

French Observer Dead On 9th Mission

Four Players Show for Four Games

Game Report for December 8, 2007

by Stephen Dale Skinner

Game #1: Allied Lines, 9/8/18, Slightly Cloudy

Frenchmen are picky people. Such was the case when Stephen Dale obtained a single gun SPAD 7 in late 1918. To make things more insulting his wingman (Rick) had a SPAD 13. Still, he was hopeful that the Germans might obtain a reasonably mediocre aircraft and keep the playing field level. Those hopes were dashed when two Fokker D VII 185's showed up, flown by Stephen and Evan. The game played out surprisingly even for the first few turns. Evan's dice were hot and he pounded his Dad for over 15 hits in the first three turns. Meanwhile Stephen Dale had been dancing around with his Dad not taking more than four hits at a time. By turn 4 the small pops from his Dad had given Stephen Dale three in his engine and Evan was beginning to waylay his Dad with massive 7 to 9 hit bursts. Stephen Dale chose to dive out of the fight while Rick (having only a rookie) chose to stay. Within a few turns he shook both Evan and Stephen and managed to crash land at home and survive. In the end the game brought no gore, as all parties got home fine.

Game #2: Allied Lines, 10/8/18, Cloudy

Rick and Stephen Dale took to the skies in Sopwith 1 1/2 Strutters looking for major bloodshed. Unfortunately Evan and Stephen did the same thing and it made things a lot harder on the Allied side. It was only 1916 so the given aircraft moved at the approximate speed of your typical nursing home patient and nobody could really hit anything for the first two turns either. It made for a dull chess game until Stephen put a bullet in his son's pilot's chest. The location of the wound didn't cause immediate death but it did cause severe bleeding (the kind that makes you pass out.) Stephen Dale's two seater made a hasty exit as did Rick's aircraft. The game then came down to Stephen Dale keeping his crew alive. The pilot's wound caused him to crash, killing the pilot but leaving the observer alive. Stephen did not obtain credit for the kill as Stephen Dale managed to land in his own lines, so even though a pilot was dead there was no bloodshed on paper.

Game #3: Low in German lines, 7/8/18, High clouds

That Other Game on Armistice Day

by Stephen Dale Skinner

We flew only two games on November 18th (Armistice Day Fits Tourney), and in the haste to get the championship issue out we didn't get this game published. So here 'tis, the first game played right before the title contest.

Game #1: Allied Low, 6/17/17,
Fairly Clear Skies

The first game of the day was a four on four German balloon mission. Evan (Alb D III), Stephen Dale (Roland D IIA), Wayne (Alb D III), and Ken (Roland DIIa) made up the German force. The British force consisted of SPAD 13's flown by Rick, Stephen, Wyatt, and Kevin.

The first turn was an odd upper hand for the Germans as Wayne and Kevin pounced on Rick for a combined 15 hits. The next turn got downright bloody as Stephen sent a bullet into Wayne's pilot who sent a bullet into Kevin's pilot. Kevin's pilot apparently wasn't hurt too bad as he lined up for a burst on Stephen Dale causing his plane to start smoking.

As if all this hadn't been enough Stephen Dale was doubled on turn four and took a pilot hit as well. Wayne, still recovering from his own wound took another seven hits, but this time they were head on. The bloody turn wrapped up with Wayne's engine stopping and

This game was a threesome balloon mission since Stephen Dale was busy making an emergency run to Le Chateau Blanc (White Castle) for some fine cuisine. Corporal Vladimirez Kaskaskia (Spanish mother, Russian father) led a pair of French SPAD XIII's - the other being flown by Evan's rookie - against a German balloon. Rick's normal prowess with the anti-aircraft guns was conspicuously absent and his lone Albatros fighter was no match for the faster SPADs. The result was a quick balloon kill (the cut was won by Evan) in spite of a surprising performance by Rick's outgunned Albatros which put several holes and a critical hit in Kaskaskia's French fighter. All participants safely escaped combat and made it home.

Game #4: Over the Front, 5/8/18, Clear

It was a bright spring day with beautiful sunshine gleaming down on a bunch of people who were trying to kill each other. Stephen and Rick (again) took Alb D III's up against Stephen and Evan (again) in SPAD 11's. The only major highlight of this particular game was Stephen flying into the ground. A fight between he and Rick had gone down to ground level (literally) and Stephen misread a record that he had kept and dove instead of simply accelerating. The mistake cost him Denis Risacher, a 9/2 Gen Con tournament-winning observer, who died in the crash. Rick got credit for the kill.

bursting into flames and the German balloon being tripled but not shot down.

On turn five Stephen Dale's engine stopped and Wayne made a quick landing, his pilot didn't survive though, dying in the hospital weeks later of a hideous left arm infection caused by a light wound. On turn six the balloon attacks finally paid off with the balloon going down flames. Ken's pilot also took a pilot hit during the turn but managed to make it home okay.

Stephen Dale's pilot landed and died in the hospital from massive blood loss from the gaping wound in his left shoulder. Kevin's pilot was also a casualty flying home but dying from gangrene to his leg.

Frank Luke Replica SPAD Unveiled in Phoenix

At Phoenix Sky Harbor Airport on December 8th, a special ceremony was held to unveil a SPAD XIII - said to be an original SPAD that was bought for 750,000 dollars - that has been painted in the colors of Lt. Frank Luke, Jr.

A smattering of city dignitaries were on hand, as well as Don and Debra Luke. Don is the nephew of the famous ace and the closest living relative to Frank, Jr. Thanks to Steve Baber, who painted the SPAD and took the following photographs, ISD can offer this brief photo essay of the event.

KEN TAKES THIRD STRAIGHT INDY TITLE

Misses, Mistakes and Jams Sabotage Allied Game and Championship Hopes

Shooting wins titles. Not kills, not assists... shooting. Graham Shepfer shot his way to a championship in 1998. Wayne Richeson pulled the same trick in 2004. Despite claiming only a single kill, Ken Mrozak did it again this year simply because he kept pulling the triggers on his machine guns. Ken's win was also special because he now joins Dory Oda as only the second player in Indy Squadron history to claim three consecutive squadron titles.

Rick Lacy designed a superb championship scenario again this year with a unique blend of planes that allowed everyone a chance to win. The mission mixed a rare SPAD XVII with a series of high horsepower, fast planes, offset by the wickedly maneuverable Camel, a Pfalz DVIII and the always-powerful Fokker DVII's. It was really a good mix and gave us a truly outstanding game.

Ten players were present, including six holders of the Indy Squadron Victory Medal. Every single player had gamed with Indy in 2007 and no champion's exemptions were used for title eligibility. Percentile dice were rolled for airplane choice and the 19th annual Indy Squadron Armistice Day Fits Tournament began like this:

Stephen Dale got the dubious honor of moving first, followed closely by Ken who scored several good hits on this plane. Stephen's SPAD XVII was double attacked by Evan and Kevin as part of a huge pile of planes. Evan was the victim on the second turn when Scott and Stephen sandwiched his Fokker for a total of twelve hits. A four-way tailing chain was then started featuring Ken, Stephen, Kevin and Wyatt.

But the real action began on the third turn, when Stephen Dale finally got a chance to fire and sent a



Above: Appropriately enough, Dory Oda awards Ken his third consecutive Victory Medal after the 2007 Armistice Day Fits Tournament. Dory remains the only other player in squadron history to win three straight titles, in 1994-95-96. Below is a selection of additional photos from Armistice Day.



nine-hit burst through the tail of Rick's Pfalz DVIII. Ken managed to shake Stephen off his tail but had to turn north to do so, while the rest of the fight moved far to the south. While Rick was being pounced by Stephen Dale, he also had a chance to fire on Wyatt's Camel and managed to hit his pilot in the head... Wyatt used up some of his Richeson luck by rolling an "002" for a No Effect wound. Scott flew his Camel in for a shot but found himself the "third man in" and suffered an automatic miss. Evan had already taken considerable damage and tried to escape by moving outside the tourney box, but the problem was that he barely had enough speed to get outside the playing area. Instead of diving away, he stopped only one square outside the box and left an open tail shot for Stephen, who was shopping around for the best opportunity to score some points. As luck would have it, Stephen's five hits knocked out Evan's left wing and scored the game's first kill.

On Turn Four Dory would latch onto Kevin's tail and stay there for the rest of the game. Her first burst sent seven hits into Kevin's Fokker, which had just missed Stephen in a long-range head-on attempt. Ken was still way too far north to reach anyone so he let his guns cool and climbed for altitude.

By this time things were looking bleak for the Germans. Evan's D7 was already down, Ken's Pfalz DXII had been hit, tailed and run out of the fight, and Kevin's Fokker had just taken a beating from Dory and Wyatt. This was the first major turning point in the nearly four-hour game.

With the stage set for a dramatic moment, Stephen Dale's battered Camel waded in for a shot on Wayne's D7... but he overshot and missed his opportunity. Scott's Camel also tried to attack Wayne but scored only three hits of damage. Wayne, who should have been creamed and run out of the fight under two attackers, instead walked off virtually untouched. Things got even worse for the Allies when Dory closed in for a fifty-foot shot on Kevin's Fokker and missed completely. Stephen's SPAD closed in for a one hundred-foot shot on Rick's Pfalz but he locked up his left Vickers gun on a 5% jam chance. Mistakes, misses and gun jams had saved the German team from what appeared to be total annihilation.

Now it was the German team's opportunity to take the offensive. Ken used his superior altitude to rejoin the fight and put eight hits into Stephen Dale's Camel, which was now in serious trouble after the damage he sustained in the first two turns. Things didn't get any better when he checked for critical hits



2007 Armistice Day Fits Tournament

Gamerz gaming club
November 17, 2007

Ken Mrozak	German	Pfalz DXII	141
Wayne Richeson	German	Fkr D7 185	119
Stephen Skinner	French	SPAD XVII	109
Dory Oda	French	SPAD XIII	105
Kevin Richeson	German	Fkr D7 160hc	76
Scott Jones	British	Camel 140	63
Stephen Dale Skinner	British	Camel 140	34
Rick Lacy	German	Pfalz DVIII	29
Wyatt Richeson	Belgian	Camel 130	10
Evan Lacy	German	Fkr D7 160hc	4

New House Rules Eliminates AIDS, Helps Death by Light Wound

A lengthy and productive discussion was held after gaming last Saturday between Ken, Kevin, Rick and Stephen,

and found himself stuck in a left bank, making him a sitting duck for Ken to tail. Kevin's D7 was the only German plane in real trouble by now. He had moved early in Turn Six and would have to face three attackers.

It was here that the next great momentum shift took place. Wayne's D7 - which should have been blown out of the sky just a few turns earlier - fired on Wyatt's Camel and shot him in the head... again. By this time Wyatt's "Richeson luck" had run out. The bullet went squarely through his pilot's head and the Allies had suffered their first casualty.

Stephen Dale, whose shot-up Camel was stuck in a left bank, could do nothing but watch and wait while Ken closed in for a free shot, plus the tailing bonus. Ken easily blew his right wing off and the Allies had lost yet another Camel.

Scott was holding his own pretty well despite having taken multiple hits, but the other two Allies were in lousy shape. Dory's SPAD fired on Kevin and missed for the third time. The remaining machine gun on Stephen's SPAD jammed - again on a 5% roll - rendering him useless to his team's cause. The Allies were now firmly on the defensive and the Germans had taken over the game.

Scott's Camel had by now jammed both guns as well, so when he tried to double attack Kevin's D7 with Dory on the next turn it was of no help. Scott dealt no hits at all. Dory's aim was true and Kevin took seven more bullets, putting him in real trouble. Kevin tried to dive away but Dory followed and shot his right wing off on the following turn, awarding her a solo kill. Nursing gun jams and multiple hits, Rick also made his escape and the Germans had only two planes remaining: Wayne and Ken.

Stephen made a pathetic effort to help his team by tailing Wayne's D7, knowing full well he had no guns and could not shoot. Ken's Pfalz, who had been shooting on almost every turn throughout the second half of the game, tried to tail Dory but she easily outdistanced him in her faster SPAD XIII. Scott Jones, whose Camel had been shot up badly, outrolled everyone and took the opportunity to leave the game. It is notable that regardless of his plane's condition, Scott stuck it out far longer than was to be expected and did not abandon his wingmen.

For the last four turns of the game it was fun for Dory, Stephen and Scott - the first three members to ever join the Indy Squadron - to fight against the odds as a team. But misses, mistakes and gun jams

addressing several issues that have plagued us for some time. The first was AIDS (Aviator's Instant Death Syndrome), a condition caused by a failure to crash your airplane, which can prove fatal. [Click here for a complete discussion of AIDS and its tragic impact on Dawn Patrol.](#)

A second issue was the heightened deadliness of the game as played in Indianapolis and the higher mortality rate that is certain to accompany it. For years Indy has had Point Blank Range shooting and the Observer's Defense Rule, both of which heap additional fire on every player and pilot in our squadron. Add in things like no backwards movement, no forgiveness for flying into trees or into the ground, time limits on movement, etc., and the result is an abnormally high risk for pilots flying under such conditions.

A third issue is the almost unbelievable mortality rate among pilots suffering light wounds, which are, by definition, light. Certainly, pilots can die from gangrene, poor hospital care, etc., but they can also die from lightning strikes. The fact remains that many soldiers suffered five, eight, ten and even more wounds that would be considered "light" in the game and lived to tell. Try that in Dawn Patrol and see what your roster looks like.

So these issues were discussed and by a 4-0 vote the following house rule was adopted:

Lightly wounded pilots who land successfully add 10% to their survival chances. Pilots with No Effect or Light Wounds who roll unsuccessful landing #5 add 5% to their survival chances. Pilots with No Effect or Light Wounds who roll unsuccessful landing #6 add 10% to their survival chances. Unwounded pilots who roll unsuccessful landing #6 automatically survive. Passed 4-0, November 17, 2007.

Also discussed were historical accounts claiming that American Nieuport 28's had only one machine gun during their first two months of use at the front. This would have a huge impact on all American pilots in the spring of 1918, but we were all tired

are invincible and none of Indy's old guard was to win the day. Stephen, Dory, Wayne and Ken had all scored solo kills, but no one had shot as much as Ken. His good marksmanship and constant shooting earned him a third Victory Medal in what turned into one of the best games in recent memory.

and decided to check sources and address the issue at the next gaming day.

Wayne, Scott, Stephen, Dory and Kevin turned in good performances... in some cases, better than good. No fewer than four players scored over one hundred points - an amazing achievement in any game of this caliber. Four people scored kills and the fight for second through fourth place was intense.

But then again, this is the Armistice Day Fits Tournament.

Second place doesn't count for much.

Volume 19, Number 17-18

SPECIAL ARMISTICE DAY DOUBLE ISSUE

Handicap Odds Favor Food, Experience

Armistice Day News

Winning Mounts;

The Planes That Claim Championships

Winning an Indy Squadron championship title is already difficult enough... having a lousy airplane just makes it worse. Although we do everything we can to ensure that all players have a genuine chance to win the Armistice Day Fits Tournament, some airplanes do have a better winning percentage than others.

How much of that difference is due to the skill - or lack thereof - of player flying it? How much of it is purely circumstantial? You'll have to decide that for yourself, but this much is certain - when the chips are down and the Victory Medal is on the line, all airplanes are not created equal.

The breakdown below includes all aggregate appearances of a given aircraft in all combined Armistice Day Fits Tournaments since 1989. For example, if two SE 5's appeared in the tournament one year and two more the next, it would be counted as four appearances.

Also remember that the tournament is balanced to the greatest extent possible. Although both Albatrosses and 150 hp Camels have made tournament appearances, they were never matched against each other. They were instead matched against airplanes with performance characteristics similar to their own.

The Big Losers

The Pfalz Aircraft Company has never built an Armistice Day winner. In fact, they hold the all-time manufacturer's record for losing. The Pfalz DVIII, DIIIa, DIII and Drl have all had one appearance in The Big One without ever producing a title. The Pfalz DXII holds the individual record for the most championship flops, going winless in eleven tries.

The Seimens-Schuckert DIII has zero wins but only one

Armistice Day News

2007 Title Chase Re- Focuses on Victory Medal

Squadron Championship to be Decided November 17

Remember when the Indy Squadron Armistice Day Fits Tournament was a small gathering of four, maybe six players, gaming in someone's kitchen with a little red ribbon with a gold medal attached sitting in the center of the table?

Me neither. They're somewhere back in the deep recesses of my mind, but I'd nearly forgotten what those times were like.

But they're back now, and we're better off for it. Gone are the huge prize packages and sixteen-player games with folks driving in from three or four

different states. Our championship is to be held at Gamerz, 10 am on November 17th, and we're harkening back to the time when the focus was on naming a local



appearance to apologize for.

The SE 5 and its big brother, the SE 5a, are hot on the heels of the Pfalz company record for the Armistice Day Tournament's greatest lemon. In nine combined appearances the airplane is still wanting its first victory.

The Nieuport factory is just as impotent, launching three Nieuport 24's and a single Nieuport 17 to winless efforts.

The Dark Horses

Here are a few airplanes that have had their moments but are not consistent winners on Armistice Day. If you get one of these you'll need a good dose of luck to beat the odds.

The Sopwith Dolphin has been a permanent fixture, appearing fifteen times in eighteen years. It captured its only victory when Scott Jones won the title in 2000, giving it a winning percentage of less than 7%.

The SPAD XIII is only marginally better, winning its only victory in ten tries when Kevin Richeson flew his to a 34-point victory over Rick Lacy in 2003 for a 10% winning percentage.

The twin gun Sopwith Triplane also falls into the Dark Horse category because although it scored one win in three tries for an outstanding 33% record, the plane was rare historically and may not be seen again for years to come. The same can be said for the Albatros DVa, which has four appearances and one win. The Roland DVla/b have combined for five appearances and won a title as well - surprising for an unpopular and rarely used mount.

But again, these planes rarely see action in the tourney and for that reason must still be considered dark horses.

The Contenders

The Fokker Drl is wildly popular and is nearly always a first-round draft selection when airplanes are chosen for the tourney. However, its record is moderate. Terry, Dory and Wayne have all flown the Triplane while winning the title and the Drl holds the record as the most frequently appearing plane in tournament history. It has scored three wins in twenty tries. 15% is not bad but hardly the stuff legends are made of.

The Sopwith Snipe is among the more popular planes in Armistice Day history. Dory, Graham and Stephen have all won championships in Snipes between 1995 and 1998. Despite its excellent record the Snipe is on a losing streak and hasn't seen victory laurels in nearly a decade. Three wins in fourteen appearances means that it wins titles in 21.4% of it's attempts.

champion, not renting an SUV so you could haul all your prizes home. Mind you, the day of the prize package is not gone... you can still show up in April for a shot at what is truly the best prize package in Dawn Patrol at Indy's Red Baron Fight.

The Armistice Day Fits Tournament, however, is returning to its roots. This year's squadron champion receives the Victory Medal, the Indy Squadron's oldest tradition and highest honor. For those who play with us, it should have its own meaning and worth. The new champ will also be inducted into the Hall of Fame and will receive an automatic invitation to represent the Indy Squadron at next spring's Master's Tournament in Wisconsin.

Please note that a free pass to Gen Con 2008 may or may not be available this time around. George Henion has generously provided this prize for our tourney winner for several years, but Gen Con is now severely limiting the number of passes available to the society. Please be aware that a Gen Con pass may be available, but it is not a guarantee this year. We appreciate George donating this prize over the past several years; it's been a real value to the winner and something to look forward to.

So this year we're going back to the days when the Victory Medal and the championship title it represents were the central focus. The title game is about the title. The post-game toast is reserved only for the winner and there is no award for second place.

Book Review **An Airman's Wife**

AN AIRMAN'S WIFE
Aimee McHardy
Grub St. Books 2007
Softcover, 315 pages

The Fokker DVII 185 has fifteen appearances and only one win, which seems blasphemous when examined by itself. There seems to be no explanation as to why the 185's only win came when Clark Sigmund claimed Indy's second crown way back in 1990.

But when all similar Fokker models are combined together the picture changes considerably. The DVII 160 (low compression model) has one win in three tries and the Fokker DVI won in its only appearance. Go figure.

So the combined grouping of all Fokker DVI/DVII planes is far more respectable, producing three titles in nineteen appearances. At 15.7%, the overall Fokker DVII group is close to the Fokker Dri and far more similar to what we would expect from such an outstanding airplane.

The Heavyweight Champ

Of all the commonly used airplanes with a high rate of appearance in the Armistice Day Fits Tournament, the Sopwith Camel comes out on top no matter how you slice the numbers.

The 150 horsepower Bentley-powered model has scored three wins in sixteen appearances for a batting average of 18.8%. The Clerget-powered 130 hp model has three appearances and one win, giving the combined Camel group four wins in nineteen tries and giving the plane a strong 21% winning average.

Details

The fact that no airplane has won in more than 21% of its outings shows that the Armistice Day Fits Tournament has historically had fairly good balance. This is borne out by comparing the records of repeat winners. Three players have won the tournament more than once: Dory, Graham and Stephen.

Dory won her three titles in three different airplanes: the Dri, Fokker DVII 160 and Sopwith Snipe. Graham won his two titles in two different planes, a Camel 150 and a Snipe. Stephen's five tourney wins have come in three different airplanes - he won three times a Camel (twice in a 150 and once in a 130), and once each in an Albatros DVa and Sopwith Snipe.

If airplane choice were the final arbiter of victory, then the multiple tourney winners would have all flown the same plane. And remember, on Armistice Day everyone flies as a 3/0 pilot, so having a roster full of aces does you no good.

So while our tournament has been pretty well balanced throughout its history, there does appear to be some small measure of difference between the available airplanes and their chances of winning the Victory Medal. So choose

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If you're a World War I aviation fan who really wants something different, pick up this reprint of a 1918 classic now available through Grub Street Books. This tome is truly something special.

Aimee McHardy and William Bond were madly in love in the days prior to the outbreak of the war. They traveled together throughout

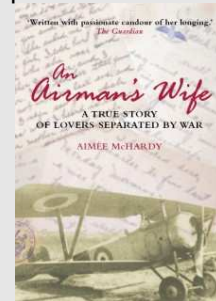
Switzerland and France until the tragedy of 1914 tore them apart. Bill joined the 20th Hussars and ended up fighting in the Dardanelles campaign of 1915.

He returned to England in 1917 to marry Aimee before returning to France once more, this time as a fighter pilot with 40 Squadron of the Royal Flying Corps. He flew Nieuport scouts in combat and became an ace before being killed in combat.

Aimee wrote this book the year following his death as a tribute to their lost love. She unabashedly includes every detail of their life together and faithfully reprints Bill's letters describing every combat and facet of his life at the front.

World War I aviation is awash in a sea of books glorifying the merciless slaughter that governments visit upon humanity, but this priceless volume shows the other side... the far more common side... that reflects the reality of war's achievements.

This book is highly recommended. It is entertaining, well-written, heart-wrenching and a true contribution



wisely.

Aircraft type, titles/entries

Snipe, 3/14
Camel 150, 3/16 entries
Camel 130, 1/3
Sopwith Triplane twin gun, 1/3
SPAD XIII, 1/10
Dolphin, 1/15
N.17, 0/1
N.24, 0/3
SE 5a, 0/4
SE 5, 0/5

Fokker DVII 160 low compression, 1/3
Albatros DVa, 1/4
Roland DVIIb, 1/4
Fokker Dri, 3/20
Fokker DVII 185, 1/15
Fokker DVI, 1/1
Pfalz DXII, 0/11
Pfalz DVIII, 0/1
Pfalz DIIIIa, 0/1
Pfalz DIII, 0/1
Pfalz Dri, 0/1
SSW DIII, 0/1
Roland DVIIa, 0/1

to any World War I aviation book shelf. Grub Street has rendered a service to aviation fans by reviving a genuine classic that has been unavailable for nearly half a century.

Media Report

Secret WWI Tunnels Found from The Nation, Nairobi

Three major tunnels used by the Portuguese during the First World War have been discovered in Mombasa, Kenya. The tunnels stemmed from underneath the city's former Manor Hotel, built during the war for use as army barracks. A research team followed one of the tunnels for more than 20 metres, but there is room only for squatting. Each tunnel is between two-and-three kilometres long, but their walls have in some areas caved in, making going through them difficult.

The two largest tunnels are believed to have been built more than 500 years ago. It is feared that historic artifacts may have been destroyed during the hotel's recent demolition. They are suspected to include muskets, military uniforms, wine casks and articles stored in the building's lower basement.

Says historian Jimbi Katana: "The tunnels were not mapped, and we cannot know where they start and where they end. We want to open this area for tourists, as this place has a lot of history that has not been told yet."

ARMISTICE ODDS

The Return of the Stupid, Hoaky Armistice Day Handicap

In spite of popular demand, the Armistice Day Tournament Handicap is back! The goal of this

column is to measure a few legitimate game factors and a lot of dumb ones to determine who the favorites are for the 2007 Indy Squadron Armistice Day Fits Tournament.

Here are the rules -

No whining. If you take it seriously you'll be flogged with a wet noodle. The author exempts himself because he can. Its a tourney-wide ranking, so everyone who is likely to play will be handicapped whether they are eligible for the title or not. If anyone is showing up who is not handicapped here, let us know and they'll be added... this column has been moved to the bottom of the page to facilitate additions.

The scoring categories break down as follows, with a high score of twenty and a low score of one to form a cumulative total. Read carefully, the categories and their definitions have changed a bit this year:

Game Experience – How long a person has been playing this game and how well they can stack the odds in your favor.

Intangibles – This category is for all those little things that don't fit anywhere else... like how well a player can verbally jab an opponent, their intensity level, what cheap props they might use, etc., etc.

Championship Mettle – How a player performs under pressure and how well they hold up in championship-level games.

Dues Paid – Does a player really have one coming? Is this finally their year for a lucky break? When they need The Roll, can they get it?

Food - Does this player consumer Dawn Patrol-friendly food? Do they fast before the game or have a hi-carb pre-game meal for extra energy? Clue: junk food and ingenuity are keys here.

Okay, turn your brain to the "Off" position and let's handicap the favorites!

Wyatt Richeson, 70

Game Experience: 5

C'mon... if you have to ask if you're eligible for the title this year... well, there's a clue! Will it all come rushing back when you need it most?

Intangibles: 19

No matter how many times he goes down in flames, Wyatt is always convinced that this is his moment and his day has arrived. How can you not love that attitude?

Championship Mettle: 8

Then again, talking isn't good enough. Some day you actually have to do it.

Dues Paid: 18

We're going to surprise you here. Wyatt has no jewelry to show for his Dawn Patrol career, but he still keeps showing up. If you throw enough of it against the wall...

Food: 20

If there's an unhealthy, sugar-laden, piece of garbage bag of junk food that Wyatt doesn't like let us know and we'll change this rating. Wyatt could win Armistice Day on consumption alone.

Stephen Dale, 69

Game Experience: 15

There's a real surge taking place in this category, as Stephen Dale has played lots of Dawn Patrol over the past two years and - drum roll - is learning to survive.

Intangibles: 18

Stephen Dale's cap gun, which serves as a voluminous taunt after each pilot hit, is so utterly annoying as to draw hisses and boos from the pansies in the audience. This, obviously, is the measure of a good prop and it passes with flying colors.

Championship Mettle: 9

The strategy is there after his big World's Largest win in '06, but does he have the nasty, take-no-prisoners attitude?

Dues Paid: 12

He's pressing forward in this column, too, based on his gaming activity over the past couple of years. Stephen Dale's day is coming... it may not be here, yet, but its coming.

Food: 15

The fact that Stephen Dale loves White Castle sliders - the Holy Manna in the wilderness of Dawn Patrol - is worth eleven points on its own! He gets another four points for trying to contain them.

Ken Mrozak, 66

Game Experience: 20

This one is easy. Ken probably plays more Dawn Patrol than any living human being. And he has for thirty years. Ken needs a life.

Intangibles: 11

This was a tough one. Ken has some sort of name for the cute little bell he rings every time he rolls pilot hits, but no one remembers what it is. We just call it "Tinkerbell." However, Tinkerbell does occasionally work. Every now and then, a pilot actually dies from it. So some respect is due.

Championship Mettle: 15

Ken's got game face and no one dares doubt it. When he peers through those black goggles, well... small children and homeless people quake in their shoes.

Dues Paid: 7

He's won more than his share of titles and tournaments so he has nothing coming from Lady Luck. However, we can't enter a zero in his account when he drives four hours to play every month. That's gotta be worth something.

Food: 13

Ken likes Dairy Queen hot dogs. This does not place him among Dawn Patrol's elite, but it does place him in the bathroom for considerable periods of time between turns. This merits a solid score.

Rick Lacy, 65

Game Experience: 20

Rick plays lots. All the time. He rarely misses a game. He thinks through strategies and plays for the long haul. This is not a chink in his Armistice armour.

Intangibles: 8

A matter-of-fact playing style and good poker face are not assets in the Intangibles column. Rick has no real props, either. He does see the whole board well, but does that really count in an individual championship tournament?

Championship Mettle: 17

Any doubt as to his grit was removed in last April's Red Baron Fight XVIII, when he broke the game open late in the day for a convincing win. Rick has a very real shot at becoming only the third person in squadron history to win both the Red Baron Fight and Armistice Day Tourney in the same year.

Dues Paid: 16

Another high score because we think Rick, who went winless in big events his first six years, is hitting his stride. He's not just among the squadron veterans now, but among the game's veterans.

Food: 4

B-O-R-I-N-G. No one knows what Rick eats. There's a clue in itself. It must be awful because nobody can even remember what it is. No props, lousy food... what kind of score did he expect?

Kevin Richeson, 64

Game Experience: 12

Kevin's on-again, off-again playing style may be in synch with tourney time. He showed up out of nowhere two months ago and has been playing heavily... he should be warmed up and back in shape for Armistice Day. Consider him a threat.

Intangibles: 9

The Box of Death is new and needs a little help. So far its only a black cardboard box with impotent dice occasionally spilling out, but it shows promise. Every legendary prop has to start somewhere.

Championship Mettle: 14

With RBF and Armistice Day titles to his credit, how does he keep managing to lose his aces as soon as they pass twelve missions? Can someone help us here?

Dues Paid: 16

Kevin has been around this game for more than a decade, if not consistently. And he's not used up all his luck yet. We think he may yet have something coming in the "luck" and "he's earned it" columns.

Food: 13

Kevin actually drinks energy drinks! We never heard of anyone doing that before. Over-sugared, chemical based, highly caffeinated junk drinks count for a lot around here.

Stephen Skinner, 63

(by Rick Lacy)

Game Experience: 20

Stephen is probably one of the most experienced players at the table on any given game day, with a list of games that is only slightly shorter than those of Ken Mrozak, Al Christensen, Dan Danoski, or even Mike Carr himself.

Intangibles: 14

Stephen is a very subtle sneaky player. He tries his best to slide under the radar whenever possible so as to survive and deal damage. His use of a bullet as a prop on his roles wins him points for props, but only a couple as it's a .22 round. If he used a 7.62 round we might be talking some heavy duty prop points. And he is always trying to win the game no matter what – a VERY focused player.

Championship Mettle: 15

As a multiple past champion in both Armistice Day and Red Baron Fight, he scores highly here.

Dues Paid: 10

One could argue that with all his past championships he has no more dues to pay nor does he "have one coming." However, in looking at the past 3 years in Armistice Day he has scored no better than 5th place so one could also argue some points for "have one coming" could apply. So we split the difference.

Food: 2

A recent fondness for healthy food drops the score here significantly. What, a Dawn Patrol player be healthy? The world would come to an end maybe. Stephen also loses points because he doesn't like beans in his chili. What self respecting American doesn't eat beans in his chili? Where would the movie "Blazing Saddles" have ended up without beans?

Evan Lacy, 62

Game Experience: 9

Not a breakout category for Evan yet, but he is making progress. Every game and every die roll brings him closer to contention.

Intangibles: 16

There's something dangerous about a guy who fears no odds and has no big roster to protect.

Championship Mettle: 11

Who says Evan doesn't want it bad enough? When you get to the title game all bets are off. Play

over your head for one game and get a few choice rolls and miracles happen.

Dues Paid: 6

Consistency and experience win, and Evan has an overabundance of neither.

Food: 20

Evan steals food. He'll take it right off your plate when you're not looking. He eats plenty of junk and no candy bar is safe in his presence. These are the qualities that make real men and future Dawn Patrol greats.

Dory Oda, 58

Game Experience: 9

Dory has been slipping in this category for several years now. What good is fifteen years of experience if you haven't played much in the last five? We'll see.

Intangibles: 12

Lots of folks fall asleep at the table. Dory isn't one of them.

Championship Mettle: 17

She's slipped a touch in this category as well, but still strong. Dory just wants to win. Bad. All the time. She brings attitude to the table.

Dues Paid: 10

If luck favors the prepared, Dory takes another hit in this category. She didn't warm-up during the last Indy gaming day in October and she's not played since last year. She been around this game forever and gets points for it, but she has to claim a champion's exemption to be eligible this year. Hmm.

Food: 10

A perfect balance is seen here. Dory has been commonly seen at Dawn Patrol games bearing such abominations as carrots and celery, as if health and vitality were advantages in this game. However, she is also solely responsible for the wonderful cakes we enjoy at our big events. Who will show up at Armistice Day... Sugar Cake Dory or Organic Carrot Dory?

Wayne Richeson, 54

Game Experience: 10

He could have scored higher here if he had been more active early in the year. Still, he's creeping up.

Intangibles: 8

Wayne has no cheap props. He's neither flamboyant nor annoying. In fact, he's downright pleasant. He should get a terrible score here.

Championship Mettle: 17

He's the youngest squadron champion in history and doesn't waste any hot air on anything that doesn't contribute to the effort at hand. Watch out for people like that.

Dues Paid: 8

He's already pocketed one title... don't get greedy and expect too much, too soon from a young player.

Food: 13

Does Wayne consume energy drinks simply because his dad does? Or does he drink them because they're outrageously overpriced, overly caffeinated, laced with chemicals and saturated with sugars? We'd like to believe the latter.



An Apache Visits Indy

Deadly Day Takes Terrible Toll on Rosters

The Indy Squadron was honored with a guest this weekend when Jim Phillips of the Apache Jagdstaffel came to town. While staying in Ohio for training on a new job, Jim made the drive to Indy and took advantage of the most deadly day of gaming in anyone's memory. Tyler Civitarese, an 11-year-old local gamer, was also on hand along with usual suspects Ken, Kevin, Wayne, Stephen and Stephen Dale to form a seven-player day.

Now, back to the gore... I, your humble editor, have been playing here literally since Day One of the Indy Squadron nearly two decades ago and never have I witnessed a bloodbath like what we saw on Saturday. Nothing comes even close.

Imagine for a moment the worst nightmare game with the highest casualty rate in the game... several Red Baron Fights come to mind as well as a few Armistice Day Tourneys, all of which can get pretty messy. Now multiply that times six and that's what we had on October 13th at Gamerz.

Things started out with a bang in the first game when three Albatri tackled four French SPAD 7's at low altitude over the front in August of 1917. Kevin, Jim and Stephen formed a strong contingent with the latter flying his Alb DIII jockey, Lt. Matteo Scheffler (21/6). Wayne, Tyler, Ken and Stephen Dale comprised the out-gunned French flight.

Stephen Dale's SPAD suffered two consecutive double attacks to start the game and lost his right wing on the second turn (Jim eventually won the cut over Stephen for credit). Stephen then took a stupid risk and shot at Tyler head-on (NEVER shoot at a rookie head-on with your ace!), receiving a no effect shoulder wound for his trouble.

The Albatri of Kevin and Jim struck again on the following turn, sandwiching Tyler's SPAD and firing until its engine exploded.

Two turns later Stephen's Albatros ace was slammed with an engine critical that caused his motor to suffer compression loss and severely limited his performance. At

Editorial

AIDS Kills Two DP Pilots

by Stephen Skinner

For several years a debate has raged at the Indy Squadron regarding the deadliness of light wounds. Light wounds are, by definition, "light." However, when one dies of a light wound, there is at least a cause of death (however unlikely it may seem).

But when there is no cause of death whatsoever, intelligent minds must reconsider what we are doing and why.

Such was the case this past weekend when two pilots died from the lack of a crash. Yes, you read that correctly. Their failure to crash caused their deaths.

When rolling for an unsuccessful landing, a player can achieve six possible results. Often these results are erroneously referred to as "crash types," when in fact they are not always crashes. The rules state that they are types of "unsuccessful landings," which indicates an undesirable result but not necessarily an actual plane crash.

On the unsuccessful landing chart, a roll of 1-4 does indeed result in an airplane crash. On a roll of 5, the result is called a "rough setdown crash" in which the plane's landing gear is destroyed. This is a

the same moment, Kevin (and his new prop, the Box of Death) fired on Wayne's SPAD and gave his pilot a light wound. Meanwhile Ken's experienced SPAD pilot had absorbed seven wing hits and decided to get out while the gettin' was good. He flew out of the fray, which was quickly becoming an all-out route of the French team. Stephen also took the opportunity to limp home with his wounded pilot and damaged engine.

The Albs of Kevin and Jim then chased down Wayne's SPAD and shot down the only Frenchman left in the sky by blowing out his right wing for an overwhelming German victory. Jim won two cuts for kills with Kevin receiving the final credit.

Our game report editor, Stephen Dale, reports on the rest of the day's activities:

Game Reports by Stephen Dale Skinner

Game #2:
German Low,
2/13/18, Very
Cloudy



Standing L-R: Stephen, Jim, Kevin, Ken, seated: Stephen Dale, Wayne

Ken, Wayne, and Stephen Dale took up the Austro-Hungarian mantle against Stephen, Kevin, Tyler, and Jim on the Italian side. The game was messy from the first turn as Stephen Dale gave Jim only three hits but cut his fuel line, immediately forcing him out of the fight. A few turns later Kevin and Wayne took a head-on attack at each other for another mess. Kevin took nine hits and a critical wound away from the scrap while Wayne exploded... dying. With the Allied side suddenly outnumbered the remaining planes flew into the clouds and escaped. Kevin managed to land his aircraft but was a prisoner for the duration.

Game #3: German Low, 8/13/18, Clear Skies

Though balloons are a valuable kill it's highly doubtful that they're worth the loss of four of Her Majesty's Bristols. A few turns in, Jim lined up for a pop on Ken's two seat aircraft and planted a bullet in his pilot's chest. With their first wingman down Tyler, Stephen, and Kevin turned to the airborne sausage and unloaded over fourteen hits into it. As the balloon went down in flames Tyler and Kevin's pilots found they had dropped more altitude than expected. They both flew into trees with Kevin's entire crew passing onto the next life. Tyler's observer did the same, and his pilot became a prisoner for the duration. With all of his wingmen down Stephen had the chore of escaping Jim (Fokker Dr1)

bit of a gray area since landing on one's own wheels, albeit very roughly, is virtually never referred to as an airplane crash. Still, the rules call it a form of a "crash" so we'll concede the point.

However, unsuccessful landing type #6 is not a crash by anyone's definition. It just isn't. Even the rule book does not call it a crash. It is a full, complete landing, but one in which some minor damage is suffered. The absolute maximum damage it can cause is 8 points in one wing, not enough to render even the most flimsy plane in Dawn Patrol unflyable. The landing gear is undamaged. The fuselage and controls are undamaged. The only problem with the plane is the dipping of one wing into the dirt, which is identical to what occurs in a ground loop during taxiing.

So why, then, do we have pilots dropping over dead after such landings? What, precisely, do they die from? Heartburn? Tooth decay? Constipation? And if touching a wing to the ground is so deadly, why don't vast hordes of Dawn Patrol pilots die from ground looping while taxiing at ten miles per hour?

Well, the Indy Squadron Committee for Idiotic Rules Misinterpretation has a name for it. We call it "Aviator's Instant Death Syndrome." AIDS occurs when a perfectly healthy pilot cuts the throttle, glides in, makes a three-point touchdown slightly off kilter causing his wingtip to dig into the dirt, and then suddenly plops over dead. The official cause of death is listed as a "failure to crash," but the disease is reaching epidemic proportions and can strike without warning. Something must be done.

Various explanations have been offered to explain the recent outbreak of AIDS. One suggests that the pilot's head is thrown

Stephen Dale (Fokker DVII) and Wayne (Fokker DVII). He didn't succeed as Wayne shot him down on the last turn, completing the German sweep of all Allied aircraft. Stephen's five-mission pilot died instantly from a chest wound.

Game #4: German Low, 6/13/18, Very Cloudy

If the Allies were beat in Game 3 then they were kicked around like a red-headed stepchild in Game 4. The German force consisted of Stephen Dale (Alb D III) Wayne (Alb DV) Tyler (Fokker DVII) and Jim (Fokker DVII) which didn't exactly present a menacing threat to Stephen, Ken, and Kevin, all in Spad 13's. In the first turn of the game Ken took opportunity fire at Tyler who retargeted to answer Ken's head on. They both hit with Tyler's engine dying and Ken falling out of control from a piece of lead lodged in his pilot's chest. As Tyler glided to safety over the next few turns the fight split up a bit and Stephen Dale put eight hits into Stephen's plane and stopped his propeller. With all his wingmen down Kevin was faced with the interesting prospect of escaping the four inferior planes that had downed his wingmen. He didn't succeed as Jim found his way onto his tail for a kill. The game ended with the Allied side getting swept twice in a row. Stephen might have survived, however, his landing was a rough wing set down and his pilot caught an untimely case of AIDS (Aviator's Instant Death Syndrome, see article) and every Allied pilot died.

Game #5: German Medium, 9/13/18, Cloudy

After the previous two games it seemed as if the Dawn Patrol Gods of Death were being one-sided. All of those suspicions were put aside after Games 5 and 6 that were all-out slaughterhouses. This particular mission was a pick-your-own-plane bonanza. Jim opted for a Caproni but his rear gunner caught a fatal bullet in the first turn of the game. In turn 2 Ken targeted Wayne and delivered another pilot hit. On top of all that Stephen Dale pilot hit Kevin as well; the total result being three pilot hits in two turns. In turn three Wayne burst into flames and Kevin was sent down out of control. The game slowly dissipated afterwards with Stephen Dale barely escaping death. The final toll was Wayne and Kevin dead along with Jim's rear gunner.

Game #6: German Low, 4/13/18, Cloudy

Whatever brilliant British officer was in charge of sending four Bristols after a balloon (see game 3) was apparently also responsible for equipping the Allies for this balloon mission as well. Stephen, Wayne, and Stephen Dale were all given the superhuman aircraft known as the FE 8. To counter such a powerful trio the German side (Ken, Kevin, Jim) took up three Albatrosses. This time it

violently forward against the butts of the machine guns while not crashing. However, since the plane did not experience any type of violent deceleration, from whence cometh the violent forward movement of the pilot's head? And why do Dawn Patrol pilots not die en masse from sneezing?

Others suggest that perhaps as a result of the plane's wing striking the soft earth, a conveniently sized piece of wood might break loose from the wing, tear through the fabric and get launched through space at an angle and velocity sufficiently precise and forceful to impact the pilot's cranial area in such a manner as to cause instant death. This, of course, fails to explain why Dawn Patrol pilots are also not dropping over dead from heart attacks and lightning strikes, both of which are far more likely.

So the mystery of Aviator's Instant Death Syndrome remains.

Aren't there already enough ways to die in this game? Especially in this squadron, which adds hits for point blank range, does not allow reverse movement, forces folks to fly into the ground, puts time limits on moves, and plays (arguably) the deadliest form of the game in the country?

I suggest that the act of not being in an airplane crash is insufficient reason to kill an otherwise innocent Dawn Patrol pilot and therefore propose a house rule designed to stamp out AIDS. The new rule would also encompass the ever-so-deadly light wound, and the suggested verbage is as follows:

Survival chances for lightly wounded pilots are increased by ten percent (all other adjustments remain unaffected). Unwounded pilots rolling #5 on the unsuccessful landing chart may

was the ground fire that made the mess as Stephen Dale and Wayne had literally half of their aircraft filled with bullets (heaven knows what would've happened had Rick Lacy been present.) After flaming the balloon the Allies made a feeble attempt for home field. However, Kevin had smelled blood all day long and quickly pounced on Stephen Dale and Wayne. Stephen Dale attempted to land his aircraft but suffered a light rough wing set down crash. His pilot might have survived had it not been for another case of AIDS (Aviator's Instant Death Syndrome). Kevin shot Wayne down and turned for Stephen who had managed to sneak away during the rampage. Stephen barely managed a miraculous escape from Ken and Kevin to be the only surviving Ally.

Thus ended the bloodiest day in recent Indy memory.

increase survival chance by ten percent. Unwounded or No Effect wound pilots experiencing unsuccessful landing #6 automatically survive, all others receive a ten percent bonus (all other adjustments remain unaffected).

The quick witted among us will note that unwounded pilots suffering any type of actual airplane crash do not receive any benefits whatsoever, nor do critically wounded flyers. Only in a small percentage of cases will this house rule even be applicable.

However, it would provide some small, occasional relief for those players who are sick and tired of having their pilots die from a failure to crash, or from supposedly "light" wounds after fighting their way back across the lines and sweating out a landing attempt. This is really merely a codification of what we've been doing on occasion for some time now and I believe it's a good idea to help balance out a game that is already far more deadly than the one played in most squadrons around the country.

There are already enough ways to die in this game... especially in Indy. So let's stamp out AIDS.

Armistice Day News

Squadron Championship Moved to November 17th

The 19th annual Indy Squadron Armistice Fits Tournament will be held on November 17, 2007, 10 am at the Gamerz gaming club in Greenwood, moved one week back from its original schedule.

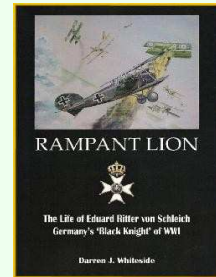
This year's event will re-focus attention on the Victory Medal, the traditional award for our champion. The squadron decided to omit the big prize packages in favor of a greater emphasis on our highest award.

And yes, thanks to Kevin's request, the Armistice Day Handicap will be posted again this year to let Vegas oddsmakers know the chances of each player winning. Watch for it late this month in a special Armistice Day Preview Edition of the Indy Squadron Dispatch!

WWI Books

"Rampant Lion" Released in Second Edition

Darren Whiteside's masterpiece on German ace Eduard Ritter von Schleich has sold out its first edition and is now in a second printing, available through A&S Publishing (see Links page). *Rampant Lion* was given out as an award for last spring's Red Baron Fight as well as the Gen Con Open. Whiteside was signing copies of his book at the Air Force Museum's Dawn Patrol Rendezvous three weeks ago.



As a follow-up to our initial article on the book's release, ISD spoke with Whiteside to get the details on the next edition and what changes could be expected by readers.

ISD: What differences are in the second edition?

DW: The changes were minimal, and primarily concerned typographical errors that were not caught in the first edition. The overall text remains unchanged, and this includes the facts and the way they are presented. There was also a minor change in the dust jacket - from satin to glossy finish (this was selected by the printer and not me).

ISD: When it will be available?

DW: The sale of the latest edition began last month (although we had several orders prior to this). I recently presented my book in my home city of Warren, Michigan, and sales were good. The presentation/book signing lasted only a couple of hours, but in that time I was able to connect with close to fifty people concerning the life of Ritter von Schleich, and also enlighten them in regards to how these courageous men fought the first air war. So far I have sold around 45 copies of this edition, and plan to get the rest out next month in Dayton during the WWI fly-in.

ISD: Have sales gone as well as expected?

DW: Like I expressed earlier, I'm quite pleased with the overall interest in the book, and First World War aviation in general. People have been willing to dole out their hard-earned money for a book about a man who has largely been forgotten by the general public. This in itself is very rewarding, giving me great satisfaction in my work. To date I have distributed about 150 books, which is well beyond my initial expectations when I first started this undertaking.



Tripes Seal Campaign Triumph

Final Game of Mini-Campaign XI

(the second game of the day)

British 837, Germans 636

German Lines, 6/5/17, Cloudy Skies

The final cloud bank ended at ten thousand feet. Four thousand feet above it a massive zeppelin sailed toward London. Two Alb DIII's flown by Rick and Ken, escorted it. On the Allied side two Sopwith Triplanes, one of them the twinned gun Black Prince, of Stephen and Stephen Dale hovered a thousand feet above waiting to attack. Unfortunately, as dramatic as the setup for this mission was it was terribly anti-climactic. The Brit's came in with a two hundred point lead and there wasn't much point in an aggressive attack. It was far wiser to sacrifice the mission bonus and preserve a sure campaign win. The mission went pretty quickly with the tripes hovering a bit, taking a few quick bursts and leaving. The British team won the campaign 867 to 774 and Stephen took home his triplane ace FL Austin Scott (22/10).

Indy's 11th mini-campaign turned out to be quite entertaining. Game 1 ended in a near dead heat when the Brits led by a three point margin, 271-268. However, they lost one of their two twin gun Triplanes in the battle as well as their second-best pilot.

In Game 2, the Brits extended their lead a bit and went up 487-438, but the Germans took a terrible toll in return. The Brits lost three Triplanes, including both of their twin gun models, as well as their best two-seater. By comparison the Germans had lost only one plane, a two-seater that might not be needed again during the campaign. They were poised to take the lead when disaster struck in Game 3.

Rather than follow the advice of their flight leader, the Germans tried to chase the faster British fighters all over the sky. The British two seater slipped through the fighter screen and accomplished its mission untouched, although it could take only 9 wing hits and would have gone down quickly under any coordinated attack. The Brits also got lucky and scored a critical hit that sent one German fighter down in flames. The result was a fiasco... the Germans were trounced and trailed by a 702-469 margin. They would never recover.

Editorial

Why Tournaments Work; The Making of a Successful Dawn Patrol Event

by Stephen Skinner

Perhaps this article should have been called "Why *I Believe* Events Work" because in reality its nothing more than the author's opinions and limited experience.

Nevertheless, we've held two events that have grown into the most well-known and respected local events in the nation over the past twenty years so surely we've learned a thing or two about how its done.

If you study any successful event you'll find a series of common hallmarks, and surely those hallmarks are an indication of what it takes to build a "keeper" in Dawn Patrol. Here are a few things that stood out to me:

Successful events have a purpose and they never forget it.

The inception of every event revolves around a central theme that carries some sort of meaning. A championship, a memorial, a tribute or a title... there's some sort of causal factor that gives people a reason to involve themselves in this event.

Trouble is, too many events get caught up in peripheral issues and veer from their original course. They forget who they are and most

In Game 4 the Germans flew well and scored a solid 30-point win, but they were so far in the hole by this time that they needed a monster win to put them into contention in the last game. In Game 5 the Brits were able to coast, giving up the mission points deliberately, scoring mission credit and bolting for the win.

The Indy Squadron turned in a total of seven games on September 8th. The campaign game was the second one played during the day. Here's a look at the rest of the missions flown during Saturday's fun:

GAME 1: Allied Lines, 3/8/17, Clear Skies.

Most early war missions can be relatively boring, but the first game of the day started out with a bang. Literally.

Stephen and Evan took up French Nieuport 11's against Stephen Dale and Rick in Fokker DIII's and Ken in an Alb CIII. Evan dove straight in on the first turn and immediately took a fatal slug to the head from Rick and Ken's opportunity fire. With Evan gone, Stephen was forced to go it alone against the three Huns. Though outnumbered Stephen flew valiantly, maneuvering here and there and avoiding the twin mount Fokker for 8 turns, even getting in a few shots. However, time, numbers, and bad luck got the best of him and on turn 9 all three Germans fired and hit his aircraft which immediately burst into flames due to a critical engine hit, despite the fact that the motor was nowhere near its hit capacity. He did falling leaf after falling leaf until his aircraft finally exploded, killing his pilot. Stephen Dale won the three-way cut for victory credit.

Game 3: German Medium, 8/8/18, Clear Skies

Indy welcomed new player Tyler Civitarese (11 yrs old) for this game. The mission was deadly-looking from the get-go with Stephen and Ken in high powered D7's and Tyler in a Halberstadt CLIII. Though the mission was somewhat slow, Tyler proved himself to be a worthy DP competitor with an aggressive style of play, happy mood, and a quick learning curve. The mission ended on a sour note for the Allies, Stephen Dale escaped but Rick became the seventh kill for Ltn der Reserve Alois Parchau (Stephen 8/7).

Game 4: Western Front Medium, 7/8/18, Cloudy.

Given the planes being flown, 2 German DVII's and 2 Allied Camels and an R.E.8, this particular mission was surprisingly uneventful. It was the second and final game for new player Tyler Civitarese who had to go home afterwards. No one scored a kill, though the hits were most certainly dished out. The Brits, led by Lt. Peter Flanigan (Stephen, 20/6), never could get a bead on the German DVII's. The RE 8 completed its mission with little difficulty as the fight spread out in several directions.

importantly, why they are. When an event loses its meaning it often loses its following. The event becomes an answer to a question that no one asked.

Prime examples can be seen in two recent Dawn Patrol events. These examples are not given to criticize the events or the organizers, but rather to analyze actions that many people considered to be errors and to learn from them.

Last year's Wingman Tournament was, in reality, a four-on-four round robin tournament. Instead of scoring wingmen by teams of two, each duet was forced to combine its score with another team for an aggregate total. Rumblings were heard for weeks after the event from numerous players who expected to play as a duo with their wingman since the event was, after all, advertised as the "Wingman Tournament." Players who showed up to fight as a pair ended up playing as half of a foursome because the event forgot what it was.

The most recent Master's Tournament became another example after it was won by a brand new Dawn Patrol player. The author was not at the event but by all accounts the new player was treated kindly and welcomed, as he should have been, and heartily congratulated on his victory.

However, his inclusion was believed by many to be a violation of the long-held purpose and criteria for the Masters, and the departure did not go unnoticed by those who worked for years to achieve Masters-level status. An event that was designed as an elite championship reserved exclusively for the top players in the game had been won by a novice. Many experienced players said that in

Game 5: German Low, 6/8/18, Windy but clear.

Balloon missions are always unique, and mostly bloody. But usually the blood is due to Rick Lacy's nearly unbelievable AA rolls. Oh, how the tables were turned.

Stephen and Rick took up French Spad 13's against Ken's Dr1 and Stephen Dale's Alb DV. Two fat German balloons hung in the air awaiting an attack. Stephen and Rick attacked the first sausage with Rick leaving after his first strafe. Stephen stayed with his objective and continued to pound away while Rick flew to the other balloon. Upon reaching the *drachen*, Ken, giving no thought to the fact that his attack would nullify AA fire, hopped on Rick's tail and Stephen Dale followed, both of them firing away.

Meanwhile, Stephen's balloon exploded at the end of the turn and then numbers were rolled. Then came the announcements phase. The exact words were:

Stephen: "I've just exploded."

Rick: "I need to land, but my wing is going to beat me to the ground."

With two Allied planes essentially disintegrating in the same turn the game came to a quick end with Ken winning the cut on Rick's pilot. Stephen went down due to ground fire after four of five machine gun shots from the right side went into his engine.

Game 6: Italian Front, 8/8/18, Cloudy.

This mission wasn't as bloody as the one preceding and immediately following it, but it certainly was brutal. Stephen (Sgte, Melchoine Giovanni 14/8) and Ken (Teneute Marcello 19/11) took to the skies in Nieuport 17's against Stephen Dale and Rick in Hansa-Brandenburg D.I's. The combat resembled game 4, only this time someone died. Ken took out Rick to give his Italian ace his 11th kill.

Game 7: Western Front Low, 9/8/18, Cloudy.

Sometimes battles of the aces are bloody, but most of the time they're pretty conservative missions. No one wants to lose a big pilot, after all. This mission was bloody... heartbreakingly bloody.

Two Sopwith Camel 150's flown by Ken and Stephen Dale took to the skies against Stephen and Rick in high powered Fokker D.VII's. The bulk of the flight was typical for most of the day's missions with hard hits of no apparent effect. The Brits didn't realize that Rick had taken a critical hit that reduced his turn speed by twenty miles per hour and destroyed his D.VII's ability to maneuver. Stephen's

their minds the title had been diminished. Whether that is arrogance or a really good point is irrelevant... what matters is that the purpose of the Masters was, at least for the moment, forgotten.

Both events are fun, prestigious and well organized by good people and both will survive these issues. But the lesson is clear for those of us trying to build or maintain successful events... don't ever forget why the event exists, and don't stray from that purpose.

Successful events recognize their winners.

I'm not just referring to a trophy or a plaque... I'm talking about recognition. The winners of successful events are well-publicized. As two-time RBF champion Graham Shepfer observed, "You know of all the past champions... that really made me want to win."

I know a racetrack owner who once told me privately, "Stephen, I'm not in the racing business... I'm in the ego gratification business."

Although it was a small racetrack, the owners made every effort to recognize the winners. A banquet was thrown for the champion, cars were wheeled into victory lane after the race and post-race interviews were held on the podium. Drivers and teams loved it. The track still operates and draws good fields at every event. And the clincher? It's an amateur track. *There is no prize money.* People participate because the owner understands human nature.

The same holds true for any Dawn Patrol event. If you're not going to put forth a genuine effort to recognize the championship, don't expect anyone to want to win it.

Successful events also carefully

DVII, piloted by Lt n der Reserve Alois Parchau (9/8), took a critical that dropped his turn speed by thirty miles per hour, effectively crippling the German team.

Then, on the last turn, Stephen Dale lined up or a bottom shot on Rick's ace (Lt Bruno Shultz 14/3) while Stephen came in for a tail shot to protect his wingman. Stephen Dale's pilot had a slug shatter his right leg while Rick had a bullet puncture his stomach. With both pilots critically wounded they made a beeline for the ground. Rick's ace passed out and crashed, and with a 10% survival chance he rolled an 11. Meanwhile Stephen Dale landed safely with a 40% chance to live and he rolled a 42. It was a heartbreakingly exiting way to end the night. See all the latest casualties and obituaries in the [Indy Squadron War Cemetery](#).

honor their own traditions.

First, because people identify with it. They know what to expect from that event. At the end of the Super Bowl you know the winning quarterback will kiss the Lombardi Trophy. At the end of the Indy 500 you know that the winner will take a drink of milk. People identify with tradition and it becomes a unique signature of the event.

Secondly, because tradition begets record-keeping, and record-keeping is fun for everyone. Who doesn't like to hold a record? If you scored the most points ever in such-and-such a game by a Nieuport pilot, wouldn't you want to know? Everybody loves bragging rights and records provide them.

Successful events know when enough is enough.

If they held two Super Bowls each year, how many people would care about the second one?

There is such a thing as holding too many big games. Remember, if every game is big then there are really no big games. There's nothing wrong with having to wait for a major event.

Anticipation is a wonderful advertisement, especially when the competitors know why the event exists, that the winner will be recognized, and that the game's traditions will be upheld.

Perhaps that plan is not perfect, but after nearly two decades Red Baron Fight and the Armistice Day Fits Tournament are alive and kicking, and the healthiest local Dawn Patrol events in America... so its worked for us.

Media Report

Last Navy Vet From WWI Dies



CHARLOTTE HALL, Maryland - Lloyd Brown, the last known U.S. Navy veteran to fight in World War I, has died. He was 105.

Brown died in late March at the Charlotte Hall Veterans Home in Maryland, according to family and the U.S. Naval District in Washington.

His death comes days after the death of the last known surviving American female World War I veteran, Charlotte L. Winters, 109. Their deaths leave three known survivors who served in the Army, and a fourth who lives in Washington state but served in the Canadian army,

according to the Department of Veterans Affairs.

The fourth of nine children, Brown was born Oct. 7, 1901, in Lutie, Missouri, a small farming town in the Ozark Mountains. In 1918, 16-year-old Brown lied about his age to join the Navy and was soon on the gun crew on the battleship USS New Hampshire.

"All the young men were going in the service. They were making the headlines, the boys that enlisted," Brown said in a 2005 interview. "And all the girls liked someone in uniform." Brown finished his tour of duty in 1919, took a break for a couple of years, then re-enlisted. He learned to play the cello at musician's school at Norfolk, Virginia, and was assigned to an admiral's 10-piece chamber orchestra aboard the USS Seattle.

When Brown ended his military career in 1925, he joined the Washington Fire Department's Engine Company 16, which served the White House and embassies.

Media Report

Toelle to Design Color Plates for THE STAND

One of the world's leading experts on colors and markings of aircraft in World War I will lend his expertise to Schiffer Publishing's new book on the death of Lt. Frank Luke, Jr.

Alan Toelle, who has spent decades accumulating photographs, data and markings on the airplanes of the 1st Pursuit Group, will design the color plates for Stephen Skinner's upcoming book *THE STAND: The Final Flight of Lt. Frank Luke, Jr.*

Toelle's work has contributed to numerous books including "French Aircraft of the First World War," "Richthofen's Circus" and "SPA 124 Lafayette Escadrille." His work has also appeared in *Over The Front*, the journal of the League of WWI Aviation Historians, and is widely accepted as some of the most authoritative work in the field. Modelers, aircraft builders and others who need historically accurate markings for Frank Luke's airplanes will be especially pleased at Toelle's involvement.

"I was delighted when Alan said he would take on this project because I knew it would be done right," Skinner said. "He's obsessed with accuracy, which makes him a perfect fit for this work. I won't be touching the color plates. They're his entirely. That allows me to concentrate on other things like assimilating the data we got in France this summer and editing the manuscript. The very best people in World War I aviation research are on board and I couldn't have asked for much more."

THE STAND: The Final Flight of Lt. Frank Luke, Jr. is to be released in summer 2008, along with a special one-hour DVD documentary. For more information visit the book's official web site, www.THESTANDfrankluke.com.

GEN CON THUNDERS THRU INDY

ISD's Gen Con Notebook

Lacy Grabs Wingman Title

Rick Lacy took one of two title honors of the Gen Con weekend for the Indy Squadron when he won the "Never Leave Your Wingman" tournament Saturday afternoon. The tourney was judged by long-time Dawn Patrol standout Blake Taylor, who cooked up an interesting way to score the game based on teamwork, mutual defense and effective double attacks.

Each player was assigned a wingman at the start of the game with the admonition that teamwork would be stressed. The results were skewed away from traditional Dawn Patrol scoring and instead concentrated on which pilot was the most effective at protecting and working with his wingman. Lacy won the title, which is not entirely surprising given his long-standing motto of "staying on mission."



Rick Lacy, April 2007

Those who know Rick and his style of competition will quickly realize that his win not only validated the principles he uses in play, but also validates the tournament itself. Blake apparently did something right when he set up the scoring for this game because the pilot who has spent his career stressing teamwork and mission focus was the winner. Rick's only criminal offense was declining an ISD interview after earning his title (insert boo's and catcalls here). Indy's other title was won by Ken Mrozak in "The Adventures of Jack Kelso II," but complete results were not available at press time. Congratulations to both of Indy's winners!

Ghost Jasta's Harris Sweeps World's Largest

Minnesota has produced another big winner in Dawn Patrol after John Harris won the World's Largest Dawn Patrol game at Gen Con on August 18th. Harris takes over the champion's mantle from Indy's Stephen Dale Skinner who won the classic in 2006.

Harris was introduced to the game as a high schooler in

Editorial

Parachute Use In Tournaments; Good Reasons to Break the Taboo

by Stephen Skinner

Prohibiting the use of German parachutes during tournament play has been a long-standing practice throughout the Fits Society for at least two decades. The reason offered for the ruling is that survival points must be kept equal for both sides and since the Allies have no access to parachutes, it is unfair for the Germans to secure extra survival points by using them.

There is some legitimacy to this argument. However, this rule is a poor means of achieving the balance that its proponents seek. A far better rule is to simply apply a *five point penalty when a player successfully deploys a parachute* (i.e., the parachute opens properly after the 80% roll). The math is the same. German pilots don't have an unfair advantage because they essentially lose their 5-point survival bonus by successfully deploying their chute. Everything else stays the same except that we no longer need to murder pilots by denying them parachutes.

The old prohibition on parachutes needs to be lifted in favor of this superior rule for several good reasons. Here a few of them:

We need to be encouraging new players to continue playing this

the late '80's but stopped playing shortly after graduation. He didn't try DP again until 2006 when he flew in the World's Largest game at Gen Con. His love for the game was rekindled and he has flown regularly with the Ghost Jasta group in Minnesota for the past year. After sharpening his skills he returned to claim the title in this year's event.

The game itself was a barn-burner and provided plenty of excitement for the participants. John spoke on camera with ISD after his big win. Click below to download the interview (53 seconds).

[Click here to play John Harris interview](#)

Gen Con Open A Hit With DP Fans

Five years after a nightmarish attendance freefall, Dawn Patrol's presence at Gen Con appears to be surging once again. A big part of this recovery can be credited to the society's newest big event, the Gen Con Open, and its architect George Henion.



George Henion

Initially reckoned as a second-rate band-aid to cover up the other major events that had been yanked from the Con's schedule, the Gen Con Open

has blossomed into a legitimate contender among the society's best events. Sixteen players competed in this year's Open representing an attendance upswing dating back at least three years (the 2006 Open drew thirteen competitors).

[Click here for George Henion's comments on Open attendance](#)

The enthusiasm for this year's game was evident throughout the weekend and everyone was anxious to win the crown. Henion's decision to give away all prizes for the Con just prior to the Open occasionally makes it difficult for some players to receive their awards, but it's a masterstroke for publicity because everyone is on hand for the last big game of the weekend. Another small nit to pick is the Open's 1970's-like use of open damage which sets the game back decades, but the Open's overall effect on Dawn Patrol's revival at Gen Con is undeniable it is fast becoming a wildly popular draw.

This year's Open will go down as one of the best yet after Al Christensen edged out Blake Taylor and Dan O'Connell by three points to capture one of the most exciting title chases in the event's history. Christensen described the

game, not finding trivial new ways to kill them. Lots of new players show up for our tournaments, particularly at Gen Con. When a pilot survives a game, gets a name and rank and is assigned to a roster, that player is far more likely to participate in Dawn Patrol at some future date... and isn't that the goal? How can a player be encouraged to continue playing when he's denied a parachute and his pilot dies for no good reason? What kind of encouragement is that?

Losing a pilot is even discouraging for players who have been around for a while. There are already enough ways to die in this game. We don't need to be artificially manufacturing new ones.

Secondly, no one gains from the needless death of a pilot. The negative is that the losing player is discouraged from returning to the game, but there is no positive. The game doesn't improve. It certainly doesn't bring more players into Dawn Patrol. There is no positive aspect to the needless death of a pilot whose greatest sin was playing at Gen Con instead of at a local squadron. Neither team is better off when a pilot dies for no reason other than to "balance" a game.

Since everyone flies as a 2/0 pilot during tournament play, what particular advantage is gained by killing a pilot as opposed to simply claiming him as a kill? You score the same points either way.

The fact is that we can achieve the exact same equity in survival points between Allied and German players by simply applying a five point penalty when a parachute is successfully deployed. This method has been play-tested at the Indy Squadron for a decade and it works

critical moment in the game's last turn for ISD:

[Click here to play Al Christensen interview](#)



L-R: Dan O'Connel, Blake Taylor, Al Christensen

Gen Con Squeezes Wallets, Risks Reputation

Gen Con officials garnered a load of bad press this year when some buffoon decided to give fewer complimentary passes to the game organizations that make the Con successful. I don't know who this mental giant is, but he is likely to soon be working at the same Burger King drive-through window as the guy who created New Coke.

In an effort to expand their already incomprehensible profit margin, the Con has drastically slashed the number of passes made available to groups like the Fight in the Skies Society. After a backlash of complaints they reluctantly compromised and dished out a few more freebies shortly before this year's convention.

Twenty-seven thousand people attend the Con from all over the world, coughing up about \$70 each just for the honor of walking Gen Con's hallowed halls. This doesn't count game tickets, the embarrassing "handling charge" each attendee gets stuck with for many ticket returns, advertising revenues, exhibit hall rental fees and many other ways by which the Con makes money. For crying out loud, even most of their workers are volunteers. Do the math. It doesn't take a mathematician to figure out that someone is making a boatload of money... and we're glad!

We're happy to support the Con and we're glad its turning cash, but its time to stop squeezing the little guy. The success of Gen Con will not rise or fall on its ability to bilk that last five thousand dollars out of its strongest supporters... but its reputation might. Someone in Gen Con marketing better figure that out before they do irreparable damage to the event.

As ISD reader Jim McIntyre pointed out recently, Gen Con is the biggest and most important gaming event in the world... but its not THAT big and its not THAT important.

just fine.

The worst possible thing that could happen under this new rule is... *nothing*. There is no down side and the positives are obvious. And most important of all, it encourages players with less experience and weaker rosters to return to the table. When we neglect the welfare of those players we risk the future of our own game.

The prohibition on German parachutes in tournaments is obsolete and future society events should begin allowing parachutes for all eligible pilots on the condition that successfully deploying them mandates a five point penalty. Its good for Dawn Patrol, its more fun and it helps losing players salvage something from the game.

Captain Jack Featured in Indianapolis Star

Jack Sparrow, as played by Stephen Dale Skinner, participated in the World's Largest Dawn Patrol game on



Saturday morning just prior to participating in the Gen Con costume contest where he was interviewed by the Indianapolis Star and featured in Sunday's online edition of the paper. Those who played with or against him might enjoy watching his interview. [Click here to see the video](#) and look for link titled "Gen Con Costume Contest."

Indy Hosts Warm Up Gaming

Gen Con warmup went on well on Wednesday with a decent crowd of eight players including: Blake Taylor, George Henion, Stephen,

Stephen Dale, Ken Mrozack, Fred Strauss, Al Christiansen, and Rick Lacy. The warmup was hosted by the Indy Squadron group at Gamerz.

The more notable moments were Stephen's double kill mission over two Allied balloons. His pilot was awarded two medals for his achievement, the Saxon Merit Order and the Albert Order which now grace the uniform Ltn. Matteo Scheffler (19/6).

Blake Taylor suffered another painful loss aside from the injury to his knee when Stephen Dale shot down Ltn. Otto Spatz a 27/3 German pilot. The experienced pilot died of a light wound flying all the way to the airfield before dying in the hospital. The group turned in five missions on Wednesday night before wrapping up around 10 pm.

Media Report

Archeologists Uncover WWI Underground Village

A huge complex of secret tunnels built by Scottish soldiers during the First World War has been discovered under a field in Belgium. Archaeologists searching for the underground headquarters of a British unit found a maze of flooded tunnels covering an area the size of three football pitches.

Using radar technology, the team discovered a once-famous complex of corridors, mess rooms and sleeping quarters known as Vampire Dugout, 40ft under a muddy field near Ypres in Flanders.

The dugout, named after the band of soldiers who came out at night to resupply the front lines, is believed to be the biggest discovery of its kind. Historians expect to find a treasure trove of personal belongings, clothes, weapons, bedding and newspapers.

Archaeologists first estimated the bunker would measure 200 metres by 150 metres, but tunnels have been found over an area 800 metres by 600 metres, and its outer limits have not yet been located. Originally believed to have housed 50 British troops, it is now estimated to have been home to at least 300 soldiers in an underground village.

Speaking from the site, near the village of Zonnebeke, the historian Peter Barton said: "It's a fantastic archaeological resource, which will tell us more about life in these bunkers than ever before."

Media Report
Actor Cast to Play Luke in New Documentary

Actor Stephen Dale Skinner will play the part of Lt. Frank Luke, Jr. in the upcoming documentary *The Search for THE STAND: Recreating the Final Flight of Lt. Frank Luke, Jr.*



Stephen Dale Skinner is an experienced character actor with a theatrical background. "I studied the photos taken late in Luke's career and the only vulnerability that can be seen in his face comes through his eyes," the actor said. "His face is serious and severe, and the only weakness you can find is in his eyes. I'm working on that look and developing that attitude in my portrayal of the character."

Stephen Dale Skinner

Documentary producer Mark Magin said that Stephen Dale's talents would be used to create a series of brief action sequences that bring Luke's final moments to life. Magin said the re-enactment segments would be filtered into black and white, with grain added to the picture to give it the same look as old films from World War I.

Location scouting for the action sequences took place last week. The goal was to find areas that resemble the landscape where Luke died near Dun-sur-Meuse, France in 1918. All segments will be shot in the midwestern United States where three suitable locations were secured.

Stephen Dale Skinner is the eighteen-year-old son of author Stephen Skinner, who said that age was a critical factor in casting the part. "It's silly to have a forty-year-old actor to portray a guy who died when he was twenty-one. You see that all the time in films and it just slays any semblance of authenticity. It just looks ridiculous. We needed someone who was really in Luke's age bracket."



The author continued, "He's one of the few actors who really know the entire Luke story inside out. He has light hair, stocky build and is almost the exact same height as Luke and is close to Luke's age. We didn't want to bring someone in from the coast, we wanted someone already in the region. He was a natural choice. As soon as we decided to include action sequences I knew he was the guy."

Shooting begins on location next week. For the latest news on the book, *THE STAND: The Final Flight of Lt. Frank Luke, Jr.*, visit the book's official web site: www.THESTANDfrankluke.com.



Indy Squadron Dispatch

Volume 19, Number 13
June 30, 2007

VDP Report

CAMPAIGN KICKS OFF WITH 25-TURN MARATHON

by Kevan Sumner

The first VDP League campaign kicked off on Thursday, June 21. Present flying Albatros DIII's for the Germans were Rex and Dan. Kevan, Andy, and Kirk were flying for the Allies, Kevan taking to the controls of a Brisfit while Kirk and a one-turn-late Andy were flying SE-5 escorts.

The game was rolled up using the campaign mission generation tables. The Allied rolled high to become the official "attackers" of the evening and then rolled an artillery-spotting mission. A further roll found them going after three random grid locations – a tough mission when artillery spotting requires that the plane fly straight and level and that the observer not fire while spotting. The Indy Squadron house rules were being used, which also meant that the spotting plane had to be within 10 squares of the target location, and that the chance of the artillery being on target started at 5% and increased at 10% per turn of successful spotting.



Bristol F2b

The Allies flew in off the west side of the board at 3900', Andy arriving on turn 2. The defending Germans were at 5400', set up in the east half of the board. From the low altitude, and the fact that they were allowed to roll up and place ground defences, the Germans could be confident that this wouldn't be a standard dogfight, but did not know the specific targets or type of mission.

Kirk began the game by (unintentionally) sprinting ahead and drawing both defending planes in for close range attacks while Kevan lined up the Brisfit for his first spotting run. On turn 2, the Germans turned their attention to Kevan as the first of many artillery barrages fell short of its target. Luckily for the Allies, only six hits were absorbed by the Brisfit, but with Rex lining up for tailing, it began to look as if the mission objectives might be unattainable.

The Brisfit could not shake the tail, but Rex was unable to line up for a second-turn shot, and the two-seater would go unmolested for several turns as the escorts began tangling earnestly with the defenders. In short order, an engine critical hit had Kirk smoking, tempting the defending fighters with the scent of an easy kill.

The fight quickly descended below 3000', leaving the spotter unmolested above 4000'. By turn six, Kirk's situation became significantly more precarious with a second engine critical – this time, an oil leak that left him with only three turns of powered flight before his engine quit. A distance roll found the allies 198 deep behind the front. At his low altitude, Kirk had no choice but to land behind enemy lines. It is becoming clear that Kirk's pilot has a horseshoe wedged quite deeply where the sun doesn't shine, as he miraculously made the 1 in 6 roll to escape to friendly lines, and was safely on base three days later. This is the same pilot who survived an exploding engine on his last mission. Given his track record, it is very unlikely that his commanding officer will be letting him fly one of the brand new SE-5as that are rumoured to soon be arriving at the front.

With sides evened up, Rex started the long climb to intercept the Brisfit where it continued on its spotting mission. On turn 7, artillery had successfully zeroed in on the first of the three targets. Andy and Dan continued their jousting, but Dan suffered from consistently poor initiative rolls, and quickly

began soaking up damage. On turn 12, Andy managed to simultaneously hit Dan's pilot and blow off his left wing, sending him hurtling earthward in the first true "kill" of the campaign. Next week, Dan will be flying a rookie pilot, but will have a 50% chance of being able to fly either an Albatros DV or a Pfalz DIII.

Seeing that the Brisfit and remaining DIII were more than 2000' overhead, Andy predicted (inaccurately, it would turn out) that he would be unable to climb to the fight and turned for home. Meanwhile, Rex had climbed to catch the Brisfit at 5100' by turn 14 and began harassing it on its bombing run. For eleven more turns, disadvantaged by the Brisfit's superior agility and poor initiative rolls, Rex chased Kevan back and forth across the sky, eventually forcing him down more than 1400' and inflicting a rudder critical hit, but the spotter was eventually (after a total of 17 attempts) able to call in artillery on all three targets. The Brisfit's guns were quite cool, with the Vickers only firing once and the observer's Lewis guns twice, but with the mission objectives completed, it quickly dove for home and safety.

At the end of the day, the Allies had picked up 8 points in their first mission, 6 for successfully completing all mission objectives and 2 for Andy's kill. The Germans now have a total of 3 points, 2 for forcing Kirk down and 1 for Andy's early departure from the field.

The campaign will pick up again on June 28th. New and drop-in players are always welcome.

Feature **FEMALE PILOTS IN DAWN PATROL?** **New Research Proves Historical Precedent**

No. We're not joking. Besides, this really interesting and could be way fun so relax and roll with it.

Of the thousands of people who have played this game, few of them were female. Among those females even fewer of them have excelled, won tournaments or produced aces. The Indy Squadron is unique with two women among our membership (Alice and Dory), both of whom have won major tournaments, played the game for over a decade and built up solid aces on their rosters.

Quite understandably, Dory and Alice always wanted to create female pilots for their rosters so its no surprise that we've been asked on multiple occasions if women actually flew combat missions in World War I. But lacking a historical precedent the answer was always "no."

Until now.

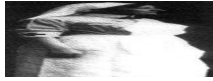
Thanks to new information uncovered by researchers in Belgium and Germany, the answer is now a qualified "yes." According to numerous contemporary reports a forty-year-old French woman named Marie Marvingt flew at least two combat sorties as a bomber pilot in the French air service... possibly many more.

The dates of her missions are unknown because no one wanted to take responsibility for sending a female into the air. Most of her military achievements were buried or went unrecorded, but what is known is that Marvingt was the third woman in the world to hold a pilot's license. She earned her fixed-wing license in 1910, became the first woman to be licensed as a balloon pilot and the first



Marie Marvingt... the woman who wasn't supposed to fly

female to fly a balloon across the English Channel. In Collier's magazine in September, 1911 Marvingt wrote -



Marvingt while working
as a nurse, 1914

This new sport is comparable to no other. It is in my opinion one of the most intoxicating forms of sport and will, I am sure, become one of the most popular. Many of us will perish before then but that prospect will not dismay the braver spirits. In devoting themselves to the new cause, those who have the true aviator's soul will find in their struggle with the atmosphere a rich compensation for the risks they face. It is so delicious to fly like a bird!

Never the bashful type, at the outbreak of World War I Marvingt posed as a man to gain admittance into the 42nd Battalion of the French army where her gender was discovered less than a month later resulting in her dismissal. Marvingt also attempted to use her flying experience as leverage to join the air service but was once again turned away. Instead she ended up working as a nurse near the front lines.

In the course of her medical duties, Marie encountered a French pilot who complained bitterly that because of his illness, his bomber would not fly the day's patrol. Marvingt quickly seized the opportunity and rode her bicycle to the airfield to volunteer for the mission. Her offer was quietly - and unofficially - accepted and she flew in combat that day, in addition to at least one other mission at a later date. It is supposed that her combat flying may have taken place as early as 1915.

Marvingt's remarkable story is fully backed up by the official citation that accompanied her award of the French Legion d'Honneur which specifically credits her with flying two combat patrols. It is quite possible that she flew more missions but further confirmation cannot yet be produced. In addition to the Legion d'Honneur and the Croix de Guerre, Marvingt won an additional thirty-two commendations making her the most decorated French woman in history.



Marie in the cockpit of a Deperdussin near Reims, France,
1912

Her wartime heroics pale in comparison to Marvingt's other accomplishments. She spoke five languages, was an expert mountaineer and skier, assisted in the training of the French Alpine military corps and was a war correspondent and medical officer in the French colonial wars in North Africa in the 1920's.

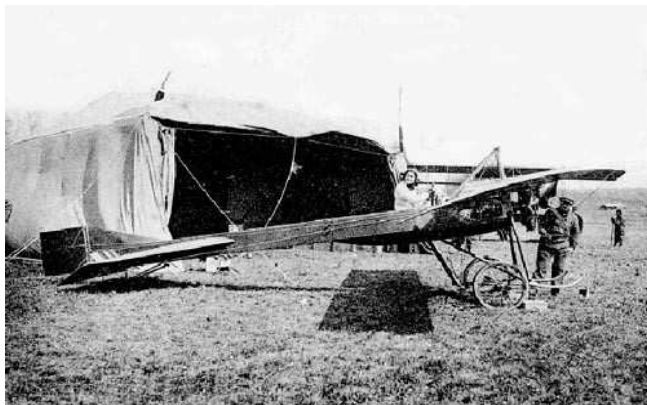


Illustration 1: In the Deperdussin again, this time near Jarville, 1912

It has been known for some time that several women flew non-combat sorties, ferried planes and were rumored to have flown active sorties in the German and Russian air arms, but this is the first

genuine confirmation of a woman having flown for any nation on actual combat missions during World War I.

So it does not seem to be stretching history too far if the Indy Squadron had an occasional French two seater pilot with a female name. In fact it might be downright fun, especially for the women who fly with the squadron.

No, the author is not advocating a vote or some official house rule. The world is already burdened with enough rules and to my knowledge there was never any actual rule that absolutely outlawed female pilots anyway. But without historical precedent flying a female pilot was as preposterous as flying a jet. However, under limited circumstances it can now be done with a straight face and it might even be fun.

Historical confirmation of a woman flying in a French two-seater not only gives the ladies in our squadron a lot to cheer about, but from a pragmatic standpoint it may also encourage the use of a rarely flown airplane category. C'mon... what else would move you to fly a French two-seater? Most of us would rather have a root canal.

Marvingt was quite a lady even in later years. After the war Marie was instrumental in the first use of the airplane as an ambulance. In 1955, at the age of 80, Marvingt piloted a jet and then learned to fly a jet-powered helicopter. She passed away in December of 1963, having done just about everything humanly possible short of time travel and walking on water.

For many Dawn Patrol players, the enjoyable aspect of pilot personalities is the challenge of creating a name, rank, age and background that results in a fun and unique pilot. The addition of female names for French two-seater pilots makes that more possible than ever before.

Media Report
Site of Sgt. York's Famed Battle May Be Found

Researchers say they believe they have found the site where Sgt. Alvin C. York single-handedly captured more than 100 German soldiers during World War I in one of the U.S. military's most storied exploits.

The precise location of the fight, immortalized in a 1941 Oscar-winning film starring Gary Cooper, has long been disputed, but two researchers from York's home state of Tennessee say they unearthed spent shell casings they believe to be from York's rifle this month from a site near Chatel-Chehery, France.



Bullets of Sgt. Alvin York, October 1918

"They were buried 6 to 9 inches below the surface," said Michael Birdwell, associate professor of history at Tennessee Tech University in Cookeville. "We're 80 percent certain that we have found the right location."

York was part of an Oct. 8, 1918, surprise rear attack on a row of German machine gunners. When the sergeant in command was killed, York -- then a corporal -- used the raccoon-hunting skills he honed in the backwoods of Tennessee to pick off at least 20 gunners, shooting them when they raised their heads to aim.

A total of 132 German soldiers either surrendered or were captured. York, who marched the German POWs to the U.S. lines, was awarded the Medal of Honor and promoted to sergeant.

A team led by Tom Nolan, a geographer at Middle Tennessee State University in Murfreesboro, reviewed York's journal, French and German trench maps and maps drawn by York's commanding officer. Nolan and Birdwell superimposed that historical data onto a modern topographic map and downloaded it to a handheld global positioning system device.

They found not only the .30-06 casings they suspect came from York's Lee-Enfield Model 17 rifle, but shell casings and live rounds from German and French ordnance. They did not find rounds from a pistol York also fired.

French officials have expressed interest in placing a monument and possibly a park on the site, Nolan said.

Indy Squadron
June/July Games Altered

For the second straight month Indy was forced to move or postpone its gaming. That's not entirely infrequent during the summer because it's always more difficult to get folks together during warm weather.

Gaming was scheduled for June 16th and we knew that we would have a typically small summer crowd. But we did get a foursome ready to go and the day was defused only when the starter on Ken's car failed and left us short one player. So we cancelled the day and will look forward to July.

But July gaming, originally scheduled for Saturday the 7th, will have to be moved as well. We'll be at least two players short on that day and summer attendance is unlikely to overcome such a disadvantage.

For that reason it is suggested that Indy gaming be moved to July 22nd pending confirmation from four or more players. That also moves us closer to Gen Con when Dawn Patrol is a little more prominent in players' minds.

Also note that local gaming is slated for August 4th, a date that we may want to cancel because that would have us playing on July 22nd and August 15th as well (the date for Gen Con warm up).

Warm up gaming is tentatively set to be held at Gamerz gaming club again this year. Indy players may want to mark their calendars for Gen Con, August 16-19, because the event has been moved back nearly two weeks this year from its traditional early August date.

Book Review
The Forts of the Meuse in World War I

Publisher: Osprey
Author: Clayton Donnell
Pages: 64
ISBN: 978-1-84603-114-4
Format: Softcover
Price: \$16.95 US



I admit it... although I love all things World War I and am intensely interested in everything on the Meuse-Argonne front, at first I thought this book might be boring.

In the late 19th century France began construction of a series of interconnected forts along the Meuse river in anticipation of a German attack to retake the hotly disputed territory of Alsace Lorraine. The book began with an overview of the construction methods used to create these forts along with a discussion of various types of steel, concrete and logistical challenges fit for an engineer. I was afraid that I'd soon be lost in a discussion far over my head.

However, just when I felt I might be losing interest author Clayton Donnell introduced a modern "Tour of the Sites" (chapter four) and from that point the book really rocks. The chapter takes the reader deep inside the forts as they stand today with extensive photographs and cutaway illustrations that not only show you what the forts are, but how they were intended to function.

Then we get to the stuff that we really wanted to read all along... the story of the forts at war. Clayton gives an excellent account of the horrific explosion that destroyed Fort de Loncin and an amazing strategic analysis of the initial German onslaught against the line of forts defending Liege.

The book concludes with a recap of the state of the forts today and what is available to be seen by modern visitors. This alone makes the book worthwhile and should be a tremendous help to tourists on the western front.

What the book doesn't tell you is that some of the forts which are officially off limits can still be privately explored by enterprising people possessing the decency and morality to ignore regulations. But that's another article.

Anyone fascinated with century-old forts or hoping for a future visit to the western front will be well-served by Osprey's new release, *The Forts of the Meuse in World War I*. It is superbly written, well researched and not so boring after all.



The Story of the Medium Wound Tables

Indy's Forgotten Role in the Great Debacle

Bringing up the Medium Wound rule at a modern society event is likely to get you stoned to death by percentile dice, but few people still realize that the Indy Squadron laid the foundation upon which one of the most controversial rules in Dawn Patrol history was created.

On August 26, 1989, Dory and Stephen traveled on invitation to Whitehouse, Ohio to game with members of the local Fits group there. The Ohio "Flying Circus" Squadron, led by Mark Zielinski, was using a new and unique method of rolling up pilot wounds. Rather than using the standard 1D6 roll, Ohio Squadron members were using a percentile table filled with all sorts of cool role-playing data. The new percentile chart did not have a medium wound - it merely offered a slightly different and more detailed means of rolling up the standard wounds already observed in the game.



Illustration 2: Seated, bottom right: Mark Zielinski, standing to right in white shirts, Dory Oda, Stephen Skinner

One of their local players had created this percentile chart after seeing a similar table used in another game. The percentile charts reconciled almost identically with the statistical odds reflected in the standard chart so Dory and Stephen later asked for a copy of the Flying Circus' percentile wound tables and Mark kindly obliged.

In 1989 the Ohio players held the extreme southeastern frontier of the Dawn Patrol universe. They rarely attended Kankakee (as the Spring Mini Con was then known) and had little contact with the rest of the Fits world. When the Flying Circus ceased to exist a few years later their percentile wound chart would have died with them had it not been for their contact with Indy players.

Dory and Stephen brought the new wound chart home and the rest of the gang enthusiastically embraced it as a progression of the role-playing aspect of the game. It was soon officially adopted into Indy Squadron house rules with the stipulation that players could still opt to use the standard wound tables whenever they pleased.

For the next five years the Indy Squadron used the percentile wound tables as their standard chart. Players would still occasionally opt for the 7th edition version instead, but the percentile table became accepted as the new standard.

When guest players from around the midwest would come to Indy to compete in Red Baron Fight or the Armistice Day Fits Tournament, they would be introduced to the percentile tables as well. The tables gained more exposure through repeated publishing in the Indy Squadron Dispatch and were soon known to one extent or another by nearly everyone in the society.

In the spring of 1994, using the now-defunct Flying Circus' percentile wound table as supplied to them by the Indy Squadron, Kankakee organizer Mark Hudgens collaborated with Jim McIntyre to create the Medium Wound Table. The Medium Wound Table was, in fact, an elaborate expansion of the percentile wound table that the Ohio group had created and passed on to the Indy group five years before. However, instead of simply creating a chart for the standard No Effect, Light, Critical and Mortal wounds, the new Hudgens/McIntyre chart also created an entirely new category referred to as a "Medium Wound."

The new Medium Wound Table was introduced through Aerodrome, the society's publication, with fine print at the bottom indicating that it was a test offering rather than an official chart. Trouble is, many folks didn't read the fine print and the new rule soon became an explosive topic between those who wanted the rule made "official" and those who did not. It was accepted as official by many since it appeared in Aerodrome, but in reality the Medium Wound rule never enjoyed the full blessing of society head Mike Carr.

The fine print at the bottom of the Medium Wound Table also said that Mark Hudgens "credits Ohio and Indianapolis with planting the seed, if not germinating the idea for this chart." In fact, Hudgens had received a copy of Indy's percentile wound tables at Kankakee in the early 1990's, and - using some fine print of their own - Indy's chart credited the Ohio "Flying Circus" Squadron with its original creation.

The Flying Circus had long since passed from existence when Hudgens and McIntyre sent out the first copies of the Medium Wound table to society members in March of 1994, leaving the Indy Squadron as the sole entity perpetuating the use of the original percentile wound chart. Had the Indy Squadron not adopted and promoted it, the later Medium Wound table would likely never have been created. Instead, the entire concept of percentile wound tables would have died out when the Ohio squadron stopped playing.

The medium wound chart has since lost its luster and few groups still consider it an option at the gaming table. The Indy Squadron never used medium wounds and never adopted them as a house rule and most other squadrons don't use it now, either. But even after fifteen years it remains an easy way to start a good, old-fashioned rules argument at any Dawn Patrol game in America.

Just don't tell them that without the Indy Squadron, the idea would probably never have seen the light of day.

May 31st VDP Game Report

Germans Dump Bridges; Rex Downed by Infantry Fire

by Kevan Sumner

This Thursday's league night featured another custom mission. This scenario pitted an LVG C VI (flown by Andy's 8/4 pilot with a 7/0 observer) was escorted by Dan's 3/0 pilot flying a Pfalz DIIIa. Defending were Michael and

Media Report

Early American Combat Aviators Memorialized

Staff Sgt. Jeremy Hostetter
Air Force News Agency

5/30/2007 - PARIS

Kevan flying SE-5a's, with 0/0 and 2/1 pilots respectively. The targets for the bombing raid would be the four bridges on the classic Dawn Patrol map, defended by two AA guns, two MG emplacements, and a heavy concentration of infantry. The Germans flew in at 3100' on the east edge of the board, the Allies were circling above the bridges at 2000'. The wider-than-usual distance between starting positions was intended to give more of a feel for the Germans having to approach, choose a target, and line up for their bombing run.

On the first turn, the Allies rose to intercept the diving LVG, but could get no closer than a 400' bottom shot for Kevan, which he missed. Meanwhile, Dan dove his Pfalz to put a burst into Kevan's SE.

On the second turn, the momentarily disoriented Allies headed back to their original position over the bridges. The wily Germans, knowing that they would be safe from enemy AA, closed on Kevan's already-damaged plane. By the end of turn 2, Kevan had already taken 14 hits, 4 of them in his engine, and rolled a critical hit to his manifold.

On turn 3, Dan drew off Kevan's SE while Andy descended to set himself up for a bombing run on the bridges in the northwest corner of the map. Turn 4 would see Dan shaking his tail before diving to cover his ally, duelling with Michael on the way down. Rising to circle above the action, Kevan wouldn't play a significant role again until turn 8.

With his observer suppressing the nearest MG nest, Andy came in low on his first bombing run, levelling off at a bare 100' for his first bomb drop. He had four bombs for four bridges, so each one had to count. The first bomb dropped, and a crater appeared in the middle of the road bridge.

Andy followed up on the rail bridge as he continue his first bombing run along the river. He was low enough to avoid the defending AA emplacement, but his observer was now fending off an attack from an intercepting Michael, with Dan on his tail. Another bomb was released, and the second bridge shook as the explosion cut and twisted the rail tracks.

Andy wound his plane along the route of the river, staying low to avoid AA. Michael followed, but was hounded by Dan while dodging defensive fire from Andy. At this point, having absorbed two turns of withering fire, Michael was forced to disengage his attack. Rex's sudden appearance in a second Pfalz D11a may have been a factor in Michael's decision.

Having shaken his attacker, Andy lined up on the second rail bridge, dropping his bomb just as Kevan's SE 5a finally

(AFPN) - Underneath the decorative arch of a recently refurbished monument built in 1928, several hundred American and French citizens as well as military personnel, tourists, and dignitaries came to pay their respects to 38 all-volunteer American aviators -- known as the Lafayette Escadrille - who flew under the French flag against the central powers during World War I.

Air Force Chief of Staff Gen. T. Michael Moseley summed up the motivations of the nation's first combat aviators by acknowledging the "debt of honor" that was owed to French generals Lafayette and Rochambeau who successfully aided George Washington in winning the American Revolutionary War.

"These young (Escadrille) airmen intuitively understood not only the need to serve but also the larger significance of their valiant service at this hour on the world stage," said General Moseley who spoke to a solemn crowd following an impressive flyover of French M-2000 Mirages and U.S. Air Force F-15 Eagles across an overcast sky. "The airmen of the Lafayette Escadrille fought well, clearly and firmly establishing the lethality and offensive spirit of combat aviation."

Also attending the regal and colorful ceremony was retired Air Force Master Sgt. Edward Prince, a third-generation cousin of Escadrille aviator Norman Prince who was killed on a mission Oct. 15, 1916. Sergeant Prince, who was stationed at a U.S. Air Force base in Evreux, France, in the 1960's as a communications specialist, didn't learn of his distant cousin's accomplishments until his brother shared the news he'd learned from researching family history.

"I was shocked and surprised when

re-entered the fight. Even as Kevan was lining up for his shot, he was too late. The bomb was away, and a third bridge was destroyed. One bomb and one bridge remained.

Sweeping past the LVG, Kevan spotted Rex coming in from the north, having given up on chasing away a retreating Michael. Swinging up and under Rex's low-flying plane, he was able to score a devastating 9 hits. Rex's fresh Pfalz weathered these hits, but fell victim to a well-placed bullet from defending infantry that knocked out his controls. Falling out of control from 400', his 1/0 pilot miraculously survived, only to be quickly captured by defending infantry.

No sooner had Kevan completed his pass on the LVG than Andy released the last of his ordinance. An explosion marked another perfectly-aimed bomb. Despite losing a plane, the Germans could now consider this scenario a major victory. Dan and Andy headed for home, hounded by Kevan's SE, eager to exact a final payment. However, within a few turns, a jammed Vickers and empty Lewis convinced him to return to his home field, licking his wounds.

my brother told me about Norman," Sergeant Prince said.

"He was educated at Harvard and came from an ultra wealthy family, and with all he had going for him, there was no readily apparent reason for him to go off to Europe and get involved in the war," he said, "but he did and he paid the ultimate sacrifice."

Sergeant Prince then echoed the same sentiments recently shared by Chief of Staff Moseley about the importance of remembering.

"Someone recently told me that when someone has passed away, they never really die if we continue to remember them," Sergeant Prince said.

News Release

Under the Guns of the Red Baron

A Complete Record of Von Richthofen's Victories and Victims Fully Illustrated

by Norman Franks, Hal Giblin and Nigel McCrery

Publication: September 2007

Price: 12.99 Sterling (paperback)

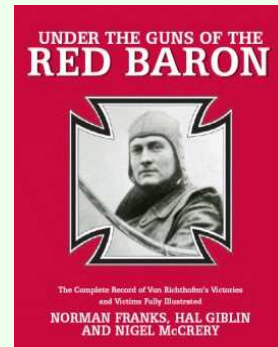
Pages: 224 with ten color paintings and dozens of b/w photos

Publisher: Grub Street

News release text: In the autumn of 2007, ninety years after this legendary fighter fell to earth, there will be a full length feature film released in the UK and Germany simply entitled *The Red Baron*, with Joseph Fiennes in the lead role.

Manfred Freiherr von Richthofen was the most feared and celebrated of all German pilots in World War I, and has become one of the iconic figures of history. This book, by three respected historians, has researched in detail the lives of all of his 123 victims (over 100 of whom are depicted), and provides a blow-by-blow account of their encounter with the great man – a unique compilation of material.

ISD editor's note: *Under the Guns of the Red Baron* was released some years ago and became an instant classic to WWI aficionados. The success of the original, hardback version and the release of the new German film on Richthofen have prompted a new production run on *Under the Guns*, this time in paperback. It is truly a fascinating work and we will carry a full review when the paperback version is released later this year.





Indy Squadron Dispatch

Volume 19, Number 11
May 21, 2007

May 17th VDP Game Report

VDP KICKS OFF LEAGUE NIGHT WITH BALLOON BUSTING MISSION

by Kevan Sumner

With the general acceptance of Thursdays as “Vassal Dawn Patrol League Night”, it was decided that we should make an effort to differentiate Thursday games from those on other nights of the week. While there is still some debate as to the best way to do this, we chose to try a balloon busting mission as the first special event on May 17th.

Players in attendance were Andy, Dan, Michael, and Kevan – down from the previous week’s record-breaking 6 players. As usual, the details of the scenario were rolled up randomly. The target would be a *drachen* more than a mile behind German lines. Andy and Dan were defending, flying Albatros (Andy’s 7/2 pilot in a DVa and Dan’s 1/0 in a DV) while Michael and Kevan would be attacking in SPAD XIII’s. It would be a tough mission for the Allies as Michael’s pilot was 1/0 and Kevan’s was fresh out of training.



The Allies flew in from the South at 3100’. The Germans, at 2300’, were between them and the balloon at 400’. The SPADs dove to 1800’, preparing for a pass at the balloon. The Germans converged on Michael, who soaked up eleven damage points. Most significantly, Andy’s experienced pilot was able to wound Michael’s pilot on double three’s. Michael rolled a light wound but it would be enough to significantly impact the course of the game. Kevan was able to hit Andy for five damage points.

German AA scored heavily on the attacking SPADs In the second turn, the Allies dove for the balloon, lining up for a pair of 100’ shots. The Germans, wary of getting in the way of friendly ground fire, chose to circle at 1800’. It was now that the Allies would find out just how well the *drachen* was protected, as a pair of onions, three AA guns and five MG emplacements all opened up from their positions in a tight ring around the balloon. Michael took ten hits from onions, AA, and MG’s while Kevan soaked up nine more from AA and MG fire. Their pilots maintained focus and each put five hits into the balloon, enough to turn it into a 200’ high fireball.

The Allies’ joy was short-lived as going into turn three, Michael failed his consciousness check. At 400’ and heading straight into an exploding balloon, his chances were slim and his burnt wreckage would confirm the 3rd kill for Andy’s Albatros pilot.

Winning initiative, Kevan was able to bank clear and head away from the enemy planes, towards Allied lines. The gun crews, with pieces of burning balloon falling around their ears, were able to put another ten points of damage into Kevan’s plane.

On turn 4, seeing the lone SPAD with a healthy lead and heading for friendly territory, the Albatros pilots gave up the chase. Michael and Kevan rolled off for the balloon kill, with Kevan’s rookie pilot claiming credit on his return home.

Rules

New Chart Expands Prussian Awards Free Download Available Now!

The Inviolable Squadron's Paul Naylor has released a new experimental chart that vastly improves the availability of decorations and awards for Prussian pilots. The traditional 7th edition chart was a bit thin with only four awards available, but Naylor's new creation expands the selection to a total of fourteen possible distinctions. It should be noted that Naylor's chart is unofficial and is released here as a trial version for playtesting.



Naylor has included several historical awards that are categorically neglected in Dawn Patrol despite being prized by fighter pilots in the first air war. Among them are the Ehrenbecher Cup that was awarded to each pilot following his first victory. This may seem mundane for Dawn Patrol until one considers that each of us, from time to time, has a pilot who racks up 10 or 20 missions without ever scoring a kill. Such frustration is at least partially alleviated by an award of the Ehrenbecher Cup, which was highly sought after during World War I. Other thoughtful inclusions are the Pilot and Observer Badges.

One glaring omission, however, is the Wound Badge, which came in at least three grades: the black version for receiving less than three wounds in action, silver for three to five wounds and gold for those unlucky souls who managed to receive more than five wounds. The gold badge was also given to those suffering permanent disabilities or disfigurement. As deadly and difficult as wounds can be in Dawn Patrol it seems reasonable that the historical awards for wound recipients would be prized possessions for any F1t pilot.

The charts are based off of the late Neal O'Connor's classic set of volumes on the German awards for airmen in World War I, which is recognized as the definitive work on the topic.

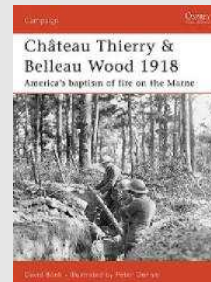
Naylor, who flies with the England-based Inviolable group, offers this chart as an experimental version for review and playtesting. Comments are welcomed and may be posted in the [Dawn Patrol/Fight in the Skies - Rules section](#) of the Indy Squadron Forum.

Book Review

Chateau Thierry & Belleau Wood 1918 America's Baptism of Fire on the Marne

Publisher: Osprey
Author: David Bonk, Illus. by Peter Dennis
Pages: 96
Format: Softcover
Price: \$18.95 US

If I were to summarize Osprey's new release from David Bonk entitled *Chateau Thierry & Belleau Wood 1918* in a single word, it would be...*understandable*.



This book makes you want to learn more about the initial American offensives in World War I, carefully describing the first US ground combat in France in an entertaining and readable format.

Most treatments of World War I ground battles are broad, sweeping affairs that tax the ability of the reader to comprehend the vastness of the action, using place names that have no meaning to the average American and easy, wide brush strokes to describe the adventures and horrors experienced by individuals. Not so with Bonk's chronicle.

I have been to many of the places detailed in this book including Cantigny, Chateau Thierry and Belleau Wood, and even though I was standing on the ground where it occurred I left the place with a minimal grasp of what actually happened. *Chateau Thierry & Belleau Wood 1918* eliminates that problem by presenting the battles in

The new Prussian Decorations and Awards chart is available below:

[Click here to download Prussian Awards file](#)

Media Report

Onboard Images Brings THE STAND to Screen

The incredible true story of Lt. Frank Luke., Jr., the most celebrated American fighter pilot of World War I, is to be told through a one-hour documentary produced by Onboard Images and made available on DVD in conjunction with the release of Schiffer Publishing's upcoming book, *THE STAND: The Final Flight of Lt. Frank Luke, Jr.*

Onboard Images specializes in aviation programming and is among the most sought-after television production companies in the industry. Their work has appeared on the Discovery Channel, SPEED and the Military Channel. The company has provided television coverage of the Oshkosh air show, the Blue Angels, national aerobatic competitions and much more.

Speaking at the McDonald's Air and Sea show in Ft. Lauderdale this week Onboard Images president Mark Magin said "I've known Stephen for over eight years and I share his passion for flight and historic aviation. I've also been aware of Stephen's research into the life and career of Frank Luke for some time... I was really excited when he asked me to tell this compelling story."

The Onboard Images television crew will accompany author Stephen Skinner on his final expedition to France this summer to investigate the death of America's top balloon-busting ace of World War I, Lt. Frank Luke, Jr. The crew anticipates a ten-day shooting schedule, following Skinner throughout his expedition which includes battlefield archeology, interviews and archival research.

"This will not be a biographical documentary in the traditional sense," Skinner said. "Its like we're taking the viewer with us on the final expedition to France to learn what really happened on Luke's last flight. You'll follow the clues one by one, just like I have. We'll interview the families of those who were there. You'll see never-before-published photos and letters from the German side of the story. The archeological work will be covered as well. So this is more than just another biographical sketch... this is more of a final reckoning. Its the inside story of how *THE STAND* was written and how the mystery of Luke's final mission was solved."

the most understandable format that I've ever seen.

The book relies heavily on the considerable skills of illustrator Peter Dennis, who constructs three primary types of graphics: standard maps, dramatic battlescene illustrations and 3-D cutaway maps. The latter two are the most impressive.

The battlescene illustrations are not the usual assortment of old paintings, but a new collection of art prepared specifically for this work and designed to manifest the essence of hand to hand combat in World War I. And it works. In several cases the battlescene illustrations are presented in full color on one page, then in black and white with notations on the next. The notations are numerical and point out specific weapons, tactics and factors that were instrumental in the battle being depicted. You'll find yourself spending as much time studying these little gems as much as you spend reading the text.

Even better are the "bird's eye" 3-D maps, which discard the entire notion of the old, one-dimensional maps that rely on these ridiculous battle line drawings that no one understands. The 3-D maps are comparable to a computer program that allows you to fly over the battlefield and watch the progress of the conflict, observing each hill and creek and forest, with the added advantage of labels to identify villages and military units. When you look at these 3-D maps and read the text, you will actually understand what happened both on a personal and a strategic military level. The map scales are big enough to get an limited overview and small enough to explain what happened on a unit by unit basis.

Ten minutes with this book and you'll think that one-dimensional

Skinner has spent fifteen years investigating the death of Lt. Frank Luke which has become one of the most hotly debated topics among World War I aviation historians.

The documentary will be released in conjunction with Skinner's upcoming book from Schiffer Publishing entitled *THE STAND: The Final Flight of Lt. Frank Luke, Jr.*

maps should be outlawed.

The book does suffer a bit from the obligatory, general description of events that consume the first few chapters, as if anyone who buys a niche book doesn't already have a fairly good understanding of the topic.

But that doesn't detract from the one thing that this book does better than any other... you actually understand what you are reading about. *Chateau Thierry & Belleau Wood 1918* is highly recommended for anyone interested in America's combat efforts in the First World War.

Events

WWI Dawn Patrol Rendezvous Poster Available **Free Download Available Here!**

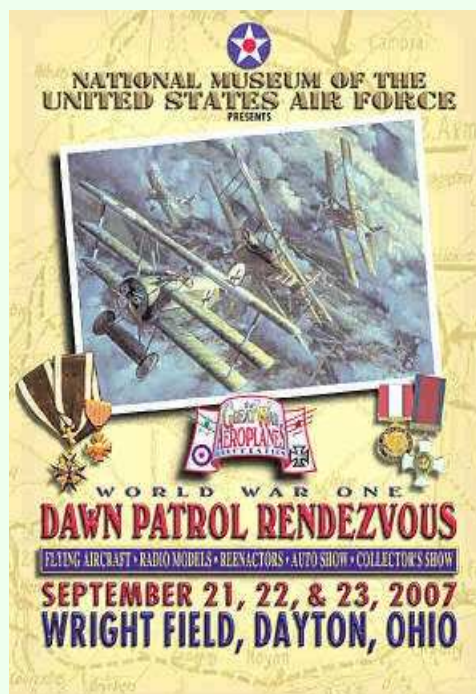
A lot of Dawn Patrol folks already know about this event - if you're not one of them, listen up!

The bi-annual *WWI Dawn Patrol Rendezvous* is not affiliated in any way with the Fits Society or the game called Dawn Patrol. It is actually a weekend fly-in for WWI era airplanes and a bonanza for Dawn Patrol gamers. Everything related to World War I aviation will be there including full sized flying WWI aircraft replicas, model aircraft, vendor booths, WWI re-enactors and much more.

And yes, we usually have enough Dawn Patrol players gathered from across the nation to get a good number of games going. The Indy Squadron has covered this event and will do so again this year, and we hope to have several of our players present for some DP gaming action.

Of course the USAF Museum is there as well, complete with an excellent display of First World War airplanes, memorabilia and even a kite balloon.

The 2007 WWI DP Rendezvous poster is now available for download below. It makes a great



desktop background to keep you reminded of this year's event.

[Click here to download the full sized WWI DP Rendezvous poster](#)

Feature

Last WWI Combat Veteran Laid to Rest

Army News Service
Spc. April L. Dustin

PORTLAND, Ore. - The echo of a 21-gun salute and bugler playing Taps seemingly marked the end of an era as a state and national treasure was laid to rest in Portland, Ore., March 2.

Retired Army Cpl. Howard V. Ramsey, Oregon's last living World War I veteran and the last known U.S. combat veteran of WWI, died in his sleep Feb. 22 at an assisted living center in southeast Portland. He was honored in a memorial service attended by nearly 200 people at Lincoln Memorial Park exactly one month before reaching his 109th birthday.

"This is a very historic occasion; we lay to rest today our nation's oldest combat veteran," said Pastor Stu Weber, who officiated over Ramsey's memorial service.

In an Associated Press report, Jim Benson of the Veterans Administration said there are now only seven WWI veterans on record with the VA, although it is possible there are unknown veterans who may still exist.

Of the seven known WWI veterans still living, none were shipped overseas, making Ramsey the last known combat veteran of "The Great War." Ramsey inherited the title two weeks before his passing, when Massachusetts veteran Antonio Pierro passed away on Feb. 8.

Ramsey's lifetime spanned three centuries and 19 presidents. He was born in Rico, Colo., on April 2, 1898, when the U.S. flag had just 45 stars and President McKinley was preparing to declare war with Spain.

Too young to be drafted, Ramsey tried to voluntarily enlist but was told he was too skinny by Army standards. After gorging on bananas and water to successfully meet weight standards, he was placed in the Army's transportation corps.

Ramsey sailed to France in September 1918 to join General John "BlackJack" Pershing's American Expeditionary Force. Ramsey drove cars, trucks and motorcycles for the Army and trained other Soldiers how to drive. He was often selected to drive officers to special engagements, one officer "gigging" him for having a dirty truck despite the constant rain and mud in France. He also drove ambulances, transported troops to the frontlines and delivered water to troops on the battlefields.

Ramsey once recalled his service in WWI saying, "We were under fire a lot at the front, and we really caught hell one time. I lost friends over there."

After the armistice, Ramsey spent several months recovering the remains of American Soldiers who



had been hastily buried in the trenches and transported them to the Meuse-Argonne American Cemetery, the largest American cemetery in Europe.

"You'd better believe it was pretty awful work," Ramsey told Oregonian reporter Rick Bella in 2005. "It was tough, but you became hardened to it."

Nearly 90 years later, Ramsey was still haunted by regret for not breaking the rules and keeping a diary that fell from the pocket of one deceased American Soldier. Ramsey told family and friends, "I wanted to keep that diary so badly to send it to his mother, but it was against the rules to keep anything from off the bodies."

Veterans of many generations and wars, and military representatives attended Ramsey's memorial service to pay their respects, including Brig. Gen. Raymond C. Byrne Jr., commander of the Oregon Army National Guard's 41st Infantry Brigade Combat Team, and Jim Willis, state director of Oregon Department of Veterans Affairs.

"If we are going to end an era, I can think of no better way than to do it with a person who is a model representation of the kinds of Soldiers who served this country in WWI, and someone who would be an example to any combat Soldier serving up to, and including those who serve in Afghanistan and Iraq today. All (veterans) would be justifiably proud to have known Corporal Howard Ramsey," said Willis.

Retired Army Col. Don Holden, whose father was Ramsey's classmate at Washington High School, shared fond memories of Ramsey's sense of humor. He said farewell to his old friend by reading the epic WWI poem "Flanders Field," which Ramsey could recite from memory well into his late 90s.

The Latest Dirt **Editor's Notes on This Issue**

Normally an issue of this size would be classified as a double issue, but it seems as if the size of a standard edition is growing by leaps and bounds. And since two of our last three issues have been doubles, this one will be logged as a single issue on the assumption that at least for the time being, this is the status quo.

The larger issues are a result of at least three factors.

First, because of the enthusiasm over VDP. When your editor was first asked to add the VDP section to this site I made it clear that I would do it, but a regular flow of content would have to come from those promoting VDP. They agreed and wow... have they ever come through with flying colors.

Kevan has written up this week's League game report and his permanent introductory page for new players will be added to the VDP section within a few weeks. Rex has written up the technical manual for downloads. Kirk has done the intro for e-gaming. England's Paul Naylor has contributed the excellent new Prussian medals chart featured in this issue, and more interesting content from our British pals will hopefully soon be on the way.

So VDP has not turned into baggage... on the contrary, its proponents have stepped up to the plate big time and followed through on everything, contributing both to ISD's regular game coverage and also to the permanent VDP section. The result has not only been more content for ISD, but regular VDP games where four people actually show up! And its allowed me to concentrate on better quality issue formatting rather than scrambling to write everything myself.

A second source of new content has been ISD's commitment to product reviews. Several book

makers have participated, most notably Osprey Publishing and Grub St. Books. Rather than printing one-paragraph summaries, we're providing full length reviews that our readers can use to keep track of the new WWI-related products on the market and at the same time, fattening the Indy Squadron prize cache to previously unseen proportions.

The third source of new content has been the wave of historical WWI research going on right now. The story on America's last combat veteran is an excellent example. Other stories include the current research into Lt. Frank Luke, Jr.'s last flight and the recent efforts to re-discover the location of Sgt. Alvin York's famous fight. I don't know what accounts for this flash of WWI information or how long it will continue, but as long as it does we'll keep bringing these stories to ISD readers.

And that means that at least for the time being, ISD will be a bigger publication than it has in the past which explains why this is a single issue, not another double issue.

Hope ya enjoy it.

Indy's Lacy Calls for Ace/Experienced Pilots

VDP Gains Altitude - Overview and Game Report
***Rampant Lion* Book Review and Exclusive ISD Interview**
Russell Smith to Paint Cover Art for *THE STAND*

TIME TO SUBMIT YOUR BEST PILOTS for the 2007 Ace/Experienced Pilot Roster

The Indy Squadron's Rick Lacy has once again stepped forward to take charge of the ever-popular Fits Society's Ace and Experienced Pilot List. IndySquadron.com is carrying a direct download to this year's submission form to make it easier for everyone to submit their top pilots. Using the download is recommended because it is already formatted and saves Rick the trouble of re-typing all entries individually. The form is also available for download on the [Apache Jagdstaffel's site](#).

Please see the link at the bottom of this article to download the submission form, or jump directly to the special page created for the Ace/Experienced Pilot List (see main menu bar above). This page will stay on ISD's menu until at least the first of June when the deadline for submissions passes.

Directions for FitS Ace and Experienced Pilot Roster Submissions by Rick Lacy

- 1) The form is simplified and streamlined this year, please note that there are no separate areas for pilots from different countries. Just put your pilots on one sheet and I'll sort them when I get them.
- 2) I realize that different players organize their pilots and the planes they fly in different ways. I will sort out the groupings of planes as best I can and try to stay true to the intent of the player wherever possible.
- 3) We are going to post a version of this online for anyone that wants to submit electronically (which I greatly encourage as it will help greatly with my typing time), it will be either on the dawnpatrol.org, or indysquadron.com (and maybe the apache site also) for anyone that wants to download, fill it out, and return it to me that way. My email address is rlacey40@hotmail.com for anyone who wishes to

VDP Gains Altitude

Editor's introduction - Vassal Dawn Patrol (VDP) appears to be flying high after a month-long effort gave it the kickstart that online gaming has long awaited. Kirk Hoffman, Rex Morton and Kevan Sumner have combined to help launch a new and successful series of Dawn Patrol games over the internet using the [Vassal game engine](#) and a series of new aircraft counters and rules designed to facilitate online play. Andy Priest and Paul Naylor came along to expand the field and lend their assistance and now Dawn Patrol fans worldwide who never before had an opportunity to play are now gaming weekly. See the Forum for details or the VDP section of this site.

April 22nd VDP Game Report by Kevan Sumner

The sky was bright blue and clear of clouds on a still day in September of 1917. More than a mile and a half behind enemy lines, two Nieuport 17 pilots (for some unknown reason, one flying a borrowed Belgian plane) were on patrol at 12000'. Kirk's pilot, the Australian Lt. Ian Irwin, and Kevan's Canadian Lt. Bob Angers were so enjoying the crisp autumn air and their fancy new planes that

send information this way.

- 4) Submission deadlines will be tight this year, I'd like to have as many as possible by 6-1-07.
- 5) If you have any notes for specific pilots or anything you'd like me to consider when compiling the lists, please note that on the form or contact me at the email address above.
- 6) Column headings are defined as:
Nat – Nationality the pilot flies for
Rank – rank of pilot in service flying for
First Name/Last Name – name given to pilot
Origin – Country pilot is from (if different than Nat)
Aircraft/Aircraft Group – what plane(s) pilot flies (try to categorize by largest %)
M & K – Missions and Kills
Medals – any awards for pilot (use chart at bottom of submission form please)
Player/City/St/Since/Sqdn – information on the player playing this pilot

Thanks everyone - Rick Lacy
[Click here for the Ace/Experienced Pilot Page on ISD and download this year's submission form](#)

Russell Smith to Paint Cover Art for THE STAND

Indianapolis – Award-winning World War I aviation artist Russell Smith will create an original work exclusively for the cover of the upcoming Schiffer Book publication *THE STAND: The Final Flight of Lt. Frank Luke, Jr.* by Stephen Skinner.



Smith's work has been featured in every major World War I aviation periodical in the world and has earned accolades from the American Society of Aviation Artists as well as the Experimental Aircraft Association, but the task of accurately painting a work on Frank Luke is a rare challenge.

"Many artists have steered away from painting images of Frank Luke simply because there have been so many unanswered questions surrounding him," Smith said. "Thanks to Stephen's research, I have the opportunity not only to paint a truly accurate image of Frank Luke but also to have that image associated with his book."

Russell's painting will be in a vertical format to facilitate a more complete reproduction on the book's cover. Plans are

they were momentarily oblivious to a pair of approaching Albatris flown by Andy's 4/1 pilot and Stephen's pilot, Lt. Bernhard Roesche (11/3).

300' below the Nieuports, the Albatris climbed to engage. The Nieuport pilots responded by taking evasive action, climbing to avoid the menace below. Lt. Roesche (Stephen) took a 400' bottom shot that went well clear of Kevan's plane.

Poor Lt. Angers, momentarily overwhelmed by the chaos of battle, continued to climb to safety on turn 2. Lt. Irwin, however, showed his plucky Aussie spirit as he dove down and onto the tail of Roesche's V-Strutter and opened fire. As bullets began to punch through canvas and plywood, the battle was finally seriously joined.

Buoyed by the bravery of his colonial counterpart, Lt. Angers finally dove his Nieuport into the thick of things on Turn 3, raking Stephen's DIII with an unimpressive interrupted burst from both deck and wing guns. Alas, Lt. Irwin was paying the price for his colleague's timidity, as both Albatris had now closed on his Nieuport, Andy raking him with a 50' shot from below while Lt. Roesche bravely lined up for a 300' front shot. As a steady stream of bullets from Roesche's twin Spandaus chewed into his engine, striking sparks and sending ricochets past Lt. Irwin's head, Kirk frantically took a shot, but missed by a mile. Roesche had hoped to score even more hits but suffered a jammed gun during the pass.

On turn 4, events went from bad to worse for the allied pilots. Kirk was able to manoeuvre on to Roesche's tail, but this left him open for Andy to close for another burst from below. Lt. Irwin heard his engine cough, sputter,

also underway for a combined release of the print in conjunction with the 2008 publication of *THE STAND: The Final Flight of Lt. Frank Luke, Jr.*

then fall silent... his engine was finished. Lt. Angers joined his colleague in the attack on Roesche, but heard the unmistakable sound of his Lewis gun jamming as he raked him from 50' above.

On turn 5, the allies were forced to concede defeat. Kevan chose to climb to safety and Kirk glided off in search of friendly territory. While he did find friendly territory, what he did not find was anything resembling flat, clear terrain. Friendly French infantry retrieved him, miraculously alive, from what remained of his plane after landing in rough terrain.

Book Review

Rampant Lion

The life of Eduard Ritter von Schleich Germany's Black Knight of WWI

Publisher: A&S Publishing 2007

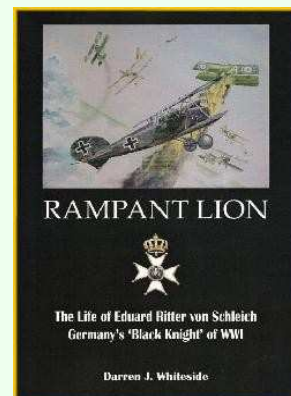
Author: Darren J. Whiteside

Pages: 312

ISBN: 978-0-9791946-0-3

Size: 8.75x5.75

Price: \$22.50 US



Presenting new information from fragmented sources in old German script to an English-speaking audience is not an easy task. So in my opinion, when first-time author Darren Whiteside set out to pen the ultimate biography of German World War I ace Eduard Ritter Von Schleich, he was swinging for the fence big-time.

That alone gives me reason to admire this new work titled "Rampant Lion." This was a monumental undertaking and I like a guy who swings for the fence. The whole time I was reading *Rampant Lion* I kept wondering who else would have written this book and how many years would we have waited for this material if Whiteside hadn't done it?

Another good reason to like this book is its presentation. At 300+ pages, *Rampant Lion* is a fistful. It is hardbound with a top quality cover. And the author also included a nice personal touch with ISD's review copy by including a custom made *Rampant Lion* bookmark. So before you even open the book you feel as if you're holding something substantial, and you're convinced that you got something extra for free. Those are more good reasons to like this book.

Dawn Patrol players in particular will find Jack Hunter's cover art appealing. Yes, that Jack Hunter. Long time Fits players will recall that Hunter's 1964 novel, *The Blue Max*, was later transformed into the feature film that inspired the creation of Dawn Patrol. Hunter's original painting of Schleich's triple victory in May 1918 is a striking piece and a point of interest for Dawn Patrol fans. Whiteside

explained the arrangement in an exclusive interview with ISD ([the entire interview can be read here](#)):

I have always wanted a painting of von Schleich's menacing-looking black Albatros D.Va. Learning that he was an artist as well as an author, I contacted Jack back in 2003, asking him to recreate May 8th, 1918 - the day that von Schleich scored a triplet by bringing down three English fighter planes. He was very obliging, even doing most of the research into the event in order to get all the details correct. It wasn't until a year later that I decided to use the painting as cover art for *Rampant Lion*. I also think it is great to have included something that makes a connection back to a book (and movie) that led so many others and myself to the study of WWI aviation.

Whiteside opens his chronicle with a strong and lengthy prologue in which he outlines his sources, explains his interest and admits his personal biases, all of which help the reader understand the author's point of view. He also informs the reader that, to everyone's great regret, the Von Schleich family has historically refused to cooperate with researchers.

An acquaintance of the family was quick to inform me that they were not interested in sharing information concerning Ritter von Schleich. I never received an exact reason for this, but my gut tells me that part of their reluctance may have been due to fear of a possible backlash within the German community, regarding his deep involvement in the NSDAP (the Nazi party). Today, the political climate in Germany rarely allows for talk concerning this dark chapter in the nation's history, and I believe that most of von Schleich's family did not want the negative publicity.

Once into the heart of the book, the chapters are divided into old fashioned sub-headings that I found especially useful. When the reader wants to revisit a particular passage or topic it is far easier to locate through the sub-headings. The sub-headings also provide a clear and concise picture of the book's direction at any given point.

One of *Rampant Lion's* pleasant surprises is the sheer number of photographs of Von Schleich. It is rare to find a healthy variety of photos of anyone from the World War I period, yet Whiteside has managed to find dozens of excellent pictures of Von Schleich... more than I ever thought would have existed. They are presented chronologically as a special section in the center of the book. Whiteside literally searched worldwide to gather the collection:

I started with a dozen or so images that I found in various books that I had collected over the years. I then began searching for two important biographies written about von Schleich during the 1930's. Both of these are in German, and contain a rather large amount of photographs that I felt needed to be included in *Rampant Lion*. I also purchased other books, newspapers, and articles from the inter-war years that I knew would contain information about Ritter von Schleich, and possibly some photographs to boot. Other (photos) were generously donated from people who wanted to contribute to the overall photo collection. Lastly, I tapped into the photographic resources found at the University of Texas at Dallas (History of Aviation Collection). From all of these sources, I was able to gather more than 100 photos of von Schleich.

Another good reason to like *Rampant Lion* is the author's choice to write single-page sidebars to reference supporting characters and airplanes in the book. Page 66, for example, contains nine photos of the pilots of the Lafayette Escadrille and a few sentences on the unit's history. This coincides with Schleich's flying career which at that time placed him in combat with several of the Lafayette's pilots. Similar informational sidebars are supplied for the various aircraft Schleich flew and opposed, as well as pilots on both sides who were instrumental in his life.

The second half of the book will be of particular interest to those studying Nazi Germany in World War II. But I found the first half of the book most enjoyable because air combat in World War I is of paramount interest to me. The descriptions of the dogfights and adventures that Von Schleich lived through were exciting and enjoyable. The reader feels as if he is re-living the war in Von Schleich's unit on a day-to-day basis, reminiscent of a less prosaic, German version of A G Lee's *No Parachute*.

Still, readers will find a few nits to pick with *Rampant Lion*. Several spelling errors crop up from time to time (which are to be corrected in the coming second edition). Redundant adjectives occasionally lend an awkward feel to a particular passage and remind the reader that no one's first book is perfect. You'll also grow irritated with the Von Schleich family for not contributing personal information to a topic that Whiteside put such tremendous effort into researching.

But in spite of these few drawbacks I still found myself asking, "Who else was going to write this book?" How long would the World War I aviation community have waited for this material if Whiteside hadn't written it? It seems a rather snobby to be critical of a book which offers information that would otherwise have remained beyond the reach of English-speaking readers for years to come. This book is a blessing, and one that few other researchers would be qualified or inclined to produce.

When you finish *Rampant Lion* you will, in fact, feel as if you know as much about Eduard Ritter Von Schleich as it is possible to know. I cannot help but recommend this book to anyone who loves World War I aviation or has a special interest in German aces. It is thorough, it relies on original German sources and it offers a sweeping, expansive picture of Von Schleich's life... and isn't that what a biography is supposed to do?

Besides, I like a guy who swings for the fence.

SHARP SHOOTING WINS CUP FOR RICK

- Red Baron Fight XVIII Coverage -
Dory's Pilot Shot Dead by Scott
Ken Blasts Evan's Wings
Rich's Smoking Drl Down
Stephen Dale Taken Out in Final Stand

A lot of changes took place at Red Baron Fight this year, giving the event an old-time feel that we haven't seen in a while. The eight-player field equalled the smallest turnout since 2001. For the first time in five years something other than a true, silver-plated goblet was given to the winner. The game featured fewer out-of-town entries than usual with seven of the eight players being established local pilots.



However, some elements were quite typical. Three aces were flown in a sky heavy with veteran pilots and the casualty rate was predictably high with 50% of the pilots failing to return. Percentile dice were rolled for airplane choice and the sides stacked up like this:

Teams for RBF XVIII				
Player	Airplane	Pilot	M	K
British				
Rick Lacy	Camel 130	2Lt Thaddeus Unger	15	1
Dory Oda	Camel 130	Lt Trent Scott	2	1
Evan Lacy	Camel 130	Unnamed	1	0
Stephen Skinner	Camel 130	Lt Peter Flanigan	19	6
German				
Scott Jones	Fkr Drl (red)	Ltn Ray Ultz	9	2

Silver Goblet Becomes Silver Tankard



A change in our supplier's inventory has forced the Indy Squadron to slightly alter its conventional award to the winner of Red Baron Fight. Instead of a silver-plated flute, this year's champion received a silver tankard made of polished black nickel. It actually turned out quite nicely.

Things Remembered, the store that supplied our silver goblets in the past, no longer carries the flutes that became the standard award between 2002 and 2006. The next best choice in their inventory was awfully pricey, running some ninety bucks for a pair of flutes after engraving.

So we opted to spend one-third that much for a silver tankard instead. For 2008 we'll try to restore tradition with a true silver goblet but prices and circumstances made it too difficult this year.

Rich Kapustanczeck	Fkr Drl	Ltn Wolfgang Jesner	3	0
Stephen Dale Skinner	Alb DVa	Ltn Ralph Pheifer	9	1
Ken Mrozak	Alb DV	Vz Fryc Wurstmeister	48	24

Things started poorly for Rich Kapustanczeck, who drove down from Milwaukee with Ken Mrozak to participate in his second RBF classic. Flying a Drl, Rich found himself targeted by Evan who was the only German with a chance to fire on the first game turn. Evan performed a great service for the British cause when his burst smoked Rich's engine, which adversely affected his shooting for the rest of the game. Several British pilots would later come under Rich's guns and suffer considerably less damage thanks to Evan's attack.

On the second turn the "sixes" began to roll during the shooting phase with multiple misses by otherwise good marksmen. Stephen Dale's aggressive Albatros pilot, flying his 9th mission, lined up for a good shot on Dory's Camel and missed by a mile. Scott's red Tripe tried to double the attack and he missed as well.

Rick's aim, on the other hand, was dead on for most of the day. He poured seven hits into Ken's 24-kill Albatros ace in a single turn while Dory added ten more. Ken took a critical hit, but not before putting nine shots into Evan's Camel and giving him a critical hit, too.

On turn three Stephen moved first after rolling his third consecutive "11" for initiative, but even without his guns the British were holding their own fairly well. Scott, who had missed Dory the previous turn, declared "tailing" and managed to follow her Camel through a series of maneuvers and still score eight hits. Dory's Camel suffered a critical hit in the left wing that put her on the defensive for the remainder of the game.

Ken was also being tailed by Rick, but Rick was a victim of his own success. The critical hit that he and Dory inflicted on Ken the previous turn resulted in Ken's Albatros being stuck in a left bank... Rick had no way to anticipate that sort of damage and Ken broke the tail by accident, probably saving the life of his quadruple ace in the process. Rick chose another target and pumped eight hits into Rich's already-smoking Fokker Drl, including a No Effect pilot wound. Stephen Dale's 9-mission Alb pilot surprised Evan's Camel with five hits from the bottom but couldn't manage to hit anything vital.

On the following turn two-time RBF champ Scott Jones hung onto Dory's tail and her situation was quickly becoming desperate. Stephen finally rolled something

The new tankard was to be picked up this past Wednesday, but it was rejected because the engraving was so faint that it could hardly be noticed. Instructions were left to deepen and enhance the engraving for later pick up.

A return trip was made on Friday and the new tankard (they had pitched the old one and started again with a new cup) turned out beautifully. Not only had the engraving been made deeper, wider and more noticable, but they used silver flake paint as a micro-filler inside the engraving itself to make it brighter and easier to see. We were wary of this award at first, but the cup is truly on par with the silver-plated goblet and makes a top notch prize.

Indy Squadron Game Reports for April 21, 2007

by Stephen Dale Skinner

Game #1: German Lines, Low, Clear Skies, (10/21/18)

The first game of the day was a very interesting setup. Stephen Dale and Rick took off in Fokker D VII's with Mercedes engines against Rich, Stephen, and Ken in Breguet 14's. On the first turn, two of the three Allies rolled high and were immediately followed by both Germans. Unfortunately the two Bregeuts were 600 feet above the Fokkers so Stephen Dale and Rick simply reformed a few squares away. They weren't far enough though, and Rich flew in for an easy top shot on Stephen Dale. With only two hits in his engine Stephen Dale managed to obtain a critical hit which caused his aircraft to start smoking. With one of the two Germans severely paralyzed the Allied team dominated the rest of the mission. Rick escaped and Stephen Dale managed to land with the kill going to Stephen.

other than an "11" for initiative and got to fire for the first time, diving to Dory's aid and latching onto Scott's tail to score six hits. But help had arrived too late. Scott's red Tripe fired on Dory's Camel, inflicting a fatal head wound that killed her pilot instantly. Dory's twelfth Red Baron Fight ended prematurely - she is still seeking her first title.

Scott had jammed a gun during the engagement, however, he still scored a solo kill and the game's first casualty spun down to crash in No Man's Land. The next casualty wouldn't be long in coming.

The Camels of Rick and Evan sandwiched Rich's smoking Drl and delivered a combined fifteen-hit punch that finished off the Fokker's lame engine. Now powerless, Rich's Triplane glided silently down from the fight to land safely behind German lines. After grabbing a third-place finish as an RBF freshman in 2004, Rich would walk away empty-handed in his second appearance.



Illustration 3: Scott had to abandon his shot at a 3rd title

Both the Germans and the Brits had now lost an airplane. Ken's Alb was severely damaged and couldn't afford another big hit, while the wings on Evan's Camel had taken a beating. Rick and Evan had a kill to split between them while Scott had the game's only solo victory, although he now had to worry about Stephen's Camel ace who was glued to his tail. Stephen Dale was shooting well but couldn't close a fight when he really needed a good die roll.

At this time the first of two major swings in the fight took place. Ken's Albatros ace flew back into the fight and delivered the coup de grace on Evan's ailing Camel, blowing his right wing off for a solo kill and reducing the British strength to two airplanes - the Sopwiths of Stephen and Rick. Ken then turned to Stephen's pristine Camel and scored another solid burst that inflicted five left wings hits and one of the worst wing criticals in the game. Stephen's Sopwith lost 30 mph of turn speed and could no longer perform any fancy maneuvers, banks or rotary rights, instantly turning him from an ace contender to a sitting

Game #2: Front, Low, Clear skies, (4/21/18)

The second game of the day was a hurried one. Rick, Ken, and Stephen took three Pfalz Dr1's on a balloon busting mission while Rich and Stephen Dale were given the task of defending it in their SE 5a's. Stephen and Ken knocked the balloon out of the sky within the first three turns and the game quickly dissipated afterwards. Ken got credit for downing the balloon.

(The next game of the day was RBF XVIII)

Game #3: Allied, Low, Clear skies, (11/21/16)

Ken, Rich, and Dory in Nieuport 11's surprised the German team of Stephen, Stephen Dale (Alb D II's) and Rick (Fokker D II). The Allies took complete dominance after their surprise and Stephen Dale was the only casualty, dying of a light wound in the hospital.

Game #4: Italian front, Low, Clear Skies, (10/21/18)

Stephen and Rich took up Italian Hanriot HD-1's against Ken in an Oeffag Alb D III and Rick and Stephen Dale in Berg D 1's. The first third of the game was a somewhat slow cat-and-mouse routine. Then, all in the same turn, Stephen jammed a gun and Rich flew in for a valiant attack on all three Huns. The game didn't go too well for the Italians after that. Stephen tried to unjam his gun for the rest of the game and failed and Rich was unable to escape and ended up losing the tail. Stephen Dale won the cut over Rick for Rich's kill.

Game #5: German lines, Low, Mostly clear skies, (3/21/18)

The final game of the day pitted

duck. With two attackers on his tail Stephen was forced to put his crippled Camel into a shallow dive to shake the Drl and Albatros fighters of Scott and Ken. Rick did what he could to help by sending five hits through Scott's red Fokker.

Then, the second and final major momentum swing took place. Ken rolled a poor initiative number and rather than risk another burst in his already-shot-up Alb DV, he turned east and made a bolt toward German lines in the hope that the rest of the fight would follow him.

It didn't.

Scott, who still suffered from a jammed gun that he couldn't clear, was forced to finally escape from the combat due to work obligations that evening, leaving the game as a two-on-two battle. Stephen Dale finally rolled a decent initiative number and took what he believed to be his best opportunity to win the cup... he attacked. There was only one available target, so he fired four times into the bottom of Rick's Camel, again without result.

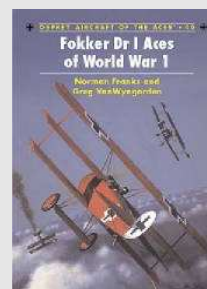
Stephen, who was waiting on the outskirts of the fight with a severely damaged Camel, took advantage of Ken's absence and flew back into the fight for a "free" shot at Stephen Dale's Albatros. He scored only four hits but was able to tail the next turn and score six more. Ken was still too far away to help and rather than turn toward German lines, Stephen Dale pressed his attack one turn too many. Stephen's Camel fired again, this time bumping up one table for acehood and another for successfully tailing, and scored nine hits. That was more than the Albatros' left wing could take... it crumpled against the fuselage and the DVa slammed into the mud of No Man's Land. Stephen Dale's 9-mission pilot had no parachute and died in the crash.

Only three planes remained... Ken's Albatros against the Camels of Stephen and Rick. All three had battle damage. Ken had recovered from his critical but Rick and Stephen both had drastic performance losses.

Ken, who had spent the last two turns trying to rejoin the combat, moved first and without hesitation turned east once again. Rick and Stephen decided that enough was enough. They turned west and Red Baron Fight XVIII was over.

Rick and Stephen Dale in Halberstadt CL. II's against Rich, Ken, and Stephen in SE5a's. The Germans stayed together for the first half of the game and kept in fairly close contention with the Allies. Then the two Huns split up and Rick took a hard hit and turned his engine off. Thinking his teammate was dead, Stephen Dale attempted to leave and two of the three allies gave pursuit. Next turn Rick turned his engine back on and flew to safety. The final turns consisted of a long downward pursuit with Ken and Stephen hot on Stephen Dale's tail. Stephen Dale managed to land safely and Ken's ace (Lt. Maxwell "The Atrocitor" Edison) racked up his second kill.

Book Review **Fokker Drl Aces of World War I**



Publisher:
Osprey
Publishing
Authors: Norma
n Franks, Greg
VanWyngarden
Pages: 96
ISBN: 978-1-84176-223-4
Price: 20.95 (US)

When you pick up a book that has the names "Franks" and "VanWyngarden" on it, how can you go wrong?

This continuation of Osprey Publishing's outstanding "Aircraft of the Aces" series has all the earmarks of a book that you'll want to read... its written by two of the truly outstanding WWI aviation authors of our time, it discusses perhaps the most famous airplane of the entire war, and its fun!

Studying the Drl and its pilots is a bit of a guilty pleasure since the plane really had a minimal effect on



Illustration 4: L-R: Stephen, Ken, Rick with their winnings

Four kills had been tallied: Ken, Stephen and Scott had scored solos but none had been able to shoot well enough to back them up. Evan had scored half a kill but didn't survive. Rick had earned half the credit for Rich's engineless Drl, but he had also kept his guns from jamming, scored solid hits and stayed in the middle of the action for the entire fight, and racked up 76 points on shooting alone. The result was a 109-point total in a game plagued by missed shots and lost opportunities. This was the lowest winning point tally by any RBF champ in the last six years.

Rick, Ken and Scott emerged as the stars of the day. Ken's ace changed everything with just two bursts - one that killed Evan's pilot and another that trashed Stephen's Camel. Two-time RBF champ Scott Jones is always a factor in Red Baron Fight and had a good chance at his third silver cup had he not had to leave early for work. And Rick, who claimed the first major title of his seven-year Dawn Patrol career, led from the front by flying his best Camel jockey, refusing to leave combat even after collecting significant damage, and etching his name in the Indy Squadron history books by becoming the ninth person to ever hold the title of "Red Baron Fight Champion."

the air war. It was produced in relatively small numbers and was quickly withdrawn in favor of the faster Fokker DVII, but it had the honor of being the airplane Manfred von Richthofen was sitting in when he made his final landing. And did we mention that its fun? C'mon... this is the first plane any of us could identify when we first started reading on World War I aviation. Even co-author Greg VanWyngarden admitted in an exclusive interview with ISD that the plane's attraction wasn't entirely historical:

Yes, the attention paid to the Fokker Dr.I is certainly out of proportion to the limited impact it had on the air war historically and the small number of machines produced. However, the type was flown by most of the leading aces of Germany's three elite Jagdgeschwader during the crucial aerial battles of the great offensive of 21 March 1918. This, along with the type's "glamour" and its association with Richthofen and Voss, resulted in the Triplane's legendary standing among aviation buffs.

To many people with only a passing interest in WWI aerial combat or aviation history, the Fokker Dr.I is (in many cases) the ONLY World War I aeroplane they can name, and is synonymous with Germany's air arm of the Great War. In popular culture - from Snoopy to the D C Comics character 'Enemy Ace', to 'Flyboys' - the Dr.I remains an iconic symbol of the era.

But this book stretches beyond the aircraft itself to the men who flew it, including some rare quotes from

[Pre-Game Double Issue](#)

RARE PHOTO DISCOVERED FROM RBF VI

Gen Con Schedule Released
WWI in Cartoons - There's Nothing Funny About It
RBF Prize Package Expands Again
A&S, Osprey Publishing Join ISD
Smith Donates Print to RBF XVIII Winner
and much more...



Illustration 6: April 20, 1991, (L-R) Terry Phillips, Mike Oda, Dory Oda, Scott Jones, Stephen Skinner, Shawn Morgan, Jeff Kenworthy, Alice Skinner

Rare Photo of RBF II Discovered!

Well... its been sort of "discovered." Its more accurate to say that we now know one exists.

For over a decade it was believed that no photos were taken at Red Baron Fight II on April 20, 1991. None had surfaced even after several public announcements were made asking readers to help us find old photos and none

Attending RBF XVIII?

Be sure to look over the [Red Baron Fight](#) section of this site. It is packed with information on the game itself including a complete set up chart for the upcoming game. Read the rules and you'll know what to expect if this is your first RBF. Remember, this is not a tournament and there are occasions where one side can be outnumbered or have superior planes. You may also fly any ace on your roster with full ace benefits.

See the menu above for a six-page section dedicated to RBF and the history of the game and be prepared!

RBF Prize Package Expands Again

Every time we think we have the best prize package ever offered in Dawn Patrol the stakes go up again! That's precisely what has happened this year after late additions to the prize pool have poured in from several sources.

of the original participants could recall any pictures being taken at the event.

Well, we were wrong (there's a first). While recently browsing through the archive of old, paper issues of ISD, the editor ran across this photograph captioned "The Indy Squadron at the 2nd Red Baron Anniversary Fight, April 20, 1991."

Locating old photos has become more important with the introduction of the RBF and Armistice Day Halls of Fame, in which we attempt to post the victory photo of each past winner. To find a picture from RBF II is the fulfillment of our best hopes... we were sure that none existed.

The trick now, of course, is to find the original. The picture posted here was scanned from an old paper issue of ISD which contained only a black and white photocopy of the original color print. It remained undiscovered for years because it was not published until Volume 3, Number 9 was printed in mid-August of 1991, four months after RBF II was held. Apparently someone took their time getting their film developed!

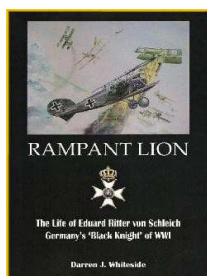
Since the event was held at Scott Jones' house and since Scott was among the most prolific photographers at early squadron occasions, it is likely that he took this picture and it is still in his possession. If we could find it, this could be the among the best quality photos of the squadron in its early days... in fact, this could be the earliest known photo of the Indy Squadron, period!

From left to right in the photo are Terry Phillips, Mike Oda, Dory Oda, Scott Jones, Stephen Skinner, Shawn Morgan, Jeff Kenworthy and Alice Skinner. Stephen is holding a photo of the Red Baron and Dory is holding what appears to be a book on the Red Baron (we had several such books there that evening).

Its pretty cool to have found a photo from the first ever officially scored Red Baron Fight, especially when everyone was sure that such a photo didn't exist. Let's hope we can come up with the original. If we do, it will be posted here.

A&S, Osprey Publishers Join ISD Two New World War I Books Available

The Indy Squadron owes a debt of gratitude to A&S Publishing and Darren Whiteside, author of the [new World War I aviation book "Rampant Lion."](#) Many WWI aces such as Manfred von Richthofen and Billy Bishop have been the subject of scores of books while the "second level" aces are



We also still hope for a prize donation from Gamerz gaming club, the venue where our events are held. Last year the owner was kind enough to allow our winner to choose free dice from the club store. This year we're requesting that Gamerz expand their involvement to a gift certificate and we hope for a response yet this week.

The group can make this decision prior to the game, but a suggested method of prize distribution is as follows: the winner automatically receives the Silver Goblet, the RBF XVIII champion's title, RBF Hall of Fame induction and the Russell Smith print (which Russell already autographed specifically to the winner). Second place could then choose any prize they wanted, then third place, then the winner, and this order could be repeated until the prizes are gone.

The complete list of prizes to date is below.

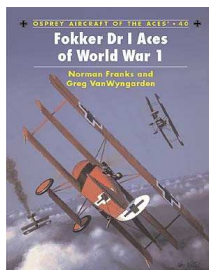
- The [Silver Goblet](#); an engraved, silver-plated chalice commemorating the winner of RBF XVIII
- "Diary of an Unknown Aviator," a signed, limited edition lithograph of Russell Smith's original oil-on-canvas WWI aviation work
- Automatic induction into the [Red Baron Fight Hall of Fame](#)
- "Last Flight of the Red Baron," Grub Street Publishing's classic book on the death of Manfred von Richthofen
- "Fokker Dri Aces of World War I" from Osprey Publishing
- Rack of 48 opaque dice in three plastic dispensers from The Armory
- "WWI in Cartoons," Grub Street's encyclopedia on

frequently ignored despite their tremendous contributions to their nation's war effort.

Whiteside has expanded our knowledge of one such pilot by releasing the definitive biography of German ace Eduard Ritter von Schleich. "Rampant Lion" will be reviewed in an upcoming issue of ISD and a new copy, specially autographed for Red Baron Fight XVIII, will be given away as a prize.

Additionally, one of the most well-known names in WWI aviation publishing has partnered with ISD to help promote its line of nearly 1,500 titles. Osprey Publishing, a branch of a military publishing company started in England in 1968, will supply ISD with World War I books for review. Not only will ISD readers enjoy hearing about Osprey's latest World War I offerings but once reviewed the books will find their way into the Indy Squadron's prize fund, beginning with RBF XVIII.

The latest addition to the Red Baron Fight prize package is Osprey's "Fokker Dr I Aces of World War I," a continuation of the company's outstanding Aircraft of the Aces series which now totals nineteen books.



Undoubtedly the most famous fighter type to see service on either side during World War 1, the Fokker Dr I was a revelation when it entered service on the western front in 1917. Manfred von Richthofen's JG 1 'circus' was the first Jasta to completely re-equip with the new fighter, and in the skilled hands of its numerous aces the Dr I proved a formidable opponent. The Dr I remained in service on the Western Front until replaced by the superior Fokker D VII in May 1918. Just weeks prior to that, however, Germany's leading ace, the great 'Red Baron', had been killed at the controls of a Dr I.

Written by well-known WWI aviation author Norman Franks, "Fokker Dr I Aces of World War I" will be a great addition to the library of any Dawn Patrol player.

Russell Smith Donates Print to RBF XVIII Winner

"War Birds: Diary of an Unknown Aviator" is among the all-time classics in World War I aviation literature. It was written anonymously shortly after the war but the author was later identified as 12-victory US Camel ace Elliott White Springs, who had based his writings on the surviving letters of his friend, John Grider, who had been killed in action while fighting with RAF 85.



When the Foundation for New Media produced a

propaganda material in the Great War

- "Rampant Lion" by Darren Whiteside

The All-Time Greatest Performances in Red Baron Fight, Part II

This is the second and final installment of our look back at four of the greatest performances by any single pilot in the eighteen-year history of Red Baron Fight. Those who competed at Red Baron Fight in 1996 and 2003 witnessed those great moments described below:

Showdown of the Aces Graham vs. Rick, RBF XIV

Although he would finish sixteen points out of a win, Rick Lacy's 13/4 Camel ace (Lionel Rhys-Davies) would put on a stunning performance against perhaps the best German team ever fielded at RBF XIV, held at Dory's house on April 21st, 2003. The German squad put up two double-aces (Ken and Stephen) and two more fifteen-mission pilots (Nate and Graham in Albatri), while Rick's most experienced wingman was on his 9th mission. Five of the ten pilots in the sky were above experienced/ace status, and four of those five flew on the German side.

Graham flew a brilliant RBF mission, as Graham always seems to do, but he had solid support from an all-star cast of German aces. Rick, on the other hand, was struggling to hold up the outnumbered British cause and saved a total disaster for the Sopwith team by blowing the right wing off of Dory's Fokker Dr I. He continued to fight tenaciously even as half of his team was shot out of the sky.

Rick appeared to be the frontrunner for his first major Dawn Patrol title

documentary film on Springs' book a few years ago, they needed a movie poster and turned to artist Russell Smith to produce a historically accurate work.

Russell researched one of Springs' famous dogfights - the one that earned him the British Distinguished Flying Cross - and built his painting around that event. Springs' military citation reads:

On 3 August 1918, whilst leading his patrol, which was escorting DH9s to Bruges, this officer shot down in flames three Fokker biplanes which were diving on the DHs and succeeded in driving off the rest of the EA and escorted the bombers safely back to our lines.

His work was released as a limited edition poster titled "War Birds: Diary of an Unknown Aviator." Three hundred 26.25x18.25" prints were authorized and signed by the artist, and one of them was specifically autographed to the winner of Red Baron Fight XVIII.

The Indy Squadron would like to thank Russell for his donation. Those who appreciate WWI aviation and fine art are encouraged to visit his web site gallery at <http://www.russellsmithart.com/index.html>.

In The News: The Latest Articles and Discoveries from World War I

[A Trunk Full of War Mysteries](#) (Aspen Times)
[Vimy Ridge: An Iconic Battle](#) (Vancouver Sun)
[World War I Vets Get Special Call](#) (Utica Observer Dispatch)
[90 Years Later: WWI Transformed US](#) (Montgomery Advertiser)
[Walking in a Soldier's Footsteps: Re-enacting WWI](#) (Hamilton Spectator)
[Only Two Canadian WWI Vets Remain](#) (Sun Times)

even after Graham and Stephen's German fighters shot down Jeff Manjarrez's Camel pilot in flames. However, a close reading of the Indy Squadron House Rules proved that Graham did not have to split the scoring credit with Stephen and his Albatros pilot claimed the kill as his own. The ruling cost Rick the championship... he fell short by just sixteen points. Now outnumbered 5-2, Rick's Camel ace escaped and Graham's Albatros ace took the RBF XIV crown in one of the game's most memorable showdowns.

Dr I Domination

Alice and Terry in RBF VII

On June 29, 1996, Red Baron Fight saw perhaps the most dominating performance ever from a duet of Dr I's. The British had shown up with a powerhouse flight featuring three famed Indy aces - Lt. Albert Chesterfield (Brian, 14/3), Lt. Canton Billings (Scott J., 22/9) and Lt. Bruce Windsor (Stephen 7/5) - and were prepared to sweep the sky. Instead, they ran into a buzzsaw.

Alice maneuvered in behind Brian's Camel ace and sent him down in one burst with a fatal pilot hit. Stephen's ace was next... his Camel was sliced up by Terry's Dr I flyer and sustained critical damage. The Triplanes then doubled on Scott's Camel ace, firing from above and below in the classic Sopwith "sandwich," giving the British ace his second wound. He fell unconscious and died in the ensuing crash.

So overwhelming was the performance of the two Dr I's that Alice, who won RBF VII, was awarded the Freiderich Cross of Oldenburg and Terry's pilot, who finished second, was named a holder of the Military Merit Cross. RBF VII remains perhaps the most dominant performance ever

by the Drl, the airplane that is synonymous with Red Baron Fight.

Society News: Gen Con Game Slate Released

The Fight in the Skies Society's entire schedule for Gen Con Indy 2007 is now available and is published below. Participation in running games appears to be up up this year with six judges set to run events, including Indy's own Rick Lacy who will once again handle the 8am Sunday slot that was devoted to 2006's legendary "Alternate Universe" DP game. Rick will spend this year's Sunday morning game on his favorite passtime - killing people with ground fire - in "Blast It," an August 1918 affair against a heavily fortified ground target (stay on mission!).

Also featured this year are Gen Con favorites including the "World's Largest Dawn Patrol Game" on Saturday morning and the new fan favorite, the "Gen Con Open."

In an effort to continue building the growing popularity of the latter event George Henion has secured an engraved goblet for the winner (if its silver, expect a copyright infringement lawsuit from RBF!). Both events have great prizes available for everyone. Here is the full 2007 Gen Con Dawn Patrol schedule:

Gen Con 2007: Event Lineup & Schedule Thursday August 16th thru Sunday August 19th by George Henion

<u>Event</u> <u>Time</u>	<u>Judge</u>	<u>Date and</u>
The Adventures of Jack Kelso pt 1 Join Jack Kelso, from Flight of Eagles by Jack Higgins, in the skies over France in 1917 as he fights the Huns and enjoys the freedom of flight in this Dawn Patrol scenario.		Thur, Aug. 16 th 8:00 AM George Henion

<u>Event</u> <u>Time</u>	<u>Judge</u>	<u>Date and</u>
Wind in the Wires Modern fighters take off to the roar of jet engines. In this DAWN PATROL scenario, we return to a simpler time when fighters dove into combat to the sound of the wind in the wires.		Thur, Aug. 16 th 12:00 PM Alan Christensen

<u>Event</u> <u>Time</u>	<u>Judge</u>	<u>Date and</u>
The Flying Circus Join the United States Air Service and see if you can survive in the late summer of 1918 in this Dawn Patrol scenario.		Thur, Aug. 16 th 5:00 PM Blake Taylor

<u>Event</u> <u>Time</u>	<u>Judge</u>	<u>Date and</u>
Sandstorm Join us in WWI's other front, in Palestine, where Sandstorms can pop up at any time,		Thur, Aug. 16 th 9:00 PM Ken Mrozak Jr.

and the equipment is punished on a daily basis. Can YOU survive the Sandstorm?

-
Event
Time

Date and

Judge

The Adventures of Jack Kelso pt 2 Fri, Aug. 17th 8:00 AM George Henion

Join Jack Kelso, from Flight of Eagles by Jack Higgins, in the skies over France in 1918 as he encounters Goering and enjoys the freedom of flight in this Dawn Patrol scenario.

-
Event
Time

Date and

Judge

God save the King III Fri, Aug 17th 12:00 PM Ken Mrozak Jr.
The question is, can you???. Join us in the air and find out. Can he survive his flight once again?

-
Event
Time

Date and

Judge

Over the Somme Fri, Aug. 17th 5:00 PM Alan Christensen

Throughout 1916 and 1917, the RFC and the German Air Service patrolled this vital sector. Experience the thrill of victory or the agony of defeat in this early war scenario.

-
Event
Time

Date and

Judge

High and Mighty Fri, Aug. 17th 9:00 PM Blake Taylor
Camels and Fokkers each have their advantages over the Mormal Forest, Who shall win the day?

Event
Time

Date and

Judge

World's Largest Dawn Patrol Sat, Aug. 18th 8:00 AM Mike Carr
This Saturday morning event has been on the Gen Con schedule for decades. Join Game Designer Mike Carr for another classic!

-
Event
Time

Date and

Judge

Never Leave your Wingman Sat, Aug. 18th 12:00 PM Blake Taylor
Even in WWI aviators stuck around to see how their wingmen fared. In this game, winning depends not only on your flying and shooting, but how many of your flight make it back to friendly ground.

-
Event
Time

Date and

Judge

Trick or Treat Sat, Aug. 18th 5:00 PM Ken Mrozak Jr
On October 31st, which shall it be in this Halloween event. Join us in the skies and find out.

-
Event

Date and

Time

Judge

Edelweiss Forever

Sat, Aug. 18th 9:00 PM

George Henion

Join the Austrian Air service in their valiant effort to defend their glorious homeland against the Italian Agressors.

Event

Date and

Time

Judge

Blast It- August 1918

Sun, Aug. 19th 8:00 AM

Rick Lacy

A strong enemy fortification is blocking our advance and must be destroyed at all costs. That means you! Expect heavy resistance from the ground and in the air.

Event

Date and

Time

Judge

The 3rd Annual Gen Con Open Sun, Aug. 19th 12:00 PM George Henion

Join us for this pinnacle event , an engraved goblet is 1st place for this event.

Book Review

World War I in Cartoons

There's Nothing Funny About It

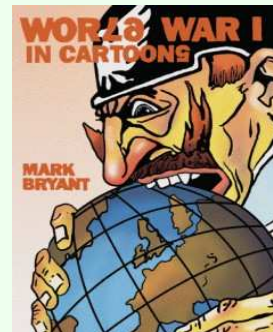
Publisher: Grub St

Author: Mark Bryant

Pages: 160

ISBN: 1 904943 56 X

Price: 12.99 British (approx. \$25 US)



Men do not offer to get themselves killed for no reason. They are willing to die only after being mentally prepared by government propaganda, paid by government money and steeled against impending danger by government nationalism. Then, as decorated heroes and saviors of the state, they are willing to die.

Mark Bryant's brilliant work, World War I in Cartoons, makes it painfully obvious that the more things change the more they stay the same. Cartoons in the Great War were sometimes humorous, but more often than not published primarily for their propaganda value. Understanding the cartoons of the era gives priceless insight as to how the war situation was viewed by those alive at the time, views that are frighteningly parallel to our own.

In an age where literacy was not a given, cartoons were the mass media of the day. Like today's news anchors, cartoonists sided with various states and became mouthpieces for their propaganda. A few of them even thought for themselves and the revelations of the art they left behind are remarkable.

Bryant walks his readers through the war chronologically, highlighting the cartoons of each nation year by year through the Armistice. The reproduction quality of the art is outstanding with much of the work manifested in full color. Bryant also prefaces each section with an overview of the action on the battlefield to give the reader a complete understanding of the time in which the art was created.

The author makes a special effort to present the entire message of the cartoon when it is not immediately clear to the reader. For instance, Melbourne Punch's 1915 cartoon showed a German officer being doubled over from the impact of an unexploded Allied artillery shell striking his

stomach. The caption reads "Bent but not broken." Bryant makes the message - the "punch line" of the cartoon, if you will - obvious by noting that during the Second Battle of Ypres in May 1915, thousands of Allied shells failed to detonate due to poor quality control at the munitions factories. A German general had commented after the battle that their line had been "bent but not broken," hence revealing the full meaning of the cartoon that would have otherwise been lost on the modern reader.

This book is a gem for those who desire a more in-depth understanding of the war as it was seen by those who lived it. The cartoons presented in this volume, much like today's magazines and network television programs, looked at the war on a short term, day-to-day basis as opposed to the modern, sweeping historical overviews to which we've become accustomed.

The result is a flowing, readable tome that captures the war in a fresh and revitalized way that few of us would have been able to appreciate without this work. Bryant's book is highly recommended for those who wish to transcend current traditional thinking by understanding World War I through the political propaganda that created it.



Special Double Issue

INDY BRACES FOR 18th RED BARON FIGHT

**Two Major Publishers Offer Reviews, Prizes
RBF XVIII Prize Package Update
OTF's 10th WWI Aviation Seminar
and much more...**

Grub Street, Southfarm Partner With ISD

Every time the Dispatch carries a product review or film review, we hear good things.

When we carried a review of [Old Time Victrola's WWI Songs](#) everyone wanted to hold a candlelight Dawn Patrol game and listen to the vintage music. Rick Lacy's review of last year's FLYBOYS feature film drew good comments and suddenly everyone wanted to go see the movie (and we did!). [Phil Makanna's GHOSTS book and calendar](#) was also reviewed and greatly appreciated as a squadron prize, as was [Russell Smith's fantastic artwork](#).

Any time someone asked for a product review we always tried to do it and it seemed to work out well for all parties. So for the first time in ISD's nineteen-year history we've actually offered to write reviews for WWI and aviation-oriented books, calendars, CD's, and other products from reputable companies who produce goods that suit the tastes of the discriminating Dawn Patrol player. Grub Street and Southfarm publishers immediately stepped up to the plate and partnered with us and we expect several more to do so in the near future.

Why, you say, would a company choose to partner with a relatively small publication like ISD? Because WWI and military aviation is a niche market. WWI books do not make the New York Times Best Seller list... however, if they can accurately hone in on their small, select market, they can make money.

IndySquadron.com will generate about 26,000 hits this year with about 8,000 of them being unique and new readers. I can tell you right now that if my upcoming book on Frank Luke sells 8,000 copies, the publishers will send me flowers. The market is just not that big. If you ever run into a WWI aviation or gaming site that claims to get nine

The All-Time Greatest Performances in Red Baron Fight, Part I

With RFB XVIII right around the corner we thought it was a good time to do something we've never done before - look back at four of the game's most memorable performances. Here are the first two:

Battle of Champions; Terry vs. Scott in RBF VI

In May of 1995 Terry Phillips and Scott Jones engaged in a battle so intense that a single point would have swayed the game. At the time these two guys were far and away the event's most dominant players so everyone expected a big showdown when Terry rolled up the red Drl and Scott got a Camel. Both players were former champions and together they had combined to sweep RBF for three consecutive years. No one else at the table figured they had much of a chance but were all anxious to watch the fireworks between Terry and Scott. We were not disappointed.

Terry's Drl flamed the engine of Brian Halberstadt's 13/3 Camel ace

million visitors a year, you'd better watch out... someone is fibbing. There aren't that many WWI fans out there. Most people don't even know when the war occurred.

So yes, our small corner of the web delivers a handful of people who love airplanes, games, cool stories about the Red Baron and getting shot down in combat, and all the peripheral history that goes with it.

Not only does this arrangement generate articles of interest to our readers, but from the Indy Squadron's standpoint, we also accrue some wonderful prizes. Once reviewed, books can be donated to the Indy Squadron prize fund to sweeten the pot at our big events. So watch for our occasional product reviews to become a bit more frequent... the idea seems like a winner for everyone.

Ehrenbecher Cups

and the Lineage of Red Baron Fight's Silver Goblet

Ehrenbecher cups - also known as Honor Goblets - were an outgrowth of the popular silver cups given to just about anyone for achievement in any field from roughly 1890 through the end of World War II.



Illustration 7: Ehrenbecher cup of Oswald Boelcke

There was no true standard for these honor cups; they were simply commissioned by any individual, organization or agency that wanted to award one. They came in all shape and sizes with all sorts of inscriptions and designs. They were widely used as prizes for anything from American baseball to British opera to French politics. The only real constant among them was the use of silver or some alloy that replicated it.

Years before they became known as "Ehrenbechers," German aces received these cups as

and chased him to the ground rather than let him go and rejoin the fight. It was a decision he would later question... did it cost him the honor of a solo title?

Scott's Camel sent Alice's Albatros down in flames as well but she managed to douse the fire before heading home, robbing Scott of what appeared to be a sure kill.

Three of the five airplanes in the fight would eventually have engine fires or smoke and the game produced what still remains today as the only tie in squadron history. No one really knew what to do when the game was over. We checked and double-checked scores and sure enough, it was a dead tie. Terry and Scott were both good sportsmen and sat out quietly while the other players at the table voted on the outcome. It was eventually suggested that we let the tie stand as both players had truly earned the win. So a vote was taken at the table and precedent was set... Terry and Scott were named co-champions for the RBF VI.

The Perfect Game; An Albatros Finally Wins

Stephen Dale in RBF X

For ten years it was believed that drawing an Albatros was RBF's kiss of death. Long-held conventional wisdom said that an Alb could never win the big one against a host of aces in Tripes and Camels. It took a decade but someone finally came along and proved that it could be done.

After celebrating his tenth birthday just three weeks earlier Stephen Dale flew the first Albatros to victory on April 23rd, 1999, becoming the youngest-ever RBF champ and defying the theory that an Albatros couldn't take the cake.

awards during World War I. They were highly prized as trophies on par with any official bravery medal. Ehrenbechers were given to commemorate a pilot's first aerial victory or a successful zeppelin raid. But they were also awarded unofficially by Allied troops as sentimental gifts to particularly beloved commanders or on special occasions which required the equivalent of today's plaques or trophies. The designs of these cups varied widely throughout the First World War.

The Red Baron is particularly identified with honor goblets because he commissioned one to celebrate each of his first sixty kills. They were lost when his family's estate was overrun by the Russian Army in World War II but at least seven of them are known to still exist. One reputedly sold for over twenty-seven thousand dollars a few years ago.

The goblets remained widely popular between the wars. Generally, cups were accepted as international marques of excellence such as the America's Cup of sailing and the 1904 Vanderbilt Cup of auto racing. By the time World War II began they were at the height of their popularity and quickly regained their military connotation through official use by the German Luftwaffe, which awarded them to its most successful aviators.

The major German aviation companies sponsored the cups, with every award being personally approved by Hermann Goering. Each of the *Ehrenbechers* - as they were officially known - was ordered from the same Berlin jeweler. Prior to 1942 they were constituted of a high grade composite containing 83.5% silver. Late in the war when precious metals were in short supply, the goblets were made of a less expensive alloy that had a slightly darker hue than genuine silver.

After World War II the honor goblets fell out of favor, perhaps due to their war-time affiliation with the Nazi party. Today they are among the most sought-after collectibles in military history.

The Indy Squadron's Silver Goblet continues this remarkable tradition by awarding an engraved, silver-plated honor cup to the champion of the Red Baron Fight every spring. There can be little doubt that Manfred himself would heartily approve. (This article has been permanently added to the Red Baron Fight section).

RBF XVIII Prize Package Update

So far, our winners are slated to receive:

- The [Silver Goblet](#); an engraved, silver-plated chalice commemorating the winner of RBF XVIII

To do so he worked in tandem with Graham Shepfer's Triplane, which showed a great deal of discipline by not using his Drl's superior speed to chase targets and leave his wingmen behind. Stephen Dale secured his title by shooting the engine out of Stephen's 22/10 Camel ace, forcing him to crashland in No Man's Land and leaving the Allies badly outnumbered.

In the next issue: more all-time great performances from RBF XIV and RBF VII.

Records From RBF VI Discovered

Bit by bit the missing pieces of Indy Squadron history are being patched back together. Among the hopeless clutter of Stephen's office a cache of decade-old documents was recently found containing the original score sheets from five Red Baron Fights. Since most of the old Indy Squadron records are intact the majority of the information was already known, but we did run across one gem – the game day data from Red Baron Fight VI in the spring of 1995.

This particular event was important because RBF VI was one of four events for which we had incomplete scoring information. It was even more important because RBF VI remains the only event in Indy Squadron history to result in a tie. And one final piece of missing information was the date of the event. The original Dispatch covering the event survives, but it lacked a specific date because of a lengthy gap between the event and the publication of the article covering it. From the mid-90's through about 2001 we had continual problems with the Society's spring mini-con scheduling over RBF and forcing us

- "Diary of an Unknown Aviator," a signed, limited edition lithograph of Russell Smith's original oil-on-canvas WWI aviation work
- Automatic induction into the [Red Baron Fight Hall of Fame](#)
- "Last Flight of the Red Baron," Grub Street Publishing's classic book on the death of Manfred von Richthofen
- Rack of 48 opaque dice in three plastic dispensers from The Armory
- "WWI in Cartoons," Grub Street's encyclopedia on propaganda material in the Great War

to move our event later in the year. This contributed to the confusion over exactly when RBF VI was played.

The discovery of the original score sheet solves all those mysteries. On the night of May 27, 1995, Scott Jones and Terry Phillips both had identical scores of 77 points in Red Baron Fight VI. Terry earned the game's only kill while Scott racked up a game-high 62 points on shooting alone, which was good enough for a share of the title.

The RBF VI chart (found in the Game Scores area of the Red Baron Fight page on this site) has been updated and corrected with all the newly found information, and the reconstruction of the Indy Squadron's storied history is one step closer to completion.

- News Release from the League of WWI Aviation Historians -

Double Ace Seminar Over The Front's 10th Gathering

Washington DC, May 11-12, 2007

Don't miss it! The League of World War I Aviation Historians returns to Washington, DC for [our tenth Seminar, May 11 & 12, 2007](#). Whether you're a League member or just a fanatic about World War I aviation, you'll be treated to expert presentations by top World War I Aviation historians and enthusiasts, a visit to both National Air & Space Museum facilities—the Mall and Udvar-Hazy, and the opportunity to meet old friends, make new and immerse yourself in World War I aviation for over two days. It doesn't get any better than this!

We'll begin the festivities with an informal reception the evening of Thursday, May 10. This is your chance to catch up with old acquaintances and make new ones.

Seminar presentations and museum visits begin Friday morning and continue through Saturday afternoon. On Friday evening we will hold our banquet. We're assembling an all-star lineup of speakers and presentations. Click on the link above for more information.



The Latest Dirt GAME DESIGNER TO FLY RBF?

A mysterious phone call was received last week here at the Indy Squadron central command and headquarters complex, situated just behind the marble-floored lobby on the thirty-seventh floor of Dispatch Tower in downtown Indianapolis. Or it might have been on my cell phone... I can't remember.

But I am sure that it was His Most Noble and Righteous Designership, Mike Carr himself, on the other end, no doubt dialing the Red Emergency Phone on his desk. Manic thoughts raced through my mind... what cataclysmic event might have precipitated such a call from the President himself? Was Britney out of rehab? I remained calm and tried not to think how I would explain myself at the Indy Squadron Board of Discipline and Condescension's preliminary hearing should my cell phone drop out.

Turns out that President Carr was calling to verify the date of RBF XVIII and secure an airstrip for his inbound flight on Dawn Patrol One. There can be little doubt that the matter is high on his list of international priorities after he was reportedly heard saying:

"Well, I'm thinking about coming down that weekend."

So there you have it. Rock solid proof.

Some of the more cynical amongst us may claim that President Carr's actual, literal words did not confirm his attendance beyond doubt. This is foolish. The nay-saying pessimist might as well ask what happens to all the other synchronized swimmers when one of them drowns... or why isn't it called a "garage door closer?" After all, there was a fifty-fifty chance.

Such negativity is ultimately irrelevant since The Latest Dirt's publication policy never allows a rumor to go unexploited or facts to cloud an issue. Readers will recall TLD's motto: "Let the truth be known to the world and no one will read your column." President Carr will be here. We said so.

Besides, a recent background check performed by the Yale Institute for Dawn Patrol Research and Cosmetology reveals that President Carr has never participated in Red Baron Fight. He has also never won it. Coincidence? We think not.

We figure that the President's chances at missing RBF XVIII are only slightly greater than Elton John's chances of marrying a woman, especially given the photo ops available at an event of this stature. He will dare not miss it.

So fear not. The man in dark glasses behind the bulletproof windows in the black limo will be the real Mike Carr, approaching with his entourage to play Red Baron Fight XVIII. We'll have a great time. Someday we'll look back on all this and plow into a parked car.



Indy Squadron Dispatch

Volume 19, Number 4
March 12, 2007

BRITS LOSE GAME 4 BUT PRESERVE LEAD

Knight Dies on 13th Mission
Gen Con Nets New Player
Red Baron Fight Hype Begins
Game Reports from March 10th

Black Flight: Mini-Campaign XI Report

British 837, Germans 636 After Game Four
by Stephen Dale Skinner

In game four of Mini-Campaign XI (and the third game of the day) the German team opened up the special "Secret Envelope," a special advantage which contains a pilot or plane thought up by masters level player that will give the team opening it a big boost in its mission.

Al Christiansen sent an envelope containing 3 different two seaters and six different ace pilots, any of which a single German player could choose to help the team. It was decided that Rick would take the special aircraft and he decided upon VzF. Karl Keiling and VzF. Georg Motscheidler, both experienced pilots at 38/0. He then chose the Halberstadt CL.II as his aircraft. The remaining Germans were Wyatt, Dan, and Wayne.

The British team consisted of Stephen Dale, Stephen, and Kevin.

With the stage set the Germans set out on their objective of strafing Allied troops before they could reach German troops who were trying to retreat and blow up a bridge.

The Germans headed straight in and began strafing while Stephen Dale and Kevin simply boxed having rolled the two highest numbers. Stephen, meanwhile, headed down for a shot on another German plane with Rick as the final one to move. Rick flew in immediately and began strafing the troops while his observer spotted a head on shot at Stephen missing a close probable pilot hit and causing his twin gunned Sopwith Triplane - "Black Prince" - to begin smoking. That put a scare into the Allies who kept their attacks fairly conservative from then on out.

Two turns later Kevin took a top shot on Wayne giving him six hits. Only one went into the engine but Wayne rolled under 5%, he then rolled double one's and his plane exploded in mid air.

In Memoriam

Lt. Tom Knight (Kevin 13/2) Kevin's Camel Ace Dies in Crash

Fourth game of the day, low over Allied lines, (3/10/18), cloudy and slightly windy - Kevin wrote down six planes for this game and everyone rolled for choice, with Wayne using his on time drawing to choose first. The British side had Kevin with ace Tom Knight (13/2) in a 130 hp Camel, Wayne in a Sopwith Dolphin and Dan in an SE 5a while the German side had Stephen in an Albatros D.Va, Wyatt in a Fokker Dr1, and Stephen Dale in an Alb D.III.

The Germans dominated from the first turn after the Allies rolled the highest three numbers and broke off into three different directions. Wayne was pounded for over twenty hits in the first two turns and forced to escape.

Kevin's 13-mission ace, Tom Knight, was given ten hits to the tail and a pilot hit by Wyatt all in one turn. Though it was a light wound both Wyatt and Stephen stuck to Kevin's tail like glue. Neither fired but simply escorted him down to his landing in which his new ace died in a vicious end over end crash. Knight had a 70% chance of survival but his roll of 98 wasn't even close. That is at least the third time that Kevin has had a new ace

With the intensity increasing the British were slowly advancing closer and the German team was near losing another one hundred points. However, Rick said at the beginning of the game "I'm playing this game to win." And he certainly did on turn four when he chucked out a boatload of grenade bombs on the Allied troops.

With five direct hits and the British body parts lying all over the field the German infantry managed to blow up the bridge. From there the game underwent a slow fizzle; Rick attempted to chase a few Allied planes in an effort to recoup the loss of Wayne's plane and pilot but it was to no avail in his slow Halberstadt.

Though this game was a solid thirty-point victory for the Brits, the Germans still have a lead of two hundred-points heading into the fifth and final game. The British returned with all of their planes intact from Game 4 and a 201-point lead going into the final mission. Here are the squadron aircraft rosters for Game 5:

British Aircraft Chart				
No.	Type	Characteristics	Pilot	Status
1	Triplane	Black Maria, twin guns	Kevin	Ready
2	Triplane	Black Prince, twin guns	Stephen	Ready
3	Triplane	Standard	Dory	Ready
4	Triplane	Standard	Stephen Dale	Destroyed
5	Nieuport 12	+10 turn, 1 FF L, 1 R L	Unassigned	Destroyed
6	Nieuport 12	2 FF L, 1 R L	Unassigned	Ready
7	Triplane	Standard	Stephen Dale	Ready
German Aircraft Chart				
No.	Type	Characteristics	Pilot	Status
1	Albatros DIII	Standard	Wayne	Destroyed
2	Albatros DIII	Standard	Unassigned	Ready
3	Albatros DIII	Revised	Ken/Scott	Ready
4	Albatros DIII	Revised	Wyatt	Ready
5	Albatros DII	Standard	Rick	Destroyed
6	Albatros CVII	Standard	Billy	Destroyed
7	Albatros DIII	Standard	Unassigned	Ready
8	Unknown	Unknown	Unassigned	Re-roll
9	Unknown	Unknown	Wayne	Roll Gm 5

die almost immediately after achieving ace or experienced status.

Gen Con Nets New Player Dan Joins Indy for First Local Games

We got a pleasant surprise when Dan Racke emailed the day before the games and said he could probably make it out during the afternoon. Sure enough, he was there for the second game of the day and played well... at least as well as a person can play with treasonous dice.

Dan is obviously an experienced gamer and picks up on any gaming system quickly. But his initiative rolls during the first game were atrocious; so bad that no amount of skill or experience could overcome it. Still, he was a major force for the German effort in the campaign game and it was fun to see him again.

He was first introduced to Dawn Patrol at Gen Con last August and has stayed in touch with us since. He is unable to join us for Red Baron Fight in April but we hope to see him again soon.

Red Baron Fight Coming Up!

Let the hype begin... the eighteenth annual edition of the Indy Squadron's Red Baron Fight is fast approaching with a scheduled date of April 21st.

Possible attendees from Madison and northern Indiana have already expressed interest in winning this year's prize package, which includes the engraved Silver Goblet, an autographed WWI aviation print from artist Russell Smith and other prizes to be announced before game day.

Also, a rare photograph from Red Baron Fight II has been discovered

in an old paper issue of ISD (Volume 3, Number 9). It is a group shot and is important because it is the only known photograph of that event. We'll try to post a scan of the black and white reproduction in the next issue in the hope of finding the original for use on this site.

Other Indy Games from March 10, 2007

by Stephen Dale Skinner

First game of the day, low in Allied lines, (10/10/18), windy with relatively clear skies.

Four German Hannover CLIIIIa's flown by Rick, Stephen Dale, Wyatt, and Evan were armed with 5 F-type bombs and were prepared to take out an allied convoy of three wagons and six convoy cars in the first game of the day.

Three Sopwith Dolphins flown by Stephen, Kevin, and Wayne had strict orders to stop them. The Germans hit the deck quickly, as did the British and Wyatt's observer took a light wound in the left arm on the first turn. However Wyatt has official Indy squadron bragging rights to being the biggest glutton for punishment and after taking over eight hits he turned to Stephen (who was flying Christopher Foxxe 72/59) and said "bring it on."

By turn three Rick had wiped out all three of the Allied wagons and Wyatt had already destroyed one of the six convoy cars. For the first four to six turns the Germans were actually accomplishing their mission with great success with Wyatt and Stephen Dale taking out another convoy car each.

Then, within the seventh to eighth turns the German stream of luck began to run dry as their bombs began to drastically miss their targets. On top of that the bullet holes in their airplanes were beginning to add up. Rick foresaw the deterioration of the mission and, satisfied with the success his team had been having, attempted to rout the team to an escape. However, the rest of the Germans didn't pick up Rick's hint and stayed in an attempt to complete their mission.

From that point Rick stayed helping to distract and defend his team until all decided to leave. In the games final turns no more trucks were destroyed and everyone returned home relatively unscathed.

Second game of the day, low over German lines, (3/10/18), no wind or clouds -

The second game of the day was to help Dan Racke, a new player in Indy, get warmed up. Dan played in Gen Con last year and came out to continue playing in Indy. The game featured He, Stephen Dale, Wyatt, and Stephen in 275 horsepower Bristol's against Wayne Rick, Evan, and Kevin in Fokker Dr1's. The game was straight on dogfight with a time limit in order to fit in the campaign game before Rick had to leave. Nothing truly exciting came one way or another until the final turn in with Wyatt's pilot took a no effect wound in the skull. After that turn the game was called off.

Fifth game of the day, low over the front, clear skies -

Quite possibly one of the most boring game's ever played this little fight featured Stephen Dale, Wayne, and Wyatt in Sopwith 1½ Strutters against Stephen and Kevin in Albatros D.III's. Nothing happened... literally. No one, absolutely no one could hit anything, even from fifty feet away! This mission was actually called off because it was so boring nobody wanted to continue.

Sixth and final game of the day, low over the front, (10/10/18), clear skies

The last game of the night turned out to be somewhat interesting. The German side had Stephen in an LVG two seater and Kevin and Wayne in Pfalz DXII's while the Brits had only Wyatt and Stephen Dale in SE 5a's.

The first turn produced a few shots here and there and the mission looked fairly even. Then in a stroke of...something... Wyatt had an epiphany and promptly dove one thousand feet out of the fight leaving Stephen Dale on his own, mouth agape. Apparently Wyatt had intended for the Huns to follow him, though nobody quite knew why anyone would want to dive a thousand feet when they were already at the lowest altitude level.

Left on his own Stephen Dale came underneath Wayne for a simple bottom shot, inflicting only three hits. One would not think this amount of damage would be deadly but then we are talking about Wayne, the poor sap who went through spontaneous combustion two games earlier. All three hits went into Wayne's engine, and he then rolled a critical (double ones) and blew up and died, again.

The game then turned into something of a dogfight for the next six or so turns between Kevin and Stephen Dale. Eventually Kevin got the edge and he blew off Stephen Dale's left wing. Stephen Dale pulled off the miracle roll rolling 1%; his pilot fell 2,350 feet and managed to live to fight another day, making for a very interesting ending to a long and eventful day.



GERMANS STUMBLE IN GAME THREE

Indy Logs Six Missions - Game Reports from Rick, Stephen Dale

Breakout Game for Brits in Mini-Campaign XI

British 702, Germans 469 After Three of Five Games
by Stephen Dale Skinner

Western front, (6/3/17), Clear Skies

In a campaign of strange and bloody games this one was certainly no exception. Rick (Alb DII), Wayne (Alb DIII), and Evan (Alb DIII) composed the German team which came into Game 3 trailing by an overall campaign score of 487-438. Stephen (standard Sopwith Triplane), Stephen Dale (Nieuport 12), and Kevin (standard Sopwith Triplane) made up the British team.

In the previous game, which was a bombing mission, Stephen Dale's Nieuport was blown out of the sky after completing a third of his objective. Though this mission was a less violent photo recon, the threat to a Nieuport (which could only absorb nine wing hits) stayed the same. The entire German team had to go first and they formed into a triple box, despite a nine hundred foot altitude advantage over the allies. This provided Stephen Dale the break he needed and he immediately bolted for the first of his two recon targets, which were worth 50 points each (for either side - had they been successfully defended the Germans would have received 50 points each).

The first two turns showed a massive shift in the fight location as all five planes moved toward the middle right of the board in the direction of Stephen Dale's Nieuport 12. The action came to a head in turn three when Stephen and Kevin sandwiched Rick's Albatros from top and bottom. With three hits into his engine Rick's plane caught fire and then exploded in mid air. An unlucky critical check roll had resulted in engine critical hit number 2/1 and the ensuing fire caused the explosion and handed the Brits 30 points for the kill. Stephen won a cut with Kevin for victory credit following the game.

With Rick out of contention and his two wingmen ineffectively chasing the Tripes, Stephen Dale was able to complete his mission successfully and rack up another 100 British points. Since Rick and Evan had to quit gaming and leave for the evening, the British decided to take their victory and escape, allowing Wayne - the last

PART I

**Indy Squadron Game Reports
for Feb 17, 2007
by Rick Lacy**

Game 1 (WF, Central, High) 11-17-1917

Three Sopwith Pups (Rick, Evan and Kevin) flew against two Albatri (Stephen and Wayne) in a balloon attack. The game opened with Stephen moving first and climbing, and then the Sopwiths all moved toward the target. Wayne took a shot at Rick. In the second turn, Kevin opted to go for all the marbles and dove on the balloon. He was aided by Wayne diving on him and getting close enough to suppress the AA guns.

At the same time Stephen took a shot at Evan resulting in a surprise "magic bullet" kill. Rick took a shot at Stephen, which did 1 point of damage and jammed Rick's only gun. Turn 3 saw Kevin pressing his attack on the balloon, Wayne continuing to suppress the AA guns, and Stephen reversing Rick to get a shot at him.

By turn 4, it was starting to look like killing the balloon was an effort in futility for Kevin as he continued to get hammered by the ground MG's. Wayne finally pulled far enough away that the AA could fire but by this time the balloon was at 100 feet above ground level so they were too low. Stephen sensed the end was near for Kevin and chose

remaining German - to get a free shot at the Allied bonus balloon with no aerial opposition.

The purpose of the balloon was to offer bonus points to the Germans. Its value was to be rolled randomly after its destruction, ranging from 30 to 80 points. If it was not destroyed, no points would be awarded to the Brits for its defense. It was a bonus balloon only.

Easy, right? Wayne lined up for his shot after a failed surprise chance at the balloon and an AA gun took a long-range pop at him from well beyond 2,000 feet. A roll of "1" scored a hit. Though it only put three hits in the right side of Wayne's Albatros, a piece of shrapnel found its mark and lodged in Jacob Smit's head, killing him instantly. The chance shot not only took out one of the German team's Albatros DIII's, it also cost Wayne an outstanding pilot who died with a record of 10/4.

The balloon was unharmed and two out of three Germans were dead. All of the Allies survived and completed their objectives and have now taken a major advantage over the German team, winning Game Three by a score of 215-31.

Mini-Campaign XI Observations **by Rick Lacy**

Campaign game installment number 4 (a.k.a. the one where the Germans took it on the chin). I will leave any specifics to Stephen Dale to write up, but will provide at least my observations.

- 1) To set up a campaign where 3 of the 4 most regular local players are on one side is a bit silly. This insures that one side will ALWAYS have the depth of playing experience needed to maintain a lead. It's like bringing a ringer onto a bowling or softball team. Teams should have been randomly rolled.
- 2) Why would you give one side planes with doctored stats but not the other? That seems to me to practically guarantee a victory for that side (in all fairness, the double gun Tripes weren't used this game, but both are available for next game, where the Germans will need a major miracle to even catch up). I think that the campaign would be much more interesting if both sides kept to standard planes. That is what we did with the HP campaign and it worked well.
- 3) While I was shot down in the Alb D-II, I don't consider that a bad thing. It lets us draw a new probably better plane to replace it with. What I DO consider a bad thing is the Germans deciding before the game to try to knock the Nieup 12 out of the air then only myself even trying to do it. If we had killed the 2 seat, the points would still be even

to dive down on him to try to insure a kill rather than letting Kevin slip away.

Firing from 100 feet, Stephen hit Kevin along with the ground MG's, reducing Kevin's engine to 0 hits and exploding the plane (Kevin failed the miracle survival role). Rick was at this point far higher than the two Germans and outgunned 4-0 (having been unable to unjam his gun) so he opted to leave, ending the first game.

Game 2 (NS, Central, Medium) 4-17-1918

Stephen and Rick were the Germans (in an Albatros and a Pfalz D-IIIa respectively). They jumped two British DH-9's returning from a bombing mission a short distance back from the front. The game was actually not quickly moving, with Stephen and Rick trying to get decent shots on the DH-9's without exposing themselves to much return fire. The game was called early to allow lunch and discuss playing the next campaign game installment.

Game 3 (WF, Front, Medium) 8-17-1918

Rick and Wayne in French Spad X-III's took on Kevin and Stephen in Fokker D-VII's (185 hp). This was designed to be a quick play to allow us time to pick up Stephen Dale for the campaign. It started out with Rick taking a shot at Kevin (and missing) while Stephen targeted Wayne. The second turn Rick managed a bottom shot against Stephen while Kevin hit Rick and Wayne lined up on Kevin. The third and fourth turns saw Rick and Stephen pull away from Kevin and Wayne, and then finally disengage. Kevin and Wayne continued to trade shots back and forth for a few more turns until one of them decided there was enough

or even in the Germans favor if we had managed to get 2 or 3 planes attacking the balloon and getting its points. Instead, we have the Allies going up close to 200 points because the German side was ineffectual and did not try to stay on mission (actually, I'd say the German play was HORRIBLE, and I include myself in that grouping).

To be perfectly honest, I'm not sure I even want to play another one of these games under this setup. I mean, why bother to? The end result appears to be preordained and not able to be changed (Even with the mysterious "envelope" available to the Germans-although I'm not sure anything short of a Junkers D-I or SSW D-IV would help us out at this point). But I suppose I will, if for no other reason than to get it over with.

Game Four Preview for BLACK FLIGHT: Mini-Campaign XI
British 702, Germans 469 After Game Three
by Stephen Skinner

British Aircraft Chart Entering Game Four				
No.	Type	Characteristics	Pilot	Status
1	Triplane	Black Maria, twin guns	Kevin	Ready
2	Triplane	Black Prince, twin guns	Stephen	Ready
3	Triplane	Standard	Dory	Ready
4	Triplane	Standard	Stephen Dale	Destroyed
5	N.12	+10 turn, 1ff Lewis, 1 R Lewis	Unassigned	Destroyed
6	N.12	2 ff Lewis, 1 R Lewis	Unassigned	Ready
7	Triplane	Standard	Stephen Dale	Ready

German Aircraft Chart Entering Game Four				
No.	Type	Characteristics	Pilot	Status
1	Albatros DIII	Standard	Wayne	Destroyed
2	Albatros DIII	Standard	Evan	Ready
3	Albatros DIII	Revised	Ken/Scott	Ready
4	Albatros DIII	Revised	Wyatt	Ready
5	Albatros DII	Standard	Rick	Destroyed
6	Albatros CVII	Standard	Billy	Destroyed
7	Albatros DIII	Standard	Unassigned	Ready

damage sustained to allow an escape without losing too much face.

Game 4 - see details in headline story

PART II
Indy Squadron Game Reports
for February 17, 2007
by Stephen Dale Skinner

High over Allied lines, (early November 1918), Cloudy skies

The next mission was a pick-your-own-plane bonanza that saw Kevin and Wayne in Siemen Schuckert DIV's on the German end with Stephen in a French Spad XIII and Stephen Dale in a British Sopwith Camel (150) on the Allied side.

The action began immediately with all four planes whizzing here and there, trying to keep a tail. It all came to a head in the third turn when Kevin sent a bullet into Stephen's pilot. With a critical wound in the abdomen Stephen managed to land his plane and survived without being incapacitated. Not wanting to die, Stephen Dale abruptly dove into the clouds as the Richeson's triumphed over the Skinner's in the late war dogfight.

Low over German lines, (September 1917), Cloudy skies

This mission was a twisted version of the father-versus-son classic. Stephen Dale (DFW CV) and Wayne (Alb DIII) faced off against Stephen and Kevin in French Spad XIII's. The allies figured an easy cleanup was at hand until Wayne sighted up on his dad and put a slug through his chest. With that, Lt. Jean-Pierre Afors (9/6), Kevin's Armistice Day Champion pilot, died. The game had had a slow pace throughout and soon after everyone simply flew away.

8 Unknown Unknown Unassigned Re-roll after Gm 4

The Germans have another aircraft coming to replace one of their losses in Game Three, but when they tried to roll for it the result was #1 (no aircraft available at the depot, re-roll after next game). However, the Albatros assigned to Ken/Scott is available in Game Four without seeking the pilot's permission. Scott has dibs on it if he shows up, but Ken explicitly stated that it could be flown by anyone who needed it. The British did roll up an extra airplane (a standard Sopwith Triplane) for Kevin, whose usual mount (Black Maria) was still under repair after being force-landed in Game One.

The Germans may also be ready to open the Secret Envelope, which is given to the trailing team as an emergency measure when they fall far behind. It is only good for one game but the Germans are almost certain to use it in Game Four as a desperate move to get themselves back into the campaign.

No one knows what is in the Secret Envelope, not even Stephen Dale who designed the campaign. The contents of the envelope are designed to give a boost to the team that is behind and it can be anything that the German Supreme Commander dreams up. A Masters-level DP player from another part of the country is asked to play the role of the German Supreme Commander and create something that will assist the team that finds themselves in desperate straits. No one will know what that is until the game begins.

R.I.P. Monsieur Afors

**High over allied lines, (8/17/18),
Extremely cloudy skies**

The final game had Stephen Dale (Roland DIIa) and Wayne (Alb DV) on the German side once more against Stephen and Kevin in British SE 5a's. This game had the slowest pace of all due to the multiple political conversations that took place. (A political conversation in DP? Imagine that ☺)

Because of the game's extremely high altitude the German team was pushed to their ceiling. Immediately they dove two and a half thousand feet through heavy cloud cover to try and get a more advantageous position. The fighting was slow and yielded little results, and with the night getting late everyone prepared to call it quits. With everyone about to pack up Stephen said "Hold up and let me get my attack in, we might go out with a bang here."

And indeed we did. Three slugs found their way into Wayne's engine and it exploded killing Wayne's pilot on the spot. With that Stephen Dale ran for his life and everyone flew home.

SCOTT'S SE 5 ACE DEAD ON 18th MISSION

Brits Extend Mini-Campaign Lead
Germans Drain Allied Airplane Supply

British 487, Germans 438 After 2 of 5 Games
Black Flight: Mini-Campaign XI Report
by Stephen Dale Skinner

Western Front, (6/2/17), Clear Skies.

FL Austin Scott (Stephen 21/9) in the twin-gunned Black Maria triplane provided cover for two rookies in a Nieuport 12 two-seater (Stephen Dale) on their mission to bomb five German machine gun positions worth twenty campaign points each. Two new additions to the campaign made up the German side with Rick flying the unit's Albatros DII and Scott flying Ken Mrozak's revised stats Albatros DIII.

The game had a slow and rugged beginning with Stephen Dale lining up on two machine gun positions and dropping two bombs. One bomb destroyed its target while the other missed completely which was very costly for the allies with Stephen Dale carrying only four bombs. With German Albatrosses swarming around his puny Nieuport Stephen Dale lined up again, this time on only one machine gun and let loose another bomb. Thankfully his aim was true and a second machine was destroyed but Stephen Dale's Nieuport could only take nine hits in each wing and by the fourth turn his right wing had been shot off and both rookies fell to their deaths.

Now with two bloodthirsty Albatrosses turning towards him Stephen made up his mind to try and perform the impossible to make sure the Allies could maintain the lead; he headed toward a fresh machine gun position. After four strafing attempts on his first gun Stephen finally killed all of it's crewmen rendering it useless for the time being. Miraculously still flying, Stephen then headed toward the next machine gun position with the Albatrosses hot on his tail. The next burst from Stephen's twin guns' completely destroyed the fourth machine gun. Hoping luck was still on his side Stephen turned toward the final machine gun, but this burst only yielded four hits.

After four turns Stephen's luck appeared to finally be catching up to him with the German side out-rolling him and his left wing filling up to nine hits after a vicious double attack from both Rick and Scott. "The game seemed to last forever from this point." Said Stephen of the next four

IN MEMORIAM Standout SE 5 Ace Dies on Balloon Mission

German Lines, (9/13/18), Cloudy Skies.

Stephen Dale (Pfalz D.XII) and Rick (Fokker DVII 200 hp high-compression) took on the task of defending a balloon against two British SE 5a's. With Scott flying 2LT Allen Chesterton (18/7) and Stephen flying LT Donavon Sterling (19/8) the Brits figured they had an easy mission in the bag.

Note: They thought that at the 2006 wingman tourney too.

The Germans decided to play it cool and let the British go to work. What happened from this point was vintage Rick Lacy as for every hit the Brits gave the balloon Rick gave at least three in return.

Scott (Chesterton) and Stephen executed a textbook attack, diving on the balloon in classic fashion. One pilot fired from each corner of the 700' balloon and scored solid hits. The balloon would go down on a roll of 1-5 and sure enough, Stephen rolled a 6 and the Brits were forced to brave Rick's legendary ground fire for a second time.

The Brits attacked again and the balloon was not destroyed but Scott rolled a critical hit in his engine.

straight turns that he was out rolled. "I couldn't risk taking another hit in my left wing." Twisting and turning Stephen was able to avoid the Albatrosses for those hectic turns and line up for one more shot on the machine gun. This time his aim was true and the machine gun was blown to pieces. The final piece of the puzzle was nearly in place as Stephen out-rolled the Germans; all he had to do was get home. But ground fire put another hit in his wing... his right wing. Narrowly missing a critical hit, Stephen breathed a sigh of relief at the near fatal hit and headed home.

The allies still maintain a miniscule lead in the campaign, but at a terrible price. Of the two twin gun tripes available to start the campaign one has been destroyed and another too damaged for use in the next mission. On top of that the allies have also lost a single gun tripe and a Nieuport 12.

The Germans haven't had the lead yet but are poised for a breakout as their only lost airplane is a two-seater.

Game 1 Scores: British 271, Germans 268
 Game 2 Scores: British 216, Germans 170
 Current cumulative mini-campaign score: British 487, Germans 438

Game Three Preview for BLACK FLIGHT: Mini-Campaign XI

by Stephen Skinner

Despite holding a marginal lead after Game Two, the British are in serious trouble because they have lost two planes outright and two more that were damaged so severely as to remove them from combat until Game Four. The British problems are compounded even more because if more than two players show up to fly in Game Three, they must roll on the Supply Depot table and see what their extra plane will be.

British Aircraft Chart				
No.	Type	Characteristics	Pilot	Status
1	Triplane	Black Maria, twin guns	Kevin	Ready Gm 4
2	Triplane	Black Prince, twin guns	Stephen	Ready Gm 4
3	Triplane	Standard	Dory	Ready
4	Triplane	Standard	Stephen Dale	Destroyed
5	N.12	+10 turn, 1FF Lewis, 1 R Lewis	Unassigned	Destroyed
6	N.12	2 FF Lewis, 1 R Lewis	Unassigned	Ready

The critical roll resulted in double 1's and Scott's SE 5a - and his 18-mission ace pilot - disappeared in a massive explosion. The miracle roll for survival failed and Allen Chesterton was dead. Now alone against both Germans, Stephen flew away for one turn to allow the balloon to lose altitude. He then attacked again from only 100' altitude in order to prevent the anti-aircraft guns from firing.

At this point a mistake was made in the game: Stephen was hit head-on by the machine guns (it had to be MG's because AA cannot fire at targets at 100' altitude). His engine took six hits and was knocked out, however, he should have had a chance to fire at the balloon before he went down and the result of the MG fire should not have become effective until after the turn. In the excitement of the moment the MG fire was treated as AA fire and Stephen never took his shot. With Stephen Dale witnessing, he rolled for a 300' shot (as was marked on his mission log) after the game, scored 1 hit, and rolled a 3 to down the balloon. The subsequent roll was a 1 meaning that the balloon deflated and did not explode. The kill - if it stands - was Sterling's 8th victory. It is still tied up in post-game debate.

With a dead engine Stephen was then forced to land on an abandoned German airfield. Luckily he was able to escape capture and once again, all were left mouth agape at Rick's balloon defending deadline.

Scott's pilot never had a chance to attempt any landing, and dies with a final record of 18 missions and 7 kills. He has been interred in the Indy Squadron War Cemetery with full military honors.

Weissensteiner Logs 27th Mission

Italian Front, (8/13/17), Cloudy

The Germans are in a relatively strong position, having lost only their two-seater which is of little value since they are on the defensive. They enter Game Three with a major firepower advantage and all of their front-line fighters available.

German Aircraft Chart				
No.	Type	Characteristics	Pilot	Status
1	Albatros DIII	Standard	Wayne	Ready
2	Albatros DIII	Standard	Unassigned	Ready
3	Albatros DIII	Revised	Ken/Scott	Ready
4	Albatros DIII	Revised	Wyatt	Ready
5	Albatros DII	Standard	Rick	Ready
6	Albatros CVII	Standard	Billy	Destroyed

Game Three is set for June 3rd, 1917. The Brits will escort a photo recon plane (their remaining N.12) at low altitude for a photo mission. They need one good exposure on each of two targets 40 squares apart, 50 points per exposure. A British balloon will be hanging near the front as a bonus for the Germans. If they shoot it down they roll for its point value (80-70-60-50-40-30). These points are bonus points only and will not be allotted to the British in the case of a failed attack. This mission is historical and was written prior to the start of the campaign.

Skies.

Stephen and Stephen Dale took to the skies flying Austro-Hungarian Albatros D.III's against Rick and Scott (Jones) in Italian Spad 7's. The game was relatively quick with Stephen (Obltn. Kurt Weissensteiner, 27/9) pounding Rick for nine left wing hits that turned into two critical hits which forced Rick into a quick escape. Other than Scott taking a few missing shots at Stephen Dale the game went mostly like a warm-up to help everyone get settled in.

Rick Wounds DVII Pilot as Americans Dominate Huns

Allied Lines, (9/13/18), Cloudy Skies.

Rick proved that a game's length does not necessarily determine its deadliness as he and Scott in American Spad XIII's squared off against Stephen and Stephen Dale in high-compression DVII's. The game was scheduled to end in thirty minutes no matter what. (The reason for said time limit was so that we would not miss watching the Colt's beat the Ravens.) Stephen's pilot took a light head wound, and the momentary scare added a little spice to the otherwise uneventful game in which everyone got home fine.

THE STAND: A Sneak Preview of the New Book

Reflections on the Wingman Tourney by Rick Lacy

Indy's 2007 Squadron Calendar Released

ISD Readership on Rise

An Insider's Look at *The Stand*

I debated long and hard about releasing this first on this site but I chose to do so because we all love WWI aviation, because so many of you have been supportive of my work on Frank Luke and many of you have expressed genuine interest in the findings. So rather than being received as a grotesque display of vanity I hope this announcement will be welcomed and that readers will appreciate getting the information here and in Aerodrome first.

I studied Luke for six years before I was certain that enough fresh material could be found to justify a new book that would supercede and build upon the work of Luke's two great historians, Norman Hall and Sonny Frey. The decision to write a book was made in 1999 and this year marks the fifteenth year of indepth research into Luke's life and death.

The publishers apparently liked what they saw because in only our second phone conversation they jumped all over it and offered an immediate contract. Two other publishers had also expressed interest but Schiffer Books made several compromises on the contract that were mandatory from my standpoint and showed real interest in doing the book right and giving me the editorial control that I wanted.

Although the manuscript is nearly complete, I have to make one more trip to France in the coming months for a final photographic expedition, a few more interviews and archeological work. The manuscript is due at the end of September but may be finished much sooner. One question that I always get is "How many trips have you made to Europe?" The answer is - I think - eight, but I've lost count.

Another question that I'm getting constantly now is "When will the book be out?" My guess is mid-summer of 2008 but that is a guess. Schiffer makes the final call. And yes, Schiffer has guaranteed that it will be released as a large sized hardcover format with their usual acid-free stock paper which is another big reason why I went with them.

Wingman Tourney Reflections

by Rick Lacy

I was pleasantly surprised at how little bickering there was about rules and interpretations. At some of the Society events there is a lot of this, which generates a lot of noise and makes the weekend less enjoyable. The folks at this event were all pleasant to be around and I had a lot of fun.

The room we played in was adequate for the number of people and the hotel staff were very pleasant. Kudos to the Henions for picking a good venue.

Al put quite a lot of work into the 4 four rounds of play and each of the scenarios was well balanced and fun to play. I especially liked round 2 which consisted of single gun planes in 1917. Those sorts of departures from the Western Front/twin deck gun games that seem to dominate things go a long way toward showing how good a player a person really is, in my opinion.

The way the tournament scored out was somewhat at odds with the idea of a "wWingman" focus. Each 2 player team was paired with another 2 player team, and the total of all 4 planes was the player's total for that round. I thought it should have been totaled on each 2 player team, not the grouping of 4.

Other questions that I'm getting a lot now include "Do you know the title yet?" The answer is no. The working contract title is already mentioned here but that is subject to change by the publisher and is beyond my control.

And of course the ultimate question, "Will you tell me what really happened to Frank Luke?" Sorry. Wait for the book. I promise to finish it as fast as I can and now we're down to the final details. Over the next few months it will turn into a full time job until everything is ready for publication. Its very close now. A new web site promoting the book is now under construction and will be unveiled as soon as the publisher confirms the existing title or releases a new title for marketing.

If this information is well-received by my fellow WWI aviation enthusiasts and Dawn Patrol comrades I'll be glad to keep everyone updated here on the final title, publication date and all the other inside details as they become available. Critics will do what they do best and of course I'm prepared for it, but the death of Frank Luke is perhaps the last great mystery of WWI aviation and I believe this work will be a worthwhile contribution to history. See the book's official press release below.

Indy's 2007 Squadron Calendar Released

These dates are tentative. A few of them are subject to change, but most of them will remain firm throughout the year. Thanks to Rick for working up our 2007 schedule. All games official Indy Squadron dates at held at Gamerz gaming club starting at 10 am unless otherwise noted.

January 13
February 17
March 10
March 30-April 1 *Society Mini Con, not an Indy event
April 21 *Red Baron Fight XVIII
May 12
June 16
July 7
August 4
August 15 *Gen Con Warm Up, not an Indy event
August 16-19 *Gen Con, not an Indy event
September 8
October 13
November 10 *Armistice Day Fits Tournament
December 8

I personally played in 12 games (4 tourney, 8 pickup). In my 4 tourney games, I played a Snipe (round 1), a French Nieuport 17 (round 2), a SSW D-IV (round 3), and a D-VII 160 hp (round 4). My best game was round 1 where I tallied 70 points due in large part to a kill via a pilot hit on George Henion. My worst game was round 4 where I was in the small block D-VII. In the pickup games, I lost my best German two seat seaplane crew when their Hansa Brandenburg W12 was shot up causing both crew to take hits and the pilot passed out. I also lost my best Austro Hungarian pilot, a 3/1 late war pilot, again to a pilot hit. I had a game where my best D-VII pilot completed his 11th mission in a balloon defense giving me a new experienced German pilot. Here is the breakdown of the pickup games:

- 1) Lt Bruno Shultz is now 11/3 after successfully defending a balloon.
- 2) Lt Sebastian Hennecke ends as a 4/1 pilot with a fatal pilot wound.
- 3) Vfw Otto Elsburger goes to 2/0 after a mission in a small block Fokker.
- 4) Unt Lawrence Reiter goes to 7/1 after a mission in an Alb D-V
- 5) Lt Roger King goes to 2/0 in French Nieuports after a March 1917 mission in a Nieuport 17
- 6) Pierre Fache becomes 1/0 after a successful balloon defense mission in a French Nieuport 27
- 7) Lt Remy Jeannot is now 2/0 in French seaplane fighters.
- 8) Hans Mueller (p) and Josef Ortmann (o) end their careers after both took crew hits and died when their W12 crashed at sea.

I will leave more detail on the tourney missions to the write up coming in the Aerodrome.

ISD Readership On Rise

Hits on the Indy Squadron Dispatch web site have been skyrocketing since we joined the WebRing. Our regular readers are sure to have noticed the new banner at the bottom of our home page advertising the WebRing, which we joined shortly after Armistice Day last autumn.

We now have one full month of WebRing membership under our belts that gives us full stats to review for all of December and into the first week of January. Its pretty evident that the WebRing folks are steering new readers and potential Dawn Patrol players our way.

In the immediate aftermath of Armistice Day we saw 22% jump in hits but that's really not a suprise because ISD readership always spikes following all the major DP events, regardless of whether they be local Indy games or society events. So the sudden jump was expected and it should have died out by late December... but it didn't.

Instead, readership has soared an additional 69% since then which can only be attributed to our new membership in the WebRing. We have joined four rings: the Community Gaming/Local Board Games ring, the Military History and War Gamers ring, the RPG Alliance ring and the WWI Modeler's ring.

We also attempted to join the Great War web ring but for some bizarre reason they rejected us, citing only that we "weren't what they were looking for." Either they failed to see our section of WWI articles or they don't consider the research performed by WWI gamers as a useful contribution to WWI history. However, this particular ring is the biggest one we applied for which means that our site would have had far less representation in the rotating ads so its probably not a big deal and our WebRing membership is still a wonderful success by any barometer.

We intend to join more rings in the future and are very pleased with the early returns. The WebRing has given us a chance to advertise and grow our game and promote a closer tie between war gamers and WWI historians, both of which are very good things.

The Stand: The Official Press Release

The final moments in the life of America's most spectacular World War I fighter pilot are to be revealed in the upcoming book *THE STAND: The Final Flight of Lt. Frank Luke, Jr.*

Luke, who scored 18 aerial victories in a torrid 18-day combat spree, was killed in action behind German lines in September 1918 and the exact circumstances of his death have been debated by historians ever since.

Described in *Over The Front Journal* as the "best informed current student of Frank Luke," author and Telly Award-winning television host Stephen Skinner has spent fifteen years researching Luke's final moments. Skinner, who administrated the restoration of the Luke monument in November of 2000, has traveled repeatedly to France, Germany, Belgium and across the United States in pursuit of the clues that will reveal for the first time precisely what took place when Frank Luke's SPAD fighter landed in a farm field west of Murvaux.

THE STAND presents a detailed analysis of all sides of the story through more than one thousand pages of unpublished material, newly disclosed documents from four nations and interviews with descendents of eyewitnesses in France and Germany. Skinner's findings are based upon extensive on-site archeological research and a series of recently discovered German correspondence that brings closure to the Luke saga after nearly a century of controversy. The author painstakingly reconstructs the German defenses that brought Luke down, the hotly debated final seconds of his life, the reasons why his final mission was flown at all, and the almost unbelievable inter-squadron feud that led to Luke's tragic end.

In addition to solving the last great mystery of World War I aviation, *THE STAND* scores a few “kills” of its own by targeting a multitude of myths and legends that have infiltrated the Luke saga over the years. *THE STAND* offers a fresh view of Luke’s life and the most in-depth evaluation of his character ever produced. Frank’s childhood, ancestral heritage, and even the woman he was to marry are explored to the fullest.

Skinner, defined by aviation author Barrett Tillman as “the authority on Frank Luke,” delivers a thrilling work that reads like a novel while raising the standards of World War I scholarship to new highs. The manuscript of *THE STAND: The Final Flight of Lt. Frank Luke, Jr.* is in the late stages of production and will be published in full length, hardcover format by Schiffer Books.

