one turn where the

**Society Open Stays at Gen Con... For Now**

The plan to yank the Society Open from its traditional Gen Con home has been at least temporarily suspended, largely due to the efforts of Indy Squadron Dispatch readers. Society Head Mike Carr made it official on Weds, March 19, saying in a letter to AERODROME Photo Coordinator Stephen Skinner "if you haven't heard, I acceded to your impassioned plea to have the FITS Society Open tournament at GEN CON this year, instead of at the Spring mini-con. I've asked (Jim MacIntyre) to schedule it for Saturday night, and bill that day as a DP Doubleheader, with the 'World's Largest' in the morning and the Open at night."

When news of the plan first leaked out, a firestorm of controversy erupted. Gen Con had always been the traditional home of the Society Open, but when Gen Con moved from Milwaukee to Indianapolis this year the Society feared that some northern players would no longer participate. Hence, the idea of pulling the Open out of Gen Con and moving it to the Society's Spring Mini-Con was born.

Players from Indy, central Illinois, the Region and Ohio have for years traveled to Milwaukee to participate in the event, so it was naturally assumed that when circumstances changed, northern players would return the favor and travel south... not just for the sake of everyone else who has traveled to their back yard for the past two decades, but for the sake of the Open's Gen Con tradition. Apparently, not everyone anticipates such reciprocity and plans were made to whisk the event northward again.

Although the Society Open is slated for Gen Con again this year, Carr indicated that northern players can still manipulate the location of the event by not participating. "In making this decision, I went against my better judgment," Carr said, "which tells me that a Spring mini-con Open would be much better attended than the one at GEN CON will be. But in deference to your wishes, I've decided to give it a try and we'll see what happens. However, if we don't get at least 20 members to participate in the event at

Red team and Blue team are on offense and defense one time. There will be no pilot hits. There will be no critical hits. When one team has reached 60 hits the game will be over. The team with fewer hits will be the winner. If the margin is plus or minus five points, the result is inconclusive. Between six and ten points is a marginal victory. Eleven plus points will be considered a clear victory.

To make things even simpler, I will roll a die one time to hit. All four teams will use this die roll. If one or both sides have hit, then I will roll again for the number of points of damage. Again all four planes will share the same roll. The reason for this is mainly to keep this article short and easy to follow. If you want to do this experiment at home, you can use different methods. The Red team will start on offense.

All gun jams will be rolled individually. And warm guns will always use short bursts, cold ones will always use interrupted bursts. Also, the Red team will always shoot unless both guns are jammed. Gun jams will be rolled with percentile dice.

Finally, my word to you - I will perform this experiment only one time and report the results faithfully, even if it proves me wrong.

#### **Round One Red Offense Score 0-0**

Die Roll (to hit): 1 All planes hit

Die Roll (for damage): 2 Medium Light damage

Red 1: 2 guns, jam rolls 78, 51. Interrupted burst, K table 4\*5/6 points

Red 2: 2 guns, jam rolls 14, 24. Interrupted burst, K table 4 points

Red Total: 7 1/3

Blue Team passes, scores 0

#### **Round One - Blue Offense, Red leads 7 1/3 to zero**

Die Roll (to hit): 5 Blue planes hit, Red Misses

Die Roll (for damage): 2 Medium Light damage

Blue 1: 2 guns, jam rolls 85, 16. Interrupted burst, K table 4\*5/6 points

Blue 2: 2 guns, jam rolls 21, 09. Interrupted burst, K table 4 points

Blue Total: 7 1/3

Red 1: 2 guns, jam rolls 36, 99. Misses, zero points.

GEN CON, I'll revisit the issue and go with my original instincts next time around. I hope... (it will be a success!"

But just what is success? If its honoring the event's Gen Con tradition and using it as a showcase game to recruit new players and build Dawn Patrol's presence at the world's largest gaming convention, then moving it will be a disaster regardless of any attendance debate. If success is measured only by how many of the Society's members participate, then any large group of players can hold the event hostage and dictate where it will be held. As much as I disagree with that principle, I must admit that if pure attendance is our barometer of success, then Mike may prove to be right and the event may better meet that criteria at the heavily-attended Spring Mini-Con. In the meantime, southern players are grateful for Mike's decision to at least give the event a chance to succeed at its new venue.

Most of us would like to think that the Open's prestige is such that players are drawn to the event by a desire to participate, not simple convenience. We'll find out on July 26th.

#### **Indy's Game Day Wrap Up**

March 15, 2003

Four players gathered for gaming at Rick Lacy's house on Saturday, March 15th. Rick, Stephen and Stephen Dale were at the gaming table by 10 am, but Barton Stano was plagued by a flat tire on his truck and as a result gaming didn't start until after noon. Pam Lacy was kind enough to put up with us until 10 pm that evening and we flew a total of seven games, making Bart's trip from Chicago worthwhile. It was good to see Bart back at the Indy gaming table again after several month's absence.

Stephen had some great luck the first mission, getting a double kill for his Italian ace the cheap, easy way (Sgte. Melchoire Giovanni, 10/7, SPAD 13). Giovanni flew in on the Austro-Hungarian Berg fighter of Edward Zimmer (Rick, 4/0) and hit with a critical wound. Watching his wingman crash and die, Stephen Dale's Austro-Hungarian pilot chose to land under heavy fire from Giovanni. This handed the Italian ace his second kill in a matter of minutes. The other Allied plane was Barton's British Bristol 275 crewed by Captain Xavier M. Laffee4M/1K

Red 2: 2 guns, jam rolls 86, 01. One gun jammed. Misses, zero points.

### END OF ROUND ONE

#### Round Two Red Offense Score 7 1/3 to 7 1/3

Die Roll (to hit): 3 All planes hit  
Die Roll (for damage): 3 Medium damage  
Red 1: 2 guns, jam rolls 41, 05. Short burst, one gun jams. J table, 2\*5/6 points  
Red 2: 1 gun, jam rolls 42. Short burst, G table 2 points  
Red Total: 3 2/3  
Blue Team passes, scores 0

#### Round Two - Blue Offense, Red leads 11 to 7 1/3

Die Roll (to hit): 5 Blue planes hit,  
Red Misses  
Die Roll (for damage): 2 Medium Light damage  
Blue 1: 2 guns, jam rolls 59, 41. Interrupted burst, K table 4\*5/6 points  
Blue 2: 2 guns, jam rolls 76, 35. Interrupted burst, K table 4 points  
Blue Total: 7 1/3, total 14 2/3  
Red 1: 1 gun, jam roll 53. Misses, zero points.  
Red 2: 1 gun, jam roll 45. Misses, zero points.  
Red Teams misses, scores zero, total 11

### END OF ROUND TWO

#### Round Three Red Offense Blue leads 14 2/3 to 11,

Die Roll (to hit): 1 All planes hit  
Die Roll (for damage): 5 Medium High damage  
Red 1: 1 gun, jam rolls 83. Short burst, G table, 4\*5/6 points  
Red 2: 1 gun, jam rolls 56. Short burst, G table 4 points  
Red Total: 7 1/3  
Blue Team passes, scores 0

#### Round Three - Blue Offense, Red leads 18 2/3 to 14 2/3

Die Roll (to hit): 1 All planes hit  
Die Roll (for damage): 6 Heavy damage  
Blue 1: 2 guns, jam rolls 05, 76. One gun jams, Interrupted burst, K table 8\*5/6\*3/4 points (5 points even)  
Blue 2: 2 guns, jam rolls 78, 65. Interrupted burst, K table 8 points  
Blue Total: 13, total 27 2/3  
Red 1: 1 gun, jam roll 77. Short burst, D

and his observer, 2nd Lieutenant Carsten Cooke4M/OK. Bart's assignment was to "target was MG positions. Successful mission. Stephen was flying an Italian SPAD XIII and he kept the enemy busy. Did the bombing, hit them and went home without any damage."

Bart described the day's second mission in his own words: Lieutenant Simon Turnbull 1M/OK (leader of the flight) and his observer was 2nd Lieutenant Lawrence Pudwell 2M/OK flew a Bristol low over Allied lines on May 15, 1917. Stephen had to run due to critical hit. Simon was able to kill Rick's observer (Rick said "We did surprising well, and Krantz was just exposing the last frame when he was hit fatally in the head. Baier cut his engine and let it fall OOC briefly before restarting and successfully eluding Bart's fighter"). Rick glided (a ruse) to the front, then he turned on engine and I tried to catch him, could not due to dice! The plane came home without a scratch. Stephen Dale flew a Bristol F.2B (200 hp).

Mission three saw a pair of RE 8's get pounded by two Pfalz DXII's. Heinze Gefelven (Rick, 4/3) won a confirmation over Stephen Dale's RE 8 when he dove away from the fight and was forced down. Vz. Fritz Gotleebz (Bart, 3/1) got his kill in more spectacular fashion when he killed Stephen's pilot (Lt. Ashley Springer DFC, 8/0) and wounded the observer (Lt. Ashy Hotchkiss, 5/0) in a single burst.

Reinhold Dunzel racked up his 20th mission in the next game, but no significant action took place.

Dunzel was back again in the day's fifth mission and this one was anything but insignificant. Dunzel was in an Alb DV, flying escort to Bart's Albatros J.I crew (Off. St. Ruben Durkin, 1/0 pilot, Lt. Wolfgang Kornblum, 2/0 observer). Bart was to "ground attack a supply depot. Bombed and hit the depot, strafed an MG but missed. Rick kept the enemy busy and I escaped. This is a great game where it looked like a quick victory for one side but turned out the opposite." Dunzel, now on his 21st mission, got pounded in the early going by a mega-burst from Stephen Dale. Rick said "Stephen remarked I was flying him quite cautiously, but I must admit being a bit spooked when Stephen Dale hit me for 10 hf's in one round."

table. 3\*2/3 points (2 total)  
Red 2: 1 gun, jam roll 84. Short burst, D  
table. 3\*2/3 points (2 total)  
Red Teams scores 4 points, total 22 2/3

### END OF ROUND THREE

#### Round Four Red Offense Blue leads 27 2/3 to 22 2/3

Die Roll (to hit): 3 All planes hit  
Die Roll (for damage): 3 Medium damage  
Red 1: 1 gun, jam rolls 01. Short burst, no  
points all guns jammed  
Red 2: 1 gun, jam rolls 95. Short burst, G table  
2 points  
Red Total: 2  
Blue One First Unjam 39 unjam fails  
Blue Team passes, scores 0

#### Round Four - Blue Offense, Blue leads 27 2/3 to 24 2/3

Die Roll (to hit): 6 All planes miss  
Die Roll (for damage):  
Blue 1: 1 guns, jam roll 56.  
Blue 2: 2 guns, jam rolls 95,92.  
Blue Total: 0, total 27 2/3  
Red 1: 1 gun, unjam rolls 62, 58. Unjam failure  
1  
Red 2: 1 gun, jam roll 43.  
Red Teams scores 0 points, total 24 2/3

### END OF ROUND FOUR

#### Round Five Red Offense Blue leads 27 2/3 to 24 2/3

Die Roll (to hit): 1 All planes hit  
Die Roll (for damage): 6 Heavy damage  
Red 1: No guns, unjam rolls 59, 83. Unjam  
failure 2  
Red 2: 1 gun, jam rolls 33. Short burst, G table  
4 points  
Red Total: 4  
Blue One Second Unjam 99 unjam fails  
Blue Team passes, scores 0

#### Round Five - Blue Offense, Red leads 28 2/3 to 27 2/3

Die Roll (to hit): 2 All planes hit  
Die Roll (for damage): 4 Medium  
damage  
Blue 1: 1 gun, jam roll 35. Interrupted burst, H  
table 4\*5/6 points  
Blue 2: 2 guns, jam rolls 94, 68. Interrupted  
burst, K table 6 points  
Blue Total: 9 1/3, total 37

Rick also offered this summary of game six: "Ernst Clapp, now 1/0 flying in an Alb D-V (rev) flew cover for Barts Alb J-1 ground attack mission. I am happiest with this one today, because I drew both Allied fighters to me, kept them engaged without losing my plane, and allowed Bart to complete his mission and escape. I then managed to escape by climbing into the clouds as well. The most amazing thing was that I never fired a shot."

The final mission of the day was a wild affair with two outgunned and outdated Germans (Stephen in a high compression Albatros DV and Stephen Dale in a DFW CV) fending off a pair of aggressive American SPAD 13's (Bart and Rick). Rick said he was flying "Clinton Collins, now 4/1 in an American SPAD XIII... the Germans were diving away, and the Americans followed them a short distance into their lines, engaging both planes on the deck. Initially, the D-Va had some luck, but he could not seem to get his charge to disengage and run. Collins managed to put 23 hits into the D-Va himself, and Bart also hit for some damage as well." Lt. Hector Goughgroff's Albatros DV (Stephen, 5/0) eventually absorbed 38 total hits, 5 criticals, -850 dive, -50 climb, and could perform no loops or fancy maneuvers. Unable to continue the fight, he calculated that his chances of bailing out were actually better than anything he could manage in even the most favorable landing attempt. Goughgroff was over his own lines and parachuted to safety. He became Collins' first kill.

Rick said "Collins then attempted to break off and escort his smoking wingman back to Allied lines, but (Stephen Dale's) pesky 2 seater would have none of it, following and engaging. This caused another battle between Collins and the DFW that fell to ground level." It also heavily engaged the game's other American, Lt. Fred Cartwright (Barton, 2/0). Bart noted that he became "very overconfident and chased the DFW. The fight dived to the deck and over Central lines. Took a carb hit (smoke!) and this made things worse... had to leave combat."

Rick continued "Only the fact that Collins had jammed one of his guns saved the DFW from meeting the same fate as the D-Va. Finally, the two planes separated just enough that Collins opted to disengage and return his damaged SPAD home. This was by far the most



Red 1: No gun, unjam rolls 30, 03. Both guns unjam!

Red 2: 1 gun, jam roll 87. Short burst, D table. 2\*2/3 points (1 1/3 total)

Red Teams scores 1 1/3 points, total 26

### END OF ROUND FIVE

#### Round Six Red Offense Blue leads 37 to 26

Die Roll (to hit): 3 All planes hit

Die Roll (for damage): 5 Medium Heavy damage

Red 1: 2 guns, jam rolls 75, 85. Interrupted burst, K table, 7\*5/6

Red 2: 1 gun, jam rolls 43. Short burst, G table 4 points

Red Total: 9 5/6

Blue One Third Unjam 71 unjam fails

Blue Team passes, scores 0

#### Round Six - Blue Offense, Blue leads 37 to 35 5/6

Die Roll (to hit): 6 All planes miss

Die Roll (for damage):

Blue 1: 1 gun, jam roll 65.

Blue 2: 2 guns, jam rolls 94, 68. Interrupted burst, K table 6 points

Blue Total: 37

Red 1: 2 guns, jam rolls 36, 46.

Red 2: 1 gun, jam roll 14. Second gun jams!

Red Teams 35 5/6

### END OF ROUND SIX

#### Round Seven Red Offense Blue leads 37 to 35 5/6

Die Roll (to hit): 4 All planes hit

Die Roll (for damage): 6 Heavy damage

Red 1: 2 guns, jam rolls 98, 14. Short burst, J table, 7\*5/6\*1/2

Red 2: No guns, unroll #1: 02, 07; Both guns unjam!

Red Total: 2.92

Blue One Fourth Unjam 47 unjam fails

Blue Team passes, scores 0

#### Round Seven - Blue Offense, Red leads 38.75 to 37

Die Roll (to hit): 1 All planes hit

Die Roll (for damage): 6 Heavy damage

Blue 1: 1 gun, jam roll 27. Interrupted burst, H table 5\*5/6 points

Blue 2: 2 guns, jam rolls 65, 06. Interrupted burst, K table 8 points

Blue Total: 12 1/6, Total 49 1/6

interesting game of the day."

Bart agreed, adding that "this was a tough fight, again an example of what should have been a one-sided fight not being that. Stephen Dale had to admit that flying a two-seater was sometimes fun."

#### An Interview with Mark Saint Cyr

Editor of the Fits Ace/Experienced Pilot Roster

Since taking over as editor of the annual Ace and Experienced Pilot Roster from Graham Cox last year, Mark Saint Cyr has inherited one of the most frustrating jobs in the Fits Society. Thank goodness that he volunteered for the job, for without Mark there may have been no roster at all.

Once again participation has been crawling along this year and INDYSQUADRON.com has been doing whatever it could to help prod things along. We asked Mark to answer a few questions for ISD, and his answers were more honest and to the point than any of us could have expected. The frustration of his job is apparent when you read his responses. Nevertheless, we are printing the article virtually unedited so as to truly give ISD readers the inside scoop on what is happening with the Ace and Experienced Pilot Roster. So balance that chip on your shoulder and read on...

*ISD: How did you end up with this duty?*

MSC: I was foolish enough to volunteer. You think I would've learned from my time in the military...

*Is it what you expected it to be?*

Overall, yeah. Dealing with players, with their delusions of Grandeur -- and that's just Scott.

*Will this year's list have more participation than last year's?*

That depends on the players.

*Is it fun?*

Sometimes. It's neat to see who survived and who didn't. And it's neat to see who flew, and who sat on their laurels.

*What extraneous statistics do you plan to include this year?*

Probably the same as last year -- I don't have a lot of time right now to add much more. Although

Red 1: Two guns, jam rolls 83, 81. Short burst, G table. 4\*2/3 points (2 2/3 total)  
Red 2: Two guns, jam rolls 58, 16. Interrupted burst, H table. 5\*2/3 points (3 1/3 total)  
Red Teams 6, 44,75

### END OF ROUND SEVEN

#### Round Eight Red Offense Blue leads 49 1/6 to 44.75

Die Roll (to hit): 1 All planes hit  
Die Roll (for damage): 4 Medium damage  
Red 1: 2 guns, jam rolls 92, 59. Short burst, J table, 5\*5/6  
Red 2: 2 guns, jam rolls 14, 17. Short burst, J table, 5  
Red Total: 9 1/6  
Blue One Fifth Unjam 96 unjam fails  
Blue Team passes, scores 0

#### Round Eight - Blue Offense, Red leads 54.08 to 49 1/6

Die Roll (to hit): 2 All planes hit  
Die Roll (for damage): 6 Heavy damage  
Blue 1: 1 gun, jam roll 92. Interrupted burst, H table 5\*5/6 points  
Blue 2: 2 guns, jam rolls 58, 97. Interrupted burst, K table 8 points  
Blue Total: 12 1/6, Total 61 1/3  
Red 1: Two guns, jam rolls 51, 15. Short burst, G table. 4\*2/3 points (2 2/3 total)  
Red 2: Two guns, jam rolls 95, 43. Short burst, G table. 4\*2/3 points (2 2/3 total)  
Red Teams 5 1/3, 59.41

### END OF ROUND EIGHT

#### FINAL SCORE BLUE WINS 61.33 TO 59.41

Well! This sure doesn't prove anything! I would say that the Blue team had a lot of bad luck in this game. The Red team jammed its guns early but was able to unjam both guns on a single turn. This was quite lucky.

I invite you, dear reader, to draw your own conclusions.

one thing will be to add an asterisk to a player's pilot, if they didn't actually fly them in the previous year. While it's been one player primarily who did so in previous years, it's become rampant this year.

*What are your long term plans for the roster?*

Whew -- that's a tough one. Generally, to try to instill a sense of integrity in the FITS players. (Sounds of me getting up on my soapbox). You see, one of the real problems that I have with the FITS roster is a few players have taken to NOT flying certain pilots for several years -- probably to maintain their stranglehold on the top spot in plane categories. In my book, that pilot is NOT an active one. But by the strict interpretation (i.e. Mike's interpretation) of the rules, an active pilot is one who is available to fly. So you will see an asterisk next to those pilots who did not actually fly this last year. (Sounds of me falling off my soapbox)

I know that I'm still a relative newbie to the game. (Scraping sounds of me clawing my way back on that \*\$&#% soapbox). But of my pilots that posted last year, 100 % flew this year. I lost a German 2-Seater crew that I was rather fond of recently, and a 30 mission guy in a DR I due to incapacitation. And a few others, along the way. But I've also gotten to 24 pilots at last count (up from 14 last year), and one pilot received the PLM.

There's a very old saying: "It's better to try to do something, and fail in the deed, than to try to do nothing and always succeed". Well, if y'all don't like my attitude, y'all welcome to show up at the Mini-con in Merrillville, and show me how it's done. We'll see who schools whom.

### **Walker Downs DIII for First Kill**

by Rick Lacy

*9-Aug-1917, low over German lines (HP Flight action, 2/28/03)* - A British two plane patrol of Bristol F2.A/B (190 hp) spotted a lightly defended balloon just across Bosch lines and darted into enemy lines to try to bring it down. 1 of the Bristols was manned by Clayton Rodgers, pilot; and Rupert Hobbs, obs (Rick, now 3/1 and 3/0 respectively). The other was manned by Andrew Walker, pilot; and Vincent Morgan, obs (Larry, now 1/1 and 1/0 respectively).

Objecting strenuously to the incursion were 2 Alb D-III's piloted by Friedrich Schmidt (Mark, now 2/0) and Mikel Schnapel (Mike, now 3/0).

The Germans manuevoured first, drifting above the Bristols in order to allow the defending AA to soften their targets up. The Bristols opted to separate, with Rodgers taking his plane north of the balloon while Walker took his slightly south.

The Germans continued to fly above the intruding Bristols. The Brits took this opportunity to dive at the balloon and attack, with Walker taking a 300' shot and Rodgers coming in for a 150' shot, putting him point blank on the balloon at only 350 ft altitude. This was where the German pilots thought their opponents would be savaged, but that was NOT the case, as both onions, both AA and all 5 mg missed! Rodgers and Hobbs both fired long bursts at the balloon and missed (Hobbs in fact jammed his gun at this point). Walker fired and hit his long-distance shot, doing enough damage to deflate and explode the balloon.

Now the battle started to swing the German's way, as the Bristols opted to disengage in opposite directions. Rodgers thought that Walker would follow him out to the southwest, but Walker chose to evade toward the north. This gave Schnapel his opportunity to dive and close, and he did so with such abandon he forgot about the rf Lewis gun as he closed for the 100' tail shot. He was reminded of it's existance right away, however, as he was hit HO for 2 hf. Schmidt continued to drift over Rodgers Bristol, but opted not to dive down and attack.

Rodgers continued back toward British lines at 150', while Walker came out of his manuevour facing west also. However, Walker was tailed by Schnapel who this time prudently dropped 50' and avoided the HO shot. Schmidt

### **1/7 Scale Radio Controlled Albatros DVa**

by Scott Campbell

When we lived in Lynchburg, VA in our first home not long after we got married in 1994, I decided to build a radio controlled Albatros DVa. Most of the reason being was that I had no one to play WW-I dogfight games with and online gaming hadn't come into its own yet. Therefore, I decided to build a DVa.

Most kits were not the size I wanted and were very expensive, so I decided to build it from scratch based on the William Wylam drawings in Air Age Magazine Volume I (WW-I aircraft drawings). As it turns out, these drawings are not very accurate and there were some errors, (which I've just now fixed!). I ended up fixing the problem using measurements off of the DVa drawings in the [Squadron Signal Publications Albatros Fighters in Action](#) books. Anyway, using the drawings I loaded the points and lines into Unigraphics CAD software at work and plotted out the full size 1/7 scale drawings on the E-size plotter.

Bringing these drawings home, I began tracing the fuselage formers onto plywood and balsa. The first five formers from the nose back use 1/8" plywood while the rest use 1/8" balsa. After the formers were cut out these were glued onto two balsa sheets running the length of the fuselage at the appropriate locations. Then the stringers on the fuselage were glued on to give the outer skin something to mount to just as in the real aircraft. The tail

chose to dive down on Walker's plane at this point also, and managed a 500' HO shot (which he missed), and Walker managed to hit for 1 hf on the return shot, barely missing the German pilot. The German AA also woke up and managed to hit Rodgers for 4 HF from the left side, causing a tail crit that jammed his elevator.

Walker chose at this point to pull straight away but the Albs followed, although neither did much damage. Rodgers at this point managed to disengage his plane to the SW and escape after unjamming his elevator.

Walker bravely manuevoured his plane against the two Albs, and finally managed to shake the tail Schnapel had maintained and escaped to the SW also.

The Germans returned minus one observation platform, while the Brits returned with slightly damaged planes and a kill awarded to Walker.

### **Gusmeroli Faints, Gefelven Scores Second**

by Larry Ford with Rick Lacy

*Inside German lines (Late Feb '03, HP Flight action)* - In today's battle Jean-Luc Nivelon, Larry, in a Spad XIII and Maurice Gusmeroli, Mike, in a Spad VII were flying a routine mission just inside the Germans lines when out of nowhere came a Fokker D-VI and a Pfalz D-XII. In the first round in a standard box formation the French pilots thought they had at least evened the odds. But they were wrong.....dead wrong.

As One Spad came from beneath each Fokker a vast range of damage occurred... the D-VI and the Pfalz maneuvered for bottom shots on the hapless French. Jean-Luc delivered a handicapped 3 hits to Rick's (Heinz Gefelven, now 3/2) side while Maurice gave Marks pilot 4 (Ralf von Vonberger, now 4/1) in the belly. Normally that is not a bad beginning -unfortunately lady luck spoke German this day. Mark shot 8 bullets through Jean-Luc's bottom, grouping 3 in the engine and 3 in the Front Fuselage. Out of 3 pilot chances Jean-Luc was only grazed. Maurice, however, should have never gotten out of his bed this day... or at least wore a a hard helmet for Rick's lone pilot chance opened another hole in Maurice's head.

Naturally Maurice started toward allied lines as a fair amount of that patriotic French blood began to flow. Jean-Luc decided to play as a decoy as his brother in the sky fought to stay conscious and make it home. Jean-Luc positioned himself so only Rick was able to take a tail shot. Lady Luck is interesting because one minute she's with you and the next she is not... this resulted in Rick's 150 ft tail shot missing. Knowing he had allowed as much time

was built next from stick balsa. The leading edge of the horizontal stabilizer was made from spruce which was moistened with water and bent into shape then glued together to form a laminate. The rudder and vertical stabilizer were cut from sheet balsa to shape, while the horizontal stabilizer and elevator were built up from stick balsa. The next area I started on was the upper wing. I picked an airfoil with a flat bottom so I could build directly on the plans and traced this out onto a master. Using the master airfoil I then cut out all the airfoils (ribs) for the top wing. The wing was then assembled and glued together.

This was all done in the summer to fall of 1994 in VA. We then moved to Detroit in March of 1995 and I lost interest, (and a place to work on it), until finally moving into our home in Indianapolis. It wasn't until the 2000 Dawn Patrol fly-in at WPAFB that I was inspired to work on it again and get it ready for 2003. Since then in the last few weeks I've fixed the problems in the lower and upper wing mounting points due to the poor drawings and began sheeting the fuselage as can be seen in the photos. I hope to have it ready by September of next year and I'll keep everyone posted.

### **Weigel Dies in Failed Landing Attempt** by Rick Lacy

*13 Apr 1918, 10,900 ft over Central lines (Late Feb, HP Flight action)* - Climbing towards the front to their west, Julian Merk (Mike, 1/0) in an Alb D-Va and Horst Weigel (Rick, 5/0) in a Pfalz D-IIIa did not notice the 2 Sopwith Dolphins piloted by George Carlisle (Mark, 1/0) and Guy Masterson (Tom, 1/0) diving out of the sun at them. Completely unaware of their



for Maurice to make it to his lines as possible, Jean-Luc bowed out gracefully and got the heck outta Dodge.

Lady luck then played a cruel game with Maurice as he tried valiantly to make it home. He succumbed to the blood loss and went unconscious for awhile as his plane went out of control. Three thousand feet from the ground he finally awoke and regained control, then at 2,200 ft. As he brought his plane down to 700 ft and began to look for a place to land, things suddenly went dark... and then Maurice went toward the light after his plane + Overdrive = Crater (giving Gefelven his second kill).

### **Baton Defaults Balloon Kill to Letourneau** by Rick Lacy

*HP Flight action, 20 Jun 1918, low over German lines, (2/26/03)* - The drachen that had been directing heavy artillery fire on the nearby French troops was targeted by a flight of 2 Fr SPAD XIII's Maurice Letourneau (Mark, 1/1, and feeling very fortunate to be alive .... viva la Frances!) and Louis Baton (Mike, 1/0).

As they were approaching the target, they were spotted by a German patrol consisting of Gerhard Fassel (Rick, 7/0) in a high-compression D-Va and Olaf Zuffenhausen (1/0.....because, out of pity, I let the surrender monkeys live to eat cheese another day) and (Tom) in a Fokker Dr-I.

The French dove hard for the balloon, with Maurice getting a 100' shot and Louis getting a 250' shot. Maurice missed though, primarily due to his plane being HAMMERED by 4 of the 5 AA guns guarding the balloon! Olaf flew his Dr-I down and took a 450' shot at Maurice but missed, and Gerhard flew over the battle at 1,100 ft watching the pretty flowers blossoming around the SPAD below. Louis came down to 600 ft but was within 400' of Olaf, thus becoming immune to the AA. He also missed his shot at the balloon.

The French planes dropped with the balloon to 350' and fired on it again, both hitting this time. The damage inflicted was sufficient to deflate and ignite it. Banking away from the pyre, Maurice nursed his severely abused SPAD westward while Louis circled to the south. This gave the German pilots their opportunity. Fassel banked toward Louis and dove for a 100' tail shot doing 3 hf (\*&#\$\* gun jams), while Olaf's Dr-I came down for a long tail shot on Maurice.

Fassel tailed the SPAD as it banked left, but falling back a bit due to the superior speed of the SPAD. His next shot hit for another 2 hf. Olaf at this point chivalrously abandoned his pursuit of the limping Maurice, and climbed to join battle with Louis. Surviving another round of damage, the

peril, the German pair lucked out as the diving Brits BOTH failed to hit their surprised Germans opponents.

Zooming out in front of Weigel's Pfalz, Carlisle's Dolphin became the target of a 50' top/bottom attack from both German planes, Weigel for 4 hf from the bottom and Merk for 7 hf from the top. However, the tide of the battle was to change this turn, as Masterson's Dolphin pulled in for a 100' top shot on Weigel's plane, hitting him hard for 6 hf - 4 of which went into the engine!

Reeling from the onslaught, Weigel chose to try to "regroup" (inside joke for the HP flight...) and pulled out of the battle back toward the east. The Dolphins pressed him hard, however, with Carlisle coming in for a bottom shot doing 7 hf and Masterson for a top shot doing another 6 hf. Merk pulled in for a side shot on Carlisle and hit him at the same time he was punishing Weigel. Weigel's abused engine absorbed another 2 hits and promptly quit, but not before starting to flame.

Moving into the falling leaf pattern, Weigel managed to extinguish the flames and proceeded to glide to the emergency airfield. However, for some reason (perhaps shaken up due to the beating delivered by the Brits) he was unable to put his Pfalz down safely and he landed in a nose-over-tail crash, unfortunately dying in the attempt. He ended as a 5/0 pilot.

Up in the air the battle continued. The Dolphins moved into a defensive formation and Merk's Alb moved to a bottom shot on Carlisle's plane, thankfully just out of reach of Masterson's guns. Merk again did some damage. The planes then maneuvered and this time Merk took a shot at Carlisle



SPAD at this point firewalled his engine climbing straight away. The Dr-I could not hope to keep up, but the upgraded Alb managed to follow for shots another 2 turns, missing on both and jamming his remaining gun on the last burst.

The Germans flew home disappointed that they had failed to stop the French planes, while the two French pilots celebrated living through their brush with death. Louis gallantly "lost" the cut for the balloon kill to reward his wingman's efforts in bringing his mangled plane home.

but missed, while Masterson also missed Merk. Finally tiring of the pesky Alb, the Dolphins split and dove away. Merk returned to the aerodrome to report his flight leader's demise, and the Brits both entered their kill claims for the Pfalz which went to Carlisle by virtue of a card cut.

## "Open" Tradition Trashed for Convenience?

Indy Squadron Dispatch  
Volume 15, Number 2  
February 4, 2003

### **New CD Revives Music of WWI** Indysquadron.com Product Review

World War I Songs #6 compact disc  
Old Time Victrola Music  
18 songs, copyright 1997 Mark Best  
Distributed by [www.earlyrecordings.com](http://www.earlyrecordings.com)  
\$16.95 (3.95 S/H)

#### Contents:

1. I'd Feel at Home If They'd Let Me Join the Army performed by Billy Murray
2. JA-DA performed by Arthur Fields
3. K-K-K-Katy performed by Billy Murray
4. The Old Grey Mare performed by Collins and Harlan
5. The Worst Is Yet to Come performed by Peerless Quartet
6. Where Do We Go From Here performed by American Quartet
7. Life In A Trench in Belgium (1) performed by Lt. Gitz Rice and Henry Burr
8. Life In A Trench in Belgium (2) performed by Lt. Gitz Rice and Henry Burr
9. The Rose of No Mans Land performed by Charles Hart/Elliott Shaw
10. There's Another Angel Now in old Kilarney performed by Sam Ash
11. Good Morning Mr. Zip Zip Zip performed by Arthur Fields
12. Hike! Hike! Hike! performed by Peerless Quartette
13. Just Like Washington Crossed the Delaware performed by Peerless Quartette
14. Keep Your Head Down Fritzie Boy performed by American Quartet
15. Tramp, Tramp, Tramp performed by John Young
16. We Stopped Them At The Marne performed by Arthur Fields/Peerless Quartette
17. What'll We Do With Him Boys performed by William J. Reilly
18. You Keep Sending 'em Over and We'll Keep Knocking em Down performed by Arthur Fields

Every Dawn Patrol player has his music. For some of us, its the soundtrack to "The Blue Max." I've always favored an old cassette entitled "Great Songs of the Great War." Other players prefer vintage engine sounds on CD, other movie soundtracks or Snoopy's Red Baron Christmas from the 1960's. But whatever the means, the mood must be set

### **Two Seat Flight Staggers Home After Beating**

Rick Lacy's After-Action Report  
from Indy's HP Flight

January 31, 2003 (31 May 1918, Central, Low) - The HP Flight was initiated into the wonderful world of 2 seat planes this afternoon. Flying for the Germans were Franz VonVonberger in an Alb D-Va (Mark, now 2/0) and Augustus Schiemmel in a Dr-I (Rick, now 2/0). For the British were Marlon Walker in an SE-5a (Mike, now 1/0) and 2 RE-8's. Arthur C. Doily (pilot) and Stephen Boyletrout (obs) in the first plane (flown by Tom, each now 1/0); Teamon Green (pilot) and Andrew Jones (obs) in the second (flown by Larry, each now 1/0).

The contact patrol had gone well for the Brits as they completed their mission and started the trip home. However, a German patrol spotted the trio of planes and closed for battle. Doily moved toward home, only to have the Dr-I come in underneath him and hit him hard for 9 hf. The second RE-8 came in behind the two angled slightly to give Jones a shot at the Dr-I. Then came Vonberger's Alb and Walker's SE-5a. Walker fired his deck gun at Schiemmel and hit him lightly for 2 hf. Jones also hit Schiemmel for only 1 hf which caused the first of many critical hits for the unlucky pilot. At the same time, Vonberger hit Green/Jones' RE-8 from the bottom.

Schiemmel wrenched his plane up and away hard, and the Brits took the opportunity to move further toward their lines, hindered only by Vonberger continuing his pursuit of the Green/Jones RE-8. No one fired very effectively in this phase of the battle, however.

for a proper game of Dawn Patrol. So when Mark Best of [www.earlyrecordings.com](http://www.earlyrecordings.com) sent me their CD release of World War I songs, I was immediately intrigued and knew that a lot of Dawn Patrol players and World War I aviation fans would be delighted to hear about it.

My first concern was quality. In a world spoiled by multi-million dollar marketing efforts, I wondered if a small company with a niche product could put out a quality compact disc that wouldn't disappoint. I opened the package to find an attractive CD in a full sized case that had been properly shipped and arrived in excellent condition. So far, so good. I was delighted to find that the CD's cover was tastefully done and perfectly designed for a vintage product. The cover was printed on heavy stock paper of a fleck marble color, giving it the appearance of age. The fonts were well chosen to reflect the time period, and a contemporary drawing of American soldiers in a trench completed the presentation. But what the case contained turned out to be even more attractive.

The compact disc itself was more what you'd expect from a major recording studio, not a small, private company in Chesterfield, Virginia. The CD was clearly top quality. I know that appearance doesn't really matter since it's the music that interests us, but I'm picky. I want my CD's to look good... and this one did. The CD itself is not the usual prismatic silver, but actually a brilliant gold color. The labeling on the top is a perfectly matched gold marble fleck accented by vintage fonts and prismatic gold trim around the edges. The case spine is labeled and easily read for bookshelf-type storage and all songs are listed sequentially on the reverse. All in all, the packaging is very nice and sets an excellent standard for any company large or small.

But the music, of course, is the real treat. The buyer is offered 18 selections of popular music from World War I; nearly double what you get from a modern artist on most CD's. We are all familiar with a few Great War songs such as "It's a Long, Long Way to Tipperary," "Some Girl Has Got To Darn His Socks" and "Over There." But Old Time Victrola Music has gone beyond the obvious and gathered a stunning array of music that doesn't simply reflect our modern memories of the war, but reflects the war era itself. There is a massive difference between what was popular in World War I and what the world now remembers as being popular in World War I. This selection cuts straight to the heart of history and presents the very songs that soldiers enjoyed in Parisian cafés while on leave, or with their girlfriends back home.

Perhaps the best thing about Old Time Victrola Music is the method by which the recordings are made. I have a working 1923 Brunswick Panatrope graphophone in my

The Brits again continued moving toward home as a group, with Walker doing an excellent job of protecting his 2-seat charges. The Germans would not be dissuaded, though, and Schiimmel again flew in for a bottom shot on Doily/Boyletrout's RE-8, doing another 6 hf. Walker pulled in for a 50 ft tail shot on the Dr-I, causing a 2<sup>nd</sup> RW crit (Note: at this point, the Dr-I had lost 400 ft of dive and 100 ft of climb, and could not perform loops or fancy's). The Green/Jones RE-8 came in also lined up for a nice shot on Schiimmel with the deck Vickers, but inexplicably did not fire. Vonberger again skillfully manuevoured his Alb under the Green/Jones RE-8 for yet another shot into their underbelly.

The fight at this point dove for the ground as the RE-8's chose to try to make it over no mans land on the deck. At 400 feet the Brits again grouped and since Schiimmel could not match the dive of the 2 seaters, he circled the fight. Vonberger took the only shot for the Germans at this phase but did not do much damage.

Both German planes had taken a beating by this point, and Vonberger turned his Alb back toward the German lines. However, Doily for some reason turned his RE-8 around also and pulled up dead in front of the Alb giving Boyletrout a 250 ft head-on shot. Walker then flew his SE-5a to a spot 50 ft underneath the RE-8. Enraged by this craven display, Schiimmel immediately turned his Dr-I and flew deliberately into a 100 ft head-on shot at the RE-8, but opening himself up for 2 return head-on fires.

Schiimmels luck ran true to form, however, as he missed his long burst, but received 9 hf from the SE-5a and 4 from the RE-8. His

World War I collection, and I still use it on rare occasions. The sound that it creates is unlike any other. The pop and hiss of the old records is accentuated by the crude amplifiers to such a degree that the background noise is actually part of the sound. Without it, the music simply doesn't sound right.

With that in mind, Old Time Victrola Music has recorded each and every song live off of a 1918 phonograph with very little noise reduction or post-production cleanup. The result is a compact disc that makes your home stereo sound exactly - and I mean exactly - like the phonographs found in the mess halls of every squadron across France in World War I. You can hear the needle hissing across the groove at the beginning of each song. You can hear the familiar pop of an old record and the shrill high notes that combine for an unquantifiable sound that can only be reproduced by either a genuine phonograph or a time machine back to World War I. If you have the slightest appreciation of history or the even the most vague romantic notion of the Great War, your mind will quickly wander back to smoke filled ante-rooms where teenage pilots danced with Red Cross girls late into the night, knowing with every step that they could die at dawn. The songs - and more importantly the sounds - will stimulate your imagination and take you back to a time when the phonograph was cutting edge technology, when everyone was fighting but no one knew why, and when life and love accelerated at a pace that only a veteran of war can understand.

This CD delivers the nostalgia, the music, and most importantly the fullness of sound that customers pay for. It is money well spent and I can highly recommend it with full confidence.

I can find nothing significant to criticize in this CD. If there were flaws, I would point them out without hesitation but I simply can't find any. The music is well chosen, the sound replication is stunning, and the price is competitive with anything you can buy at Walmart. We are fortunate that someone out there is producing this music, especially in a format that retains the depth and character of the original sound. The same company produces an entire line of WWI CD's which can be seen and sampled on their web site.

This CD is one of the best choices you can make to set the mood for Dawn Patrol gaming. So light the oil lamp, crank up the Victrola and roll the dice. You'll be closer to France than you ever thought possible.

Indysquadron.com rating: 5 stars out of 5

**Henion to Move, Stay as Tourney Director**

engine and left wing took the brunt of the attack, but only resulted in a aileron jam and an engine crit that chopped his climb some more. Vonberger also was hit head-on, but he was luckier with his return fire and delivered a light wound to Boyletrout.

At this point, both sides separated and returned home. Schiimmel got his plane down, and Boyletrout returned to duty shortly thereafter.

### **Nieuport Gives Dunzel a Scare** German Alb Star Lands Fourth Kill

January 28, 2003 (2 April 1917, Central, High) - Reinhold Dunzel (Rick, now 19/4) in an Alb D-III and (Tom, now 1/0) in a Halberstadt D-II, flew against 2 British Nieuport 17's but not the normal Nieuports. These planes were testbeds for the RFC, and they sported single DECK guns instead of the standard wing guns. The Nieuports, although starting from 800 ft higher, split their flight with the lead plane piloted by Michael D. Laine (Mark, now 1/0) opting to retain altitude. Then the Germans boxed. The other Nieuport then chose to dive for a shot, but misjudged the altitude and dove to 700 ft UNDER Dunzel's Alb. The next turn, however, both Germans managed shots at (Tom), doing 5 hf from the top and Dunzel unfortunately missing from the tail. Laine also missed a shot on Dunzel as well.

Dunzel then tailed, and got off a shot on Mike for 6 hf, but took 4 in return from Laine, one of which caused an aileron jamming Dunzel's plane into a left bank. The Nieuports took notice after the Alb continued to bank left, and gave chase, followed by Tom's Halberstadt. Finally clearing his jam, Dunzel managed to box with

*A lot is happening now in the life of Fits mainstay George Henion. Not only are he and his wife relocating, but he is now in the process of organizing this year's Fits Team Tournament. ISD asked George a few quick questions to catch us up on what is happening with the tournament and the Henion household.*

ISD: I know you're moving to Florida soon. Are you there yet?

GH: As you may have guessed... no, I'm not. Jennifer and I will be moving to the Clearwater/Tampa Bay area of Florida in late August.

ISD: You've been in Madison for years... what are the reasons behind the move?

GH: The reasons are many but most of them boil down to (this) - there's no snow in Florida and the really cold days are at a minimum. Also, the beach is there year-round and the cost of living is better than San Diego, where we looked also.

ISD: So what are your Fits prospects down there?

GH: As of now, I have no idea. I heard that Tom Rottenberg lives down there, but I will have to start a new squadron down there... hopefully?

ISD: Fill us in on the current state of this year's team tournament.

GH: I'm glad you asked. This year's Team Tourney is slated to be May 31 - June 2 in Madison, WI. I will be sending more info as soon as the hotel confirms dates. The alternate date is the weekend after Father's Day (June 20-22). I'll keep you posted. I hope to see an Indy team this year (hint, hint).

ISD: How did you come to be in charge of the team tournament this year?

GH: I asked Mike Carr at Gen Con if anybody had expressed an interest in taking the Team Tourney on yet, and he said "no" so I volunteered again.

ISD: Do you like it?

GH: It has it's ups and downs, but overall, yes, I do enjoy organizing and running it.

ISD: So how long do you think you'll keep it up?

GH: Until I get booted out of the job. I intend to still

the Halberstadt, but was again hit by both Nieuports from the left side, taking a 2<sup>nd</sup> engine hit.

The fight continued to swirl around the Germans as they boxed for protection again, when suddenly the fight took a different turn as Mike's Nieuport opted for a 250 ft head-on shot at Dunzel rather than the 100 ft side shot on Tom. Dunzel opted to switch his target to Mike's Nieuport and both pilots hit, Dunzel doing 6 hf and Mike doing 4. The 4 hits Dunzel took went into the engine and left wing, although neither caused a critical hit, while 5 of the six hf Mike received hit his engine, reducing it to 0 hits and causing the engine to stop. Mike began the long glide home.

Meanwhile the fight continued with the Nieuport continuing to dog Dunzel, but missing his shot from the right side. Finally realizing his predicament, Laine opted to escape combat and the both sides retired Dunzel in a shot up Alb but having earned another kill, Tom and Laine returning with relatively little damage, and Mike finally putting his plane down just inside the British lines with a rough-wing setdown but surviving to fight another day. A rather nice skirmish, eh what?



organize it after I move to Florida. (For me) it's a vacation back to Wisconsin! And yes, I intend to keep it in Wisconsin unless the overwhelming majority want to move it to sunny Florida, but I would suggest a different season - like winter - then.



Editorial

**"Open" Tradition Trashed for Convenience?**

by Stephen Skinner

As most readers of this site are aware, Society leadership is now threatening to remove the Society Open from Gen Con when the convention moves from Milwaukee to Indianapolis this summer. The latest poll on the "Calendar" page of this site indicates that as of this writing, the vast majority of Fits Society members oppose the move.

When considering the results of the Indy Squadron Poll, two major factors must be considered:

First, over half of the visitors to this site do **not** belong to the Indy Squadron. Understanding this fact removes the temptation to dismiss the poll results as being localized or biased, when in fact, they represent a far broader segment of the society.

Secondly, according to Society Treasurer Jim Barber, the society has almost exactly 90 members. That means that one-third of the entire Fits Society visits this site daily, and at least half of them have voted in the Indy Squadron Poll to date. Since the Fits Society is not a large organization, 10 or 20 votes represents a significant portion of the society and cannot be dismissed as a minor sampling.

If the Open is indeed yanked from its traditional home in spite of the wishes of the majority, one has to seriously doubt the validity of the reasons given for doing so.

For instance, where were all the complainers when the event was held in Milwaukee year after year? Did the players in Michigan whine for it to be moved to Detroit? Did Ohio players demand that it be moved to Columbus? Did Indy players ask for it to be moved to Indianapolis? No. They got in their cars and drove to the event without complaint. The rest of the Fits world justifiably expects players near Milwaukee to do the same. Get in your car and drive... just like the rest of us have done for the past decade. Frankly, even if northern players truly have valid reasons (other than thinly disguised personal convenience), moving the Open back north will still appear to the rest of Fitsdom as an "I'll-take-my-ball-and-go-home" attitude. Its going to be mighty tough to convince any of the people who have driven to Milwaukee for the past ten years otherwise.

If the Open stays in Gen Con where it belongs, I sincerely hope that players from Indy, the Region and Ohio don't adopt the same attitude. We should never let ourselves be reduced to such a degree that we would put our own personal convenience above the good of the game. When its time for Gen Con to leave our corner of the midwest, we'll say thanks and goodbye and prepare to drive again the next year.

I, for one, can still be convinced that this move is for the good of the game... but its going to take a lot more than the lame excuses I've heard so far. And if I were relying on such lame excuses to justify my position, I think I'd take a long, hard look in the mirror before I cast my vote.

Indy Squadron Dispatch  
Volume 15, Number 1  
January 21, 2003

**Mrozak Guest of Honor**

9 Show for Indy Gaming  
Rick Lacy's After-Action Reports, preface by  
Stephen Skinner

*A great crowd showed up at Mike Gilbert's house last weekend (Saturday, January 18, 2003), primarily due to the the Indy Squadron's ever-growing H-P Flight and a continuous stream of out of town players flowing into Indianapolis for their Dawn Patrol fix.*

*A big thanks goes out to Mike and his wife Kelly, as well as Scott and Audra Campbell for hosting the day's activities. We played at the Gilbert's house until 6 pm, then moved the festivities to the Campbell's homestead until 11 pm. Thanks to the courtesy of the Campbells, guest of honor Ken Mrozak received a full day's gaming in return for his five-hour drive from Milwaukee. Honorable mention also goes to Mark Celmins whose award-winning chili kept us well fed throughout the day, and Audra Campbell who fed the late stragglers that evening.*

*With 9 people present, we thought it best to split up into two tables. Hence, the following write-ups by Rick Lacy are his personal experiences of the day, which do not include a number of games at the other table or the games at the Campbell's home later in the evening (after Rick had to leave).*

*One of the highlights missing from Rick's analysis was the wonderful opportunity for two of the game's well-known British aces to fly a mission - and get their tails kicked - together. Squadron Commander Christopher Foxxe (Stephen Skinner, 68/56), ranked number one in the world by Indysquadron.com, and 10th ranked Major Billy Bathgate (Ken Mrozak, 32/18) flew a pair of Clerget-powered Camels against a Pfalz DXII and a DFW CV manned by the new pilots of Larry Ford and Tom Cottingham. It should be noted that sides were rolled randomly, and that both Stephen and Ken offered on multiple occasions to split their team up, trade planes, or all the above. Each offer was refused by the valient newbies, who proceeded to teach a thorough lesson to the veterans over the next*

**1/72nd Scale Modeling Tips**  
by Scott Campbell

I started building models when I was 8 or 9 years old, getting glue all over me and the plastic. However, it wasn't until I ran into Jim Pink at Old Guard Hobby in 1995 that I started playing FITS and building 1/72 scale WW-I models.

I was into WW-II 1/48 scale (still am) and back in 1993 I bought an airbrush and Badger compressor. Airbrushing just makes everything look great. I've always loved the Albatros D-Va and that was my first kit. It was an Airfix kit I bought at Old Guard Hobby in Detroit. I didn't do much research and painted it like the colors on the box, which was wrong, with dark green upper wing and a sandy color.

I later hand painted mauve over the sand color and that's the way it is now. Its painted like the Albatros D-V of Manfred Von Richthofen and can be seen in the diorama shot with the aircraft tent. My next purchase was a Fokker Dr-I. This was painted like Voss' aircraft with light blue all over then streaked with a dark green on the sides and upper surfaces of the wings and tail. There's many conflicting accounts of whether Voss' cowling was yellow or dark green. Jasta 10, I believe, had yellow cowlings, but based on pictures it appears that Voss' triplane had dark green on his so thats what I left it at.

I first airbrushed the top with dark green and then the bottom with light blue. On the top surfaces I then dry brushed the light blue to give the streaky appearance. I then applied the decals and sprayed it with a matte spray to take the shine off of the decals. I just use Testors flat enamels in all my work.

I'm not going to go into detail on the Fokker D-VII because I didn't put a whole lot of detail into it but it is painted like Rudolf Berthold's D-VII.

The latest Albatros D-Va I did was an Eduard kit I purchased from Tom Metzler Hobby one Saturday before a Dawn Patrol game at Stephen's. I decided to do a lozenge pattern on the wings and tail. I photo copied the 1/72 pattern from the Albatros D-V Wind Sock Data File book. Then using that copy I made three

45 minutes.

*Both Germans used a thin layer of clouds to brilliant advantage, dodging in and out while constantly denying shots to their frustrated opponents. The DFW's observer was critically wounded by Foxxe, but Tom escaped into the clouds and his pilot survived the ordeal. Bathgate and Foxxe pounded Larry's Pfalz DXII until he was forced down, but he too, survived unscathed. On paper the British aces should have creamed the rookies hands down, but their excellent maneuvering through the clouds prevented Foxxe from scoring a kill, and Bathgate was lucky to get credit for his 18th on a reduced roll.*

*Guess that's why they play the game.*

*Another moment of great excitement came when Ken, unable to move his planes backwards under Indy house rules, made a forced landing in the front with his Rumpler crew. Fleeing the SE pilots of Rick and Stephen at 50 feet altitude, he had a careless moment and flew one square too far. He managed a successful forced landing and his crew darted to safety across the front. Both pilot and observer were on their 12th mission! Ken was happy to know that every Indy player has done the same thing at one time or another.*

*All in all it was a great day of gaming. Rick's detailed memoirs of the day now follow:*

**18 Aug 1918** - Archibald Cochrane, RNAS (Rick, now 1/0) flying in a Sopwith Triplane and a wingman (I cant remember who) fought with 2 Albatris over the Allied side of the lines at medium altitude. The fight didn't really go Cochrane's way, as he took 14 hf over several turns while only hitting Stephen's Alb pilot for 4 (although it was 4 really good hits, one causing spar damage to Stephen's wing and forcing him to leave combat). For a first mission, it was one I survived, which is always a good thing.

**18 Aug 1917** - Lionel Rhys-Davies, RNAS (Rick, now 9/0), flying with Larry's rookie Camel pilot and Ken's triple-ace, Billy Bathgate, took on a mixed bag of 3 Albs and a Roland. Bathgate moved first, and took some damage the first turn, while the Albs stayed close to each other and the Roland fought to keep up. Davies

transparencies for the four pattern lozenge. Using an x-acto knife I cut out each hexagon of one color on one transparency. Then did the same for the next color and transparency to create three transparencies each with a particular color of hexagons cut out.

I then painted the surfaces the base color of yellow ochre. Next I laid the first transparency down and set the pattern on the airbrushed surfaces. The second transparency was lined up with the first set of hexagon pattern and the third color was airbrushed on it. Finally the third transparency was lined up and the fourth color was airbrushed on. The plane was then finished by airbrushing the fuselage a wood color and the undersides of the wings had a lighter color lozenge using the same method as above.

Then the decals were applied and a matte spray was applied. Also, black paint was ran into the recesses of the plywood panel lines on the fuselage. The engine cowling was hand painted aluminum as were the struts. There are some minor details to finish and I want to add flying wires next, but I consider it done at this point.

### **Rotheberg Engages Cloaking Device**

Rick Lacy's After-Combat Reports

29 Sept 1918, 18,400 ft over Cambrai (January 17, 2003) -With the British offensive 2 days old, the Jasta was tasked with trying to lessen or eliminate British air efforts. As such, a 3 plane kette of Fokker D-VII (185) flew into Allied lines looking for targets. 2 RNAS 150 hp Camels in the area spotted the trio and offered battle. Flying one Camel was Lionel Rhys-Davies (Rick, now 8/0) while the other was James Polke (Tom, now 1/0). Opposing them were Rolf Rotheberg (Larry, now 1/0); Oskar Bentele (Mike, now 2/0); and Ralph Von VonBerger (Mark, now 2/1).

The fight started poorly for the Germans, who scattered slightly and could afford no protection to each other. The rookie Polke opted to target Rotheberg's Fokker, and the more experienced Davies chose to concentrate fire on the same target in an attempt to even the odds. Both hit, but poorly (both rolled min damage). Davies opted to tail, but Rotheberg craftily chose to perform a split-S, so Davies chose instead to maintain altitude and circled toward the east, drawing Bentele after him, who closed for a bottom shot (which missed, fortunately for the

managed to get on the tail of the Roland for a turn and hit it for 8 hf, but then chose to go after what appeared to be the flight leader of the Albs, missing a shot. Larry's Camel also engaged an EA, while Bathgate climbed away and then circled to pick his target. After his miss on the lead Alb, Davies latched onto the tail of another for 2 straight turns, putting 12 hf into it. One of his shots hit an aileron and forced the Alb into a right bank. His efforts did not go unnoticed however, as the lead Alb and the Roland both hit him hard on his 2<sup>nd</sup> turn of tailing. Firewalling his engine, Davies climbed straight away from the fight and the Alb trying to tail him. This gave Bathgate his opening, however, and he swooped down on the hapless Alb banking right to finish him off. 3 more turns of maneuvering lead to Bathgate finally delivering the coup-de-gras and downing the Alb. The remaining planes then all escaped combat, leaving the Camels alone in the blue.

**18 Oct 1917** - Wilhelm Bittner (Rick, now 2/0) looked at his assigned aircraft with displeasure. His trusty Alb being overhauled resulted in his being assigned the Roland D-II, but he certainly didn't like it much. With some trepidation, he climbed into the cockpit and lofted his plane into the skies. His wingman (Scott's Alb ace whose name escapes me) was flying the lead Roland, no more pleased with his plane than Bittner was.

Approaching the front, they ran into a flight of 3 SPADs, and so they closed for battle even though they knew they were outmatched by the superior SPADs. The battle initially went the way of the German pilots, with Bittner hitting one SPAD (piloted by Mike Gilbert's pilot) hard for 9 hf. However, over the next 3 turns, 2 of the SPADs mercilessly hammered Bittner's craft for 22 hf (5 of them in his engine) and 2 engine crits. Finally sensing a chance to flee, Bittner dove for the ground hard and managed to elude his pursuers. Unfortunately, that left Scott's pilot to the tender mercies of the 3 SPADS, who managed to put some hf into Scott's plane over the next 3 turns but never hitting him hard enough to bring him down. Finally, having lured the SPADs into a predictable pattern, he managed to suddenly reverse his course and escaped as well, ending the fight.

Both pilots seriously thought about landing and burning their inadequate planes, but resisted the

British pilot). Polke followed suit for a 50' tail shot, and VonBerger also chose to take a tail shot on Polke. Davies then opted to dive and attack Rotheberg again (but missed) and pulled the fight down with him, with everyone taking similar shots. Rotheberg's invulnerability continued next turn, as Davies tailed him through a barrel roll but opted for a top shot instead of a tail as Rotheberg pulled up underneath Polke for a bottom shot (which Davies missed AGAIN).

The next turn, however, Polke and Davies sandwiched Rotheberg and hit him for 6 hf from the top and 5 hf from the bottom, causing a tail, RW and engine crit. VonBerger, who had been dogging Davies in the meantime, missed his shot again at Davies. His abused plane became quite unwieldy as the elevator locked, forcing either loops or stalls, and the loss of compression from the engine hit made his situation quite precarious.

I'd like to say the combat completed, but we just broke it up right then due to time constraints. I guess I'd chalk it up to fog of war and all that... overall I was pleased that the Camels did as well as they did against Fokker D-VII's (especially since my pilot was one of them...)

#### **New Indy Player Recruited for H-P Flight** Starts Career 2 for 2

29 January, 1918, 13,800 ft (Central, High, Light; Wind 10 mph from SW, 1 600' cloud bank starting at 8100 ft, game played Weds, Jan 15, 2003):

We have a new player prodigy! Mark Celmins, playing in just his second game today, scores his 2nd consecutive kill (I lost the cut to him, &%(##\$# ).

The 3 SE-5a's swept into German lines as the fourth of their flight fell out due to magneto problems and returned to base. One of the remaining 3 then fell slightly back with compression problems. The remaining 2 continued deeper into the lines looking for opponents. Sighting 2 Pfalz types, they circled their opponents and boxed, waiting to carry the attack to the Germans. One Pfalz (piloted by Tom's rookie) chose to attack Rick's SE-5a from the tail (Percival Stuart, now 8/2), while the other Pfalz (piloted by Larry's rookie) attacked the



well-justified impulse.

**18 May 1918** - Percival Stuart (Rick, now 9/2) along with Stephen's pilot (Lt. Norman Duckworth, 8/3) in SE5a's intercepted a German photo recon mission (consisting of Mark in a Pfalz D-III and Ken in a Rumpler) returning to German lines after completion of it's mission. The Germans dived hard for the ground, trying to reach their lines as quickly as possible. The SE's matched the rate of descent, albeit cautiously, not wanting to come under the fire of the observer if possible.

Finally closing enough distance to get within firing range of the Germans, Stuart opted to attack the escorting Pfalz while Stephen chose to go after the Rumpler. Stuart made an initial attack on the Pfalz from the tail, then took a bottom shot, then switched back to the tail again. This initiated a tailing situation that lasted for 4 more turns, resulting in a total of 19 hf going into the Pfalz. Stuart then had to break off to reload his Lewis, and also to unjam his deck gun.

In the meantime, Stephen's dogged pursuit of the Rumpler was rewarded when the Rumpler pilot misjudged a maneuver and ran his aircraft into the ground within spitting distance of the German lines. Stephen then turned back to see what his wingman was up to, and managed to jump into the fray with the Pfalz right as Stuart started to fix his armament. He started tailing the Pfalz and did some hf to it also. Stuart proceeded back into battle and re-engaged the Pfalz as well, but missing a shot. The next turn, however, proved to be the one that mattered, as both Stephen and Stuart hit the beleaguered aircraft and shot its right wing off for the kill.

In the aftermath, the 2 British pilots made their kill claims at the squadron, and Stephen's pilot was awarded the kill for the Pfalz by card cut in addition to his victory over the Rumpler. Meanwhile, the Rumpler crew climbed out of the wrecked plane and grabbed their photo plates, and scurried the half mile or so needed to get them back into their own lines, giving Ken a Rumpler crew that achieved the 12m category.

second SE-5a (piloted by Mark's rookie) from the right side). Larry's Pfalz hit Mark, although lightly.

However, the turn signaled the beginning of the end for Tom's pilot, as he opted to fire a long burst first at Stuart and missed - but jammed BOTH his guns! Mark then moved straight away, drawing the attention of Tom, who bravely chose to follow while trying to unjam a gun... which left an opportunity for Stuart, who promptly pounced on top of Tom's Pfalz, doing 5 hf. Meanwhile, Larry's Pfalz inexplicably moved AWAY from the fight rather than help his wingman, and Mike's rookie SE-5a pilot, having fixed his compression problem, appeared on the board edge and charged toward the fight. Tom's Pfalz then tried desperately to cover ground toward his wingman, but the distance was too great and thus found himself the only viable target for all 3 SE-5a's. Mike gallantly opted not to fire and hovered as top cover while Mark's pilot and Stuart targeted the helpless Bosch. Mark took a top shot and did 5 hf, and Stuart fired a 100' tail shot, maxing his damage (a 6 rolled for each gun!) doing 9 hf. Stuart then tailed the Pfalz, but the massive damage and lack of armament spooked Tom, who chose to dive hard away (in fact, he opted to do a 200' overdive to put distance between himself and his tormentors), but lost the overdive gamble and sheared his damaged wings off, causing him to fall the remaining 2 1/2 miles to his doom.

Rather than follow, Stuart drifted toward Larry's Pfalz in an attempt to entice him to battle, but to no effect as Larry's good sense showed up and he dove away in an escape attempt. Mark and Mike followed him, though, and did manage to catch him for another 2 rounds of combat, but the fight then broke up and each side flew home - the British celebrating a decisive victory, the Germans mourning another fallen son.

At the British aerodrome, the commanding officer read the submitted combat reports and a card cut was performed for the kill on Tom's Pfalz, which was won by Mark's rookie.

I'm telling ya, I have seen more kills here than in the last 4 Indy Squadron events... must be the water or something.

**Meier Gets Fifth Mission**  
Celmins Scores Engine Kill

11-Aug-1918, 17,000 ft. (game played Tues, Jan 14, 2003):

The American SPAD X-III's arrowed deep into German lines in search of prey. Obliging, the Germans supplied 2 Fokker D-VII's, one piloted by Wilfred Meier (Rick, now 5/1), the other by a rookie (a new player here, Mark Celmins, playing in his first game).

The Germans climbed and boxed, daring the brash Americans to attack them, but the Americans did just that, managing to hit Meier's plane for 3 hf but taking no damage in return. The Americans then pressed their advantage, hitting Meier again for 4 hf (and a RW 6/5 crit) and the rookie pilot for a few also.

However, the Germans then turned the tables, with Mark's rookie hitting Mike's SPAD pilot hard, doing many hf, among them 3 engine hits and a 5/5 crit (Mike rolled a 4 on the seize roll). While Mike opted to dive away smoking, the Germans concentrated on the remaining SPAD, with Rick doing 5 from the tail and Mark hitting hard from the bottom. Meier chose to tail at that point, but the SPAD managed to outdistance the Fokkers on the dive to the clouds, and thus escape.

From the point of combat, Mike had to traverse 153 squares to reach Allied lines, and had crossed 108 when his engine seized. Gliding the rest of the way over the front, he couldn't cover the distance to the emergency airfield, but he did manage to locate a good road for setdown, which unfortunately was a rough wing setdown. He did survive the landing however, and will nurse the bitter defeat in his memory until he can even the score. At the Jasta aerodrome, the rookie pilot was toasted by his squadron mates in celebration of his first confirmed kill.