

ETHAN WINS INDY CROWN

**Three Shots, Two Kills Earns Victory Medal for Ethan
Ammo Limitation Achieves Goal in WWI Aviation Sims
Indy Squadron TV: "Lt. Werner Voss and the Pilots of Jasta 10" Review
Book Review: "Pfalz Scout Aces of WWI"
Studenhoff Killed on 12th Mission
Reiter Earns Experienced Status**

One of the finest World War I Armistice Day tournaments ever played in the 23-year history of the event was held last Saturday night, November 12th.

Ethan Skinner pulled off one of the tournament's great upsets in a game in which he fired only three shots. The sides stacked up like this:

2011 Armistice Day Fits Tournament		
Indianapolis IN November 12, 2011		
Jim Barber	German	Fokker DVII 160 h/c
George Henion	German	Junkers DI
Stephen Dale Skinner	German	Fokker DVII 160 h/c
Rick Lacy	British	Sopwith Dolphin
Dory Oda	British	Sopwith Dolphin
Stephen Skinner	French	Morane-Saulnier AI
Ethan Skinner	French	Morane-Saulnier AI

One new aspect of this year's game was a new house rule stipulating that all aircraft in the Armistice Day Fits Tournament carry 20 rounds of ammunition. The motivation for this rule will be discussed elsewhere, but the initial use of the new mandate was so successful that George Henion wants to use it in future Fits Society tournaments at Gen Con.

The 23rd annual Armistice Day Tournament began with the Allies anticipating victory. Their planes were stronger at low altitude and the fight was to begin at 6,200 feet. They also had a 4-3 numerical advantage over the Germans and had every reason to expect success.

On the game's first turn, Stephen Dale's Fokker D7 was hit hard after being sandwiched by the French Moranes of Ethan and Stephen. Stephen Dale, who departed from

Coming in December Issue

- Photos from the USAF Dawn Patrol Rendezvous Air Show 2011
- Book Review: "Racing Ace" by Julian Lewis, Pen & Sword Publishing
- Indy Squadron TV: Video review of "The Fall of Eagles" by Alex Revell, Pen & Sword Publishing
- December gaming report

New House Rule Limits Armistice Ammo

No more waiting to "vulture" kills and steal the title. No more 8-hour games. The Indy Squadron has passed a new house rule limiting the amount of ammunition carried by all participants in the Armistice Day Fits Tournament. Voted in by a 4-0 count, the new rule reads:

All aircraft in the Armistice Day Fits Tournament will begin the game with 20 rounds of ammunition available for each gun.

standard tournament practice by flying his 12-mission pilot, Michael Studenhoff, immediately absorbed 13 hits. He rolled two critical hits resulting in a 40 mph reduction in his turn speed and the loss of all fancy maneuvers. His Fokker D7 was one of the Germans' finest airplanes, and it had been totally crippled on the first turn. But rather than abandon his wingmen and destroy their championship hopes, Stephen Dale risked his ace pilot and decided to ride the storm out.

Ethan's poor initiative rolls forced him to flee the fight, hotly pursued by Jim Barber's Fokker D7. Jim's first burst was effective, and he succeeded in tailing Ethan's French Morane on the following turn. Stephen's Morane and Dory's Dolphin both veered off to help Ethan, not realizing that it would soon be Rick who would need assistance. This essentially split the fight in half, with Ethan, Jim, Dory and Stephen locked in combat at one end of the tourney box and Rick outnumbered by George and Stephen Dale at the other.

A few squares away, Stephen Dale's crippled D7 and George's Junkers DI then took turns pounding the Dolphin flown by Rick. He was fortunate to avoid any critical hits, but Rick's engine took three hits and his situation was getting serious. Still, he did not abandon the fight.

Two turns later Ethan shook the tailing effort of Jim's Fokker, freeing up Dory and Stephen to fly 10 squares east to help Rick. Ethan finally got a decent initiative roll and was able to join the fray again.

As a result, all of the combined German and Allied fighters converged on a single point, reuniting the fight and setting up the turn that would change everything.

Jim Barber had lost initiative and although he had a shot, he was also a target. He had taken a beating from Stephen and Dory and was now on the defensive. Dory's Dolphin closed in for a tail shot on Jim's D7, but she was unable to get closer than 200 feet. Despite his riddled engine, Rick's Dolphin joined in with a side shot on Jim's D7. Stephen Dale's equally battered Fokker closed in for a side shot on Rick in what appeared to be a potentially game-winning burst. But the real surprise came when George flew in last, placing his plane so as to block Dory's shot - thereby saving his wingman, Jim, from what appeared to be a very serious situation - while simultaneously managing a side shot on Rick's Dolphin.

For the moment, Jim appeared to be safe. The blocked shot was a brilliant move by George, who then proceeded to hit Rick's pilot with a fatal wound! Rick later said, "That has to go down as one of the all-time great moves in the

Note that 1) this rule does not apply to the Red Baron Fight, and 2) there is nothing in the rule that exempts Lewis guns. All Lewis guns, such as those found on the SE 5 and Nieuports, will now simply carry one additional ten-round magazine instead of four.

The rule was used in this year's tournament with success. The game lasted 9 turns and no one ran out of ammo. However, ammunition usage would have become a factor had the game lasted another two or three turns. This was just about what we had calculated and matched the best results we could have predicted. Stephen had 8 rounds remaining in both guns. George had 3 rounds remaining while Stephen Dale had 5.

The game could have gone for another one or two turns before ammunition became a factor. Those who conserved ammunition could have gone for another four turns. And the average tournament game has lasted about 13.5 turns over the past few years, so we succeeded in slightly shortening it without altering the game. And most of all, there were no "vulture" kills that stole a victory from someone who deserved it.

Nov 12 Gaming Report

In the first game, Ethan, Rick and Stephen Dale flew a mixed bag of German fighters against the French SPAD XIII's of Dory and Stephen. The Germans lost a couple of big opportunities early in the game, missing critical shots at important junctures. On the final turn of the game, Stephen Dale's 10-mission Fokker DVI pilot scored a hit on Dory's SPAD that resulted in an oil leak. She was forced to make a successful landing in French lines and Stephen Dale's pilot was

history of this tournament," and everyone at the table agreed. By some miracle, the Germans had downed Rick's Dolphin, saved Jim's D7 and Stephen Dale's Fokker was defying all odds and staying in the air as well.

But just as it appeared as if the Germans might turn the tables, Ethan struck. He flew his French Morane in to attack his former antagonist, Jim Barber. With only one 7-hit burst, the engine of Jim's Fokker erupted in flames. Jim would struggle for two turns to extinguish the fire before losing control of his aircraft and plunging to his death.

With Rick's Dolphin and Jim's D7 down, the fight was now between the German fighters of Stephen Dale and George and the Allied planes flown by Dory, Stephen and Ethan. All three Allied planes were in reasonably good condition. But George was now coming under heavy fire from Dory and his D7 had taken heavy damage. Stephen Dale's situation was becoming desperate. His 12-mission pilot had staying in the fight despite severe performance limitations, but his luck was running out fast. He needed to even the odds quickly before the superior firepower of the Allies ended his day.

After two turns of further sparring, George took a critical hit that forced him to fly north away from the fight. He quickly corrected the problem and began flying back toward the fight. Dory, who had poured 19 bullets into his airplane, flew her Dolphin toward him for the only shot she could manage... a 400 foot head-on burst. Meanwhile, Ethan jockeyed for position and managed a point blank range shot at Stephen Dale's Fokker. Everyone fired at once and when the smoke cleared, Ethan was the new squadron champion.

Dory and George both hit each other head-on and both had probable pilot hit opportunities. And by some miracle, both missed. Ethan did not. He scored a heavy burst into Stephen Dale's already-riddled Fokker D7, with one bullet killing the pilot instantly. Now outnumbered three to one, George had little choice but to point his Junkers DI fighter eastward and end the tournament.

The final score looked like this:

2010 Armistice Day Fits Tournament			
Stephen Skinner's home, Indianapolis IN			
November 12, 2011			
Ethan Skinner	French	Morane-Saulnier AI	107
George Henion	German	Junkers DI	89
Dory Oda	British	Sopwith Dolphin	69
Stephen Skinner	French	Morane-Saulnier	63

awarded the kill.

In the second game of the night, the Bristols of Jim and Dory were to be defended by Ethan's Camel 140 while on a low-level mission behind German lines. Ethan rolled poorly and had to move first on every game turn except one. Still, he stayed with his wingmen and afforded them excellent protection even though he was badly shot up by the Fokkers of Stephen and Stephen Dale, as well as Rick Lacy's Albatros. Ethan's Camel was eventually set alight by Stephen Dale and made a forced landing safely behind his own lines. LTN Alois Parchau (Stephen, 13/10) flew but failed to score a victory. Rick's pilot, Lawrence Reiter, survived his 12th mission to achieve experienced pilot status.

A complete update of all Armistice Day Fits Tournament records and the Armistice Day Hall of Fame is coming soon.

		AI	
Stephen Dale Skinner	German	Fokker D7 160 h/c	58
Jim Barber	German	Fokker D7 160 h/c	26
Rick Lacy	British	Sopwith Dolphin	16

The game was filled with amazing turns and unexpected twists. Ethan became only the third player in the 23-year history of Armistice Day to win as a rookie. He did so by scoring only three bursts, two of which resulted in solo kills.

Stephen Dale and Rick once again played extremely well but couldn't dodge a fatal bullet when their number came up. George pulled off one of the best moves ever seen in the Armistice Tourney. Jim, Dory and Stephen were never more than one burst from contention.

And Alice prepared a Mexican buffet that left everyone stuffed full of delicious food, happy for Ethan's first big win, and satisfied that they had just seen one of the truly great games of Dawn Patrol.

Book Review **Pfalz Scout Aces of World War I**

Pfalz Scout Aces of WWI
Greg VanWyngarden
Osprey Publishing
Soft cover, 96 pages
US \$22.95
www.OspreyPublishing.com

Once again, from the delightful pen of author and WWI German Air Service expert Greg VanWyngarden, comes another bookshelf gem on our favorite topic.

Those of you who are familiar with Osprey's excellent "Aircraft of the Aces" series will instantly recognize the format of this work. The 71st installment of this series is as fresh and unique as ever, bringing us yet another volume of work on an airplane that receives little fanfare and even less credit in history books.

Pfalz was a major aircraft manufacturer in the Great War, but for reasons that still mystify, it was heavily overshadowed at every turn. The outstanding Pfalz DrI triplane will eternally live under the cloud of the Fokker DrI. The maneuverable Pfalz DIII and DIIIa series were workhorses in late 1917 but remain obscured by the more popular Albatros D series. Even in late 1918, the robust Pfalz DXII would fall into anonymity against the legendary Fokker DVII.

So to find a work – any work – dedicated to the airplanes produced by Pfalz is a treat. To find one that also includes the units and aces who flew it is extraordinary.

"Pfalz Scout Aces of WWI" follows the template set by previous "Aircraft of the Aces" installments by working chronologically, beginning with the monoplane E-types from Pfalz (yes, they built them) into

the more familiar D series.

As always, the photos are interspersed with the text, sparing readers the frustrating experience of finding them grouped together in the middle of the book and nowhere near the relevant passage. The ten-page Color Plates section covers all major Pfalz productions and will make modelers drool over the color schemes and details.

But of course, every book is ultimately about people and this one is no exception. The stories, times and adventures of pilots including Werner Voss, Ernst Udet, Joachim von Hippel, Justus Grassman and many more are told in brief anecdotes and engaging short stories.

The material produced by Greg VanWyngarden is routinely excellent, and "Pfalz Scout Aces of World War I" maintains that standard.

Armistice Day Fits Tournament Nov 12th

**Indy's Marquee Event Celebrates 23 Years
Sign Up to Bring Food Item to the Tournament!
October Gaming Report: Jim Barber Visits Indy
Book Review: "Fall of Eagles: Airmen of WWI"**

The 23rd annual Armistice Day Fits Tournament is to be held at the Skinner's house at 2 pm on Saturday, November 12th.

This could be a very exciting year in the long history of this event. A vote is expected prior to the tournament on a new rule regarding ammunition supply. We have seen repeated instances in past tournaments in which players will "vulture" for kills over helpless or fleeing enemies. We've also had difficulty with the tournament taking 5-7 hours to complete. Of course, no one wants to tell a player that they shouldn't vie for a kill and no one wants a turn limit that might artificially end the game at its natural climax, so limiting the ammunition supply of both teams appears to be an obvious and widely accepted solution. It has been discussed several times this year and met with favorable reviews from most players. Please consider the issue and expect a vote prior to the start of this year's tournament.

According to [ISD Archives](#), the following players have gamed with the Indy Squadron in calendar year 2011 and are therefore eligible for the squadron championship:

- Rick Lacy
- Ethan Skinner
- Jim Barber
- Stephen Dale Skinner
- Garrett Richeson
- All previous squadron champions are eligible via their lifetime invitation

Of course, everyone is allowed to play in the game whether you are actually eligible for the squadron title or not. See [detailed eligibility rules here](#). If you have any additions or corrections to the eligibility list for 2011, please let the editor know.

The Armistice Day Fits Tournament is the Indy Squadron's premier event. While this game is not restricted to the most

Bring Food Item for Armistice Day

Alice is planning a delicious evening meal for Armistice Day and she needs some help. She'll be preparing Mexican buffet and she's asking for volunteers to bring:

- Chips for 8 people
- Salsa
- Tortilla shells
- Refried beans
- Guacomole
- Queso
- Black Olives
- Sour Cream
- Soft drinks
- Dessert

The Skinners will provide all meats. Soft drinks and chips are the most important items that need to be brought in.

However, **IF YOU DON'T TELL US IN ADVANCE WHAT YOU'RE BRINGING, THE EFFORT IS WASTED**. Please sign up for any item(s) you like and email Stephen or call to let us know what you're bringing. We'll have a great meal and a good time. Thank you!

advanced and experienced players, it is also not a game for beginners. Players who vie for the squadron title at our marquee event are expected to have a firm grasp of the basic mechanics of airplane movement. They should also be familiar with the commonly used maneuvers, most basic rules, and be able to get through the firing phase without assistance.

We are willing to work with players who receive heavy damage and/or complex critical hits, but please remember that a fundamental ability to play the basic game is mandatory for participants. We all make mistakes and have our "Fits lapse" moments, but a player who simply cannot function on their own at the gaming table actually robs his wingmen of a fair chance at the game's biggest prize.

Although this has been a light gaming year for the squadron, the importance of this event has remained a constant for nearly a quarter century. The Victory Medal is among the most prestigious local squadron awards in the history of the game. Take a few moments to review the history of various squadrons around the nation and you'll see that this is by no means an exaggeration. Only 11 players in Dawn Patrol hold the Victory Medal.

A champagne toast awaits the winner as well as a place in the Armistice Day Fits Tournament Hall of Fame and Indy Squadron history. And, as always, Armistice Day is a winner-take-all tournament. There is no award for second place.

Welcome to the Indy Squadron's big dance. This the best we have to offer. The Victory Medal is the highest award we can bestow. Whether we have four players or sixteen, be prepared for a vicious battle and a memorable night.

October Gaming Report

Long-time DP player and Fight in the Skies Society officer Jim Barber came from St. Louis to play with us on Friday night, Oct 14th. Jim was joined by Ethan, Stephen and Stephen Dale for a pair of 4-player games.

The first game featured a pair of British Nieuport 17's against an Albatros DIII and a Fokker DII. The British were able to declare a victory of sorts in a long game when battle damage prevented Barber's Albatros from banking left... and he did so anyway at less than 1,000 feet altitude. His 8-mission pilot fatality became the first career victory for 2LT Humphrey Packerton (Stephen, 6/1).

The second game pitted Albatri against Camel 140's (Jim and Ethan). The Germans (Stephen and Stephen Dale) gained a huge advantage when they rolled for an initial surprise, but their shooting was poor and of little effect. After critical damage forced Jim to escape, Ethan soon followed and ended the game after 6 turns.

It was great having a guest in town, and we expect Jim to be back for the Armistice Day tourney as well.

Book Review **Fall of Eagles: Airmen of WWI by Alex Revell**

Fall of Eagles by Alex Revell
Pen & Sword Books
<http://www.pen-and-sword.co.uk/Fall-of-Eagles/p/3100/>
Hard cover
208 pages

Alex Revell's new work with Pen & Sword Books is a rollicking good time.

There is still a place in the world for good storytelling, and Revell is a master of it. This book does not pretend to be a reference or a data file. Very little of the information it contains can be termed "new research." Yet Revell proves once again that adventure, drama, mystery and the fascination of forgotten history are the elements of which great storytelling are made. Take this book to your favorite chair with a blanket, a hot beverage, and a good dog lying at your feet and you're set for an evening of fun.

"Fall of Eagles" is not overly ambitious. There is no trickery or gimmick. It simply takes seventeen great tales of aerial adventure from World War I and places them conveniently inside a 208-page volume, each told separately as its own short story.

I breezed through the first four chapters in one airplane ride. This wonderful book was nearly enough to make me forget the invasive, intolerable and demeaning experience that is commercial flight in America. And that's saying something.

I stormed through another three chapters in my hotel room that night. I re-read the familiar stories of Immelman and Richthofen, while treating myself to new material on Bowen, Doyle, and several other little-known pilots from WWI whose stories never made headlines.

Reference works require more tenacity and agonizing accuracy. Data files require more research. But Revell's "Fall of Eagles" is a welcome reminder that nothing will ever replace the relaxing enjoyment of good, old fashioned storytelling.

Buy this book. You won't be able to put it down.

Next Indy Games Sept 10

**8th Edition Will Be A Full, Boxed Set! ISD TV Interviews Mike Carr
Indy Sends 5 Players to Gen Con
Book Review: "The Gas Attacks: Ypres 1915"**

Exclusive Interview with Mike Carr

For several years the format of the upcoming 8th edition of Dawn Patrol has been questioned... will the game be re-introduced as a full, boxed set, or merely as a computer download?

Many Dawn Patrol players feared that a "download version" of DP would essentially kill any chance at recruiting new players and building the game's public profile. A full, boxed set in the traditional sense was needed to bring the game back to the public, so the argument went.

In an exclusive interview with ISD, game creator Mike Carr revealed that the 8th edition is now closer than ever and that it will indeed come out as a boxed set. See the video in the main viewing window of ISD TV below.

Indy Sends 5 Players to Gen Con

The Indy Squadron was well represented at Gen Con this year with Rick, Ethan, Wesley, Michael and Stephen all competing at various times. Wes and Michael joined us at Union Station for warm-up gaming the night prior to the start of Gen Con. Stephen Dale also stopped by to greet everyone but was unable to play because of his work schedule. Warm up gaming saw Capt. Purvis Leiter (Stephen, 46/27) log his 46th mission and Ltn. Alois Parchau (Stephen, 11/10) score his 10th kill in 11 outings after downing Michael Morgan's SPAD XIII.

Rick played more games than any other Indy player and also assisted the Fits Society with running some of the games. Stephen and Ethan played several games, with Ethan scoring his first Dawn Patrol win by capturing the "Smoke on the Water" scenario run by Mike Carr. That same mission produced a pair of medals for Stephen's British DH 4 crew when they successfully sunk U-boat

The Gas Attacks: Ypres 1915

Pen & Sword books has continued its "Campaign Chronicles" series with their latest addition from John Lee entitled, "The Gas Attacks: Ypres 1915." This fascinating study is both a story-telling volume and an effort to document the moral dilemma surrounding the initial use of gas attacks in the Great War.

The book is immediately impressive. Hardbound with an attractive cover design and jacket, "Gas Attacks" uses large Roman fonts that relax the eye. The chapters are brief with clearly defined and titled sub-divisions.

Lee's writing style is unafraid to interpret personal bigotry, insults and infighting and openly observe them in the text. This, combined with the gray-colored inserts offering short biographies of various principals in the story, gives a solid background into the people who were instrumental in the decision to use gas as a war weapon.

The center photo section is particularly useful because it deliberately offers pictorial

U55. Lt. Hominy Lightwater (5/0) failed his VC roll and was awarded the MC while his observer, Sgt. Peter Snackett (5/0) was awarded the DSM. Stephen's good fortune continued in the "Showdown at the Bristol Airfield" when his Camel pilot downed Bruce Yoder's Triplane on the final turn, tying him with teammate Chris Weiser as the game's co-champions.

Indy players took the 3rd and 4th positions in the 9th Gen Con Open. Rick was utterly unable to get his guns to cooperate and though he finished among the leaders on his team (the Allies), their side was badly routed and had no chance at producing a winner. Still, he managed a 4th place overall finish. Ethan finished well down in the order after taking a head-on burst that struck his propeller and forced him to land in his own lines at an emergency field. Stephen finished a distant 3rd overall, unable to score a kill.

This year's Gen Con was wildly crowded. The gaming halls were re-organized this year and the result was overcrowded hallways and a very unpleasant time getting from one part of the convention center to another. The gaming areas, however, were less populated and had a slightly more open feel. The lighting in particular was vastly improved over previous years in the Dawn Patrol gaming area.

representation of everything pertaining to the gas war... actual combat photos of gas clouds floating over the lines, use of the earliest gas masks, casualties receiving medical attention after gas attacks, and many of the primary battlegrounds where gas was employed.

Lee even saves a small surprise for the book's final chapters when he briefly delves into the development and initial uses of German "Kleinflammenwerfer" weapons – the portable flame-throwers.

"Gas Attacks" is easy to read. It is long enough to cover the topic it attempts to chronicle while remaining short enough to sustain the reader's attention. It is highly recommended.

Gen Con DP Schedule Released

**ISD Launches New Media Plan
Snipes Get Rotary Right
Results from Gaming - July 22, 2011
Indy Squadron TV Covers Gen Con
Book Review: "The Life and Death of Major Edward Mannoek"**

ISD Launches New Media Platform

The Indy Squadron Dispatch is adding a Facebook page and an email newsletter to its media platform in order to stay in closer contact with local players. Our current media (the web site, forum and Indy Squadron TV) will remain intact and unchanged. The Indy Squadron's central focus will still revolve around the Indy Squadron Dispatch and publication will remain unaltered.

The new media plan will send an abbreviated newsletter to each member of our mailing list. This newsletter will contain only the headlines and the first few sentences of each story, and then provide a link to the web site for readers who would like to view the entire article. It will function very much like the front page of a newspaper.

Indy Squadron's new Facebook page will provide instant communications for FB aficionados, and the Indy Squadron calendar will be moved entirely to the "Events" section of ISD's Facebook page.

This effort is designed to keep our means of communication relevant and current. The Dispatch started as a "one-sheet" advertisement in late 1989 and within a few years had grown into a full-blown paper newsletter delivered by "snail mail." In 1999, ISD opened its first web page with an online forum following shortly thereafter. Indy Squadron TV began in 2008. So once again, ISD is staying current by adapting to modern communications.

There are two concerns that accompany this change. First, your editor must now invest more time in each issue of ISD, and secondly, there is concern that our new Facebook page may soon make ISD's forum irrelevant. The hope is that the forum will remain active with longer, more detailed discussions while the FB page contains

Next Games

Weds, August 3rd, 1:00 pm at
Union Station, downtown
Indianapolis.

Note - this is a society event, not an official Indy Squadron event and does not count toward championship eligibility.

Snipes Get Rotary Right

The Indy Squadron voted to restore the Snipe's "rotary-right" turning ability after approval by a 6-0 vote on July 22, 2011.

The Sopwith Snipe was stripped of its sharp right handed turn when the latest airplane stats were released by the Fits Society a few years ago. Based on World War I aviation history, historical testimonies from WWI pilots, personal preference and an affinity for the old rules, Indy Squadron members voted unanimously to restore the airplane's "rotary-right" turn.

Indy Squadron TV Covers

shorter, quicker messages.

Results from Gaming - July 22, 2011

Due to scheduling difficulties, eight players opted to gather on a Friday night rather than a Saturday afternoon this month. Two random games were played while the Ludendorff Campaign was postponed.

The first game pitted 4 American Camel 110's against 4 Fokker Dr1's. The combat was uneventful until Kevin's Fokker ace, Vzfw. Randolph Zunk (17/6), took a light wound in his left leg and flew home safely. The game was called on turns.

The second game matched 3 Hannover CLIIIa's against 3 Sopwith Snipes. Rick's British pilot attacked Stephen's Hannover crew and critically wounded the observer (who later died). Stephen was forced to abandon his mission and take a 400 foot shot at Stephen Dale's Snipe with his front machine gun. To the German's surprise, Stephen Dale's Snipe dove straight to the ground to make a rough landing behind Allied lines. The kill was later confirmed. Michael's Hannover put up a stout defense against Kevin's Snipe ace, Lt. Collier Smith (16-6), scoring a no effect wound when the Britisher attacked from the side. Again, Kevin's luck held and he flew his ace home to safety. The Brits succeeded in preventing the Germans from completing their recon mission, although the Germans scored one confirmed kill and wounded an enemy ace.

Gen Con

Watch for a host of new material from Gen Con this year on Indy Squadron TV, including coverage of the World's Largest Dawn Patrol game, the Gen Con Open, as well as interviews with society head Mike Carr, events coordinator George Henion and

champions from the week's title games.

Indy Game Board Suffers Water Damage

The Indy Squadron's primary game board took serious damage recently when a nearby air conditioning unit dropped water on the board. The damage wasn't discovered until July 22nd gaming. The board isn't ruined, but the cardboard fibers along one side have separated. Also damaged was the yet-to-be-completed new "military map" board by Stephen Dale, which was stored in the same location. It's likely that Stephen Dale's project will have to be started again from scratch since there is little point in continuing work on damaged cardboard.

The primary game board was bequeathed to Indy when former player Scott Campbell moved out of town. It has served us well for nearly ten years and will continue as our primary board until another can be finished.

Dawn Patrol Schedule of Events at Gen Con 2011

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
High Summer The final German offensive of the war is underway in mid-July of 1918. Far above, a mixed flight of	Thur, Aug. 4 th 8:00 AM	Rick Lacy

French and American fighters engages a formation of German Fokker D.VIIs.

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
Deep behind the Lines A long range bombing mission by French Breguets and a Caudron is intercepted by a mixed bag of second line German fighters. Can the bombers escape their wrath?	Thur, Aug. 4 th 12:00 PM	Mark Stevenson

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
Sandstorm Join us in WWI's other front, in Palestine, where Sandstorms can pop up at any time, and the equipment is punished on a daily basis. Can YOU survive the Sandstorm?	Thur, Aug. 4 th 5:00 PM	Jim Barber

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
The Sunny South A flight of Austro-Hungarian Phonix fighters engages a group of Italian Nieuports and SPADs over the Piave River on a hot day in June of 1918.	Thur, Aug. 4 th 9:00 PM	Al Christensen

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
God save the King VII The question is... can you? Join us in the air and find out. Can he survive his flight once again?	Fri, Aug. 5 th 8:00 AM	Rick Lacy

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
Wind in the Wires A brilliant and aggressive fighter, he was considered the one pilot who could catch Richthofen. Join us for an epic showdown in the skies over Belgium for Werner Voss' last fight.	Fri, Aug 5 th 12:00 PM	Stephen Dale

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
Pushers to the rescue An RE 8 on a low level mission is set upon by a flight of Halberstadt D.II fighters, but here come the pushers to the rescue!	Fri, Aug. 5 th 5:00 PM	Al Christensen

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
Dogs and Whales Sopwith Pups take on a flight of Roland Walfisches in the fall of 1916. Will it be the dogs or the whales who are falling out of the sky?	Fri, Aug. 5 th 9:00 PM	Jim Barber

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
World's Largest Dawn Patrol This Saturday morning event has been on the Gen Con schedule for decades. Join Game Designer Mike Carr for another classic!	Sat, Aug. 6 th 8:00 AM	George Henion

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
Smoke on the Water A crippled German seaplane is taxiing toward the coast with others covering above, but a British Felixstowe and French Hanriot HD-2's are intent on its destruction.	Sat, Aug. 6 th 12:00 PM	Mike Carr

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
Showdown at the Bristol Airfield Join us in this low level Attack on the Bristol Airfield; remember the worst place to be is taking off as the bombs fall.	Sat, Aug. 6 th 5:00 PM	George Henion

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
Something for the Colonel Yesterday British troops captured a major stronghold. Today a plane is airdropping cigars to the victorious Colonel -- unless German fighters can disrupt the party.	Sat, Aug. 6 th 9:00 PM	Rick Lacy

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
A Sausage for Breakfast It's dawn, the perfect time to attack German balloons. But the Huns have their two sausages covered by a flight of Pfalzes with orders to prevent their destruction.	Sun, Aug. 7 th 8:00 AM	Jim Barber

<u>Event</u>	<u>Date and Time</u>	<u>Judge</u>
The 8 th Annual Gen Con Open Join us for this pinnacle event to end the convention; an engraved goblet is 1 st place for this event.	Sun, Aug. 7 th 12:00 PM	George Henion

Book Review: The Life and Death of Major Edward Mannock

Title: Mannock – The Life and Death of Major Edward Mannock

Authors: Norman Franks and Andy Saunders

Publisher: Grub Street

Format: 192 pages, hard cover

ISBN: 978-1-906502126

Price: 20.00 E

Grub Street's latest offering from Norman Franks and Andy Saunders is precisely what WWI aviation enthusiasts want in a book... brief, to the point, fun to read, and well illustrated. Devoid of any forward or introduction, "Mannock" dives straight into one of WWI aviation's hottest topics by spending the six-page prologue entirely on Mannock's last day on this earth.

Major Edward "Mick" Mannock was among Great Britain's elite aces in the First World War. Primarily scoring his victories in Nieuport Scouts and SE 5a's, he was one of the few great aces to come from a humble background. Mannock was working with a telephone company in Turkey at the outbreak of war and quickly found himself in prison when that country aligned itself with the Central Powers. This likely contributed to Mannock's oft-cited hatred of all things German.

This intense dislike of Germans, along with his socialist views, poor eyesight and of course, his final flight, has been elevated to mythical status after being quoted by numerous authors for nearly a century. In addition to a first-class biography, "Mannock" also tackles each of these legends boldly. In some cases the legend is settled as either truth or falsehood; in other instances the authors openly state that they cannot solve the issue and they do so in a manner that leaves the reader fully informed and satisfied.

At the end of the book, the reader is treated to an even broader, three-chapter investigation into Mannock's death. Although direct and to the point, the death of Mannock is explained as fully as can be expected after a time lapse of nearly 90 years.

Physically, the book is flawless. It is weighty enough to convince the buyer that he has purchased something substantial – something of worth – yet small enough to fit in a briefcase and sufficiently handy to read on a subway. The illustrations are reproduced to a high standard and are properly sized for study without distracting from the text, which is large enough for easy reading and cast in an eye-friendly font. The price is reasonable for the product received.

Everything about "Mannock: The Life and Death of Major Edward Mannock, VC, DSO, MC, RAF" reeks of excellence. You will enjoy this work immensely.

Gen Con Indy, August 4-7

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Next Indy games set for July 22

The Indy Squadron is set to game on a Friday night this time around in order to accommodate busy summer schedules. After struggling to find an acceptable July date, Kevin suggested that we try a Friday evening in July since it seemed unlikely that we could get all of our regular, local players together on a weekend. So gaming is set for July 22nd at the Richeson's beginning at 6:30 pm.

A resumption of the Ludendorff Campaign is anticipated as well as several random games. The campaign is now beginning its 4th combat day (and 7th mission) with the Allies holding a 230-180 lead over the Germans. However, the Germans appear poised to make a run over the long haul since their stock of available aircraft is significantly better than that of their opponents. The Allies have won several early games decisively, but their wins have cost them several front line aircraft including at least two SE 5a's and multiple two-seat bombing and recon airplanes.

Gen Con Indy begins August 4th

One day we're going to look back on the era when Gen Con was held in Indianapolis and wonder why more of us didn't take the opportunity to participate. Of course, the reality is that the current economic depression combined with the escalating costs of a 4-day badge (now nearly \$80) have combined to squelch the hopes of many would-be attendees. Nevertheless, as Milwaukee residents will attest, it is a luxury taken for granted that the Con is right here in our backyard. Indy players have no travel expenses or hotels to worry about and despite the difficult conditions and pricing, your opportunity to attend the world's largest gaming convention will never get any

Book Review

Prisoners of the Kaiser: The Last POW's of the Great War

Publisher: Pen & Sword Books

Author: Richard Van Emden

Format: Softcover, 196 pages

ISBN: 184884078-0

Price: \$16.23

"Prisoners of the Kaiser" is an affordable delight. The first thing that strikes the reader is the physical quality of this inexpensive little book. For less than the price of one movie ticket and popcorn, you can get many hours of fascinating, authentic entertainment, years of research and incredible history, all at a remarkably affordable price and in an attractive package that will serve you for decades. But the real treat is inside.

Author Richard Van Emden has done something amazing: he has tracked down the last known survivors of World War I German prison camps and recorded their memoirs for posterity. The personal background of each survivor is

better.

Complete registration information [is available here](#).

Warm-Up gaming set for Weds, August 3rd

Fits Society Event Coordinator George Henion just announced that 16 new players have already signed up for warm-up gaming on Weds afternoon, August 3rd. The annual warm-up game tradition begins at 1pm at Union Station in downtown Indianapolis. For those who are hamstrung by high event costs, please note that warm-up gaming is FREE, and it lasts well into the evening. So finances and schedules should not be a concern. Pick-up games will begin at 1pm and last throughout the night.

Gen Con usually draws between two and six Indy Squadron players, but oddly enough, local gamers rarely participate in the warm-up games. It would be nice to change that this year. Gen Con warm-up gaming is actually quite a tradition within the society, dating back to the 1980's when players would crash at the home of a local gamer and play into the wee hours of the morning. It's an enjoyable and unique environment and we encourage attendance, especially for those of you who have not yet experienced the annual warm-up games.

And don't forget to [renew your membership in the Fits Society](#). Membership is still only \$12 and the Society now accepts Paypal. A subscription to the Society's quarterly newsletter, Aerodrome, is automatic with membership.

Indy Squadron TV Coverage from Gen Con

Gen Con once again provides the perfect opportunity for Indy Squadron TV to track down Dawn Patrol's most influential officers and players for interviews. Watch for fresh interviews with Mike Carr on the status of the game, the Society's storied history with the Con, and what the future holds for Dawn Patrol. We also hope to catch up to Event Coordinator George Henion and ask him about Con attendance, the latest news regarding Dawn Patrol's elite tournaments, and the status of the new tournament that he founded - the Gen Con Open.

The Gen Con Open was originally spawned as a band-aid to cover for the major events that had been pulled away from Gen Con and relocated to Wisconsin. In the Open's early years it was quite uncertain if the event could sell itself to DP fans as a top-flight tournament. However, despite its origin, the Open has firmly established itself in recent years as one of the Society's biggest prizes. In your editor's opinion, the Open has simply inherited the success

given in detail. Each surviving POW was interviewed between the ages of 101 and 106, allowing the reader to reach as far back in history as is humanly possible within one lifespan. That, in itself, is mind boggling.

Van Emden then takes you on an incredible journey back in time beginning with a chapter he calls, "The Moment of Capture." The chapter offers precisely what you would expect – a dramatic, first-person account of near-death experiences and capture during combat in the Ludendorff Offensive in the spring of 1918 (a perfect fit for those Indy players replicating this time period in their current campaign). This chapter leaves you breathless as you relive every moment of the transition from combat, to panic, to the moment of capture. If nothing else, this book is justified by its accounts of several men who found themselves wounded, under fire, and totally surrounded by enemy forces. I wouldn't want to live it, but reading it is quite fascinating.

The author then recounts the memoirs of each surviving old soldier throughout each step of their captivity... the journey to German prison camps, the life of prison labor, the eternal hunger, the system of authority within the camps, the death and illness plaguing the inhabitants, and their final release and return home.

If I were to find any fault at all with this volume, it would be in the stage-by-stage presentation of chapters. Rather than following the experiences of one soldier from the moment of capture through to his eventual release, Van Emden has chosen to tell the capture experiences of all survivors individually within one chapter

that the Society Open and Masters would have enjoyed had they stayed part of Gen Con, so in that regard the success of the Gen Con Open is something of a self-fulfilling prophesy. And that success is largely due to the hard work and promotional efforts of George Henion, who stepped up to create this event so that the Con would retain some of its former significance in the Society. His efforts have paid off handsomely, and the Gen Con Open is now widely regarded as being a premier event on par with the Masters, World's Largest Dawn Patrol game, or the Society Open.

The Indy Squadron has some amazing prizes to offer at this year's Con. And remember, Indy players now have this gem right in their backyard. If you would like to etch your name in the Dawn Patrol history books without the expense and difficulty of traveling across three states, this is your chance.

The complete Dawn Patrol schedule at Gen Con will be posted here as soon as it becomes available.

before moving on to the next stage of captivity and repeating the process. Occasionally I had to refer to previous chapters to remind myself which survivor I was reading about and to recall his previous experiences so as to create a seamless story.

However, that is one minor issue in a book rich with history that would otherwise have gone untold. Van Emden is masterful in his recreation of the war, the camps and the experience of captivity. His research is thorough and his outstanding selection of rare photographs is more than satisfying to the reader. He is utterly faithful to the detailed preservation of the memories of the men he interviewed.

This book promises to take readers as far back in human history as possible by interviewing ten POW's from World War I, all over 100 years old, whose experiences would otherwise be lost forever. And it delivers by the bucketload.

"Prisoners of the Kaiser" is highly recommended and a wonderful bedtime read. Certainly better than a movie ticket.



Book Review

Lieutenant der Reserve Werner Voss and the Pilots of Jasta 10

Publisher: Outskirts Press
Author: Thomas Crean
Format: Soft cover, 477 pages
ISBN: 978-1432748739
Price: \$113.95

A book buyer's satisfaction is usually dependent on his expectations. When a book meets our expectations and gives us what we anticipated prior to making the purchase, we are generally happy. When it doesn't, we aren't.

So it's vital that WWI aviation enthusiasts who are anxiously awaiting their copy of Thomas Crean's massive new volume be fully aware of precisely what they're buying. If you know what to expect in advance, there is no possible way you'll be disappointed.

Ltn. Werner Voss was among Germany's finest fighter pilots in the autumn of 1917, having scored 48 air-to-air victories over Allied opponents. He perished in an epic dogfight with Britain's elite fighter unit, 56 Squadron RFC, in September of that year. The exact cause and circumstances of his death remain hotly debated to this day.

Crean's amazing new reference work provides more sheer data on Ltn. Werner Voss than perhaps any other book ever produced. However, it is a reference work. It makes no pretense of being a story in the traditional sense.

"Ltn. der Reserve Werner Voss and the Pilots of Jasta 10" is a book for serious researchers and those with a fascination of all things related to German aviators of the First World War. It is neither prose nor poetry, nor does it pretend to be. Once you understand and accept Crean's original vision for this book, it takes its rightful place among WWI aviation literature as a major source on Werner Voss.

Crean begins his work at the end. Rather than mercilessly teasing the reader with clues that only come to fruition after 477 pages of agonizing anticipation, the author has wisely addressed the highly controversial death of Voss with his opening pages in convincing fashion.

I cannot possibly express how satisfying it is to read the full story of Voss' final flight in the first 21 pages of the book. It's like eating your dessert first. Of course, this also precludes the reader from skipping to the last chapter to see how the book ends and suffering the devastating guilt that invariably accompanies such an act, which is not unlike the feelings experienced after kicking your dog. Crean saves you said anguish and this alone establishes his credentials both as an author and a humanitarian.

The real pivot point for readers comes at the beginning of chapter two, when Crean boldly departs from traditional book writing and embarks on a series of notes that are fascinating, frustrating, and revealing all at the same time.

After the first chapter's narrative on Voss' death, the rest of the book is assembled something like this...

Crean presents a specific facet of the subject matter, be it a photograph, person or event. He then offers a series of footnote-like addendums in bullet point format explaining the results of his apparently endless research. When I thumbed through the pages after opening the book for the very

first time, I was convinced that I had accidentally turned to a section of footnotes. So I scanned a few pages further only to find the same thing again and again. It took me ten minutes to realize that those weren't the footnotes... that was the book! There is no true prosaic text in the sense of most literary works... the entire book was, in fact, a series of footnotes.

Just as you begin to establish interest in the fascinating note that you're reading, it ends after only a sentence or two. Poof! It's just that fast. But your frustration is soon replaced by the next bullet point, which contains even more amazing new information than you found in the first.

I'm sure more than one reader will be put off by this bizarre format, but just as many will marvel at the brilliance by which a tsunami of research and information is rolled neatly into a reference package of 477 pages. I still can't figure out if I love it or hate it, but one thing is certain... Crean has put together a book unlike anything you've ever read before.

Physically, the book is sure to make buyers giggle with satisfaction once they realize they got a freaking ton of information for the hefty price paid. You may or may not appreciate Crean's departure from traditional literary format, but no sane human being can question the sheer volume of information contained in this chronicle. The research behind this book is of Biblical proportions.

You wanna know what WWI aviation gurus like Norman Franks, Greg VanWyngarden, Alex Revell, Barrett Tillman, the late Rick Duivan, or many, many more think about any particular aspect of Voss' life or death? No problem. This book has reams of it.

Wanna know the correct spelling of the last name of the fiancé of one of Voss' contemporaries, a German fighter pilot named Erwin Boehme? Sure! Check pages 99 and 100.

This book has information that I didn't know existed. It has detail that other authors have missed. It presents alternative opinions and conflicting evidence, even when it refutes something stated elsewhere by the author. You'll find data in this book that will fry your brain.

Finding it twice, however, can prove challenging. The same remarkable format that offers you this data makes the task of relocating it daunting to say the least. The chapter headings are categorized under general themes and there appears to be no method of relocating important information that you are certain you read just a few chapters ago.

Photographic reproduction is also a bittersweet arrangement. Crean has found many rare and unpublished photos that will boggle the minds of even the most ardent WWI aviation historians. Better yet, he has maintained the integrity of the originals by refusing to reduce them all to what publishers refer to as "gray scale." Instead, the author presents color photos in color, black and white photos in black and white, and sepia tone photos in original sepia tone. While this constitutes another bold departure from traditional publishing, it is a departure that this reviewer likes quite well.

However, the photos are small and the reproduction quality is workman-like at best. Fortunately, Crean has overcome this issue as well. The book is also offered in digital format (at roughly half price, mind you!) where the photos are all in large format with incredible detail. Readers with more than a passing interest in the photos may want to consider purchasing the digital version of the book.

When all is said and done, Thomas Crean's "Lieutenant der Reserve Werner Voss and the Pilots of Jasta 10" stands justified by this single, overwhelming merit – it just has tons and tons of real, genuine research that would otherwise never have seen the light of day.

Who else would observe that the ammunition belts are in place in Voss' photo of his own Fokker

Triplane (page 35), but no cartridges are loaded into the belts? Who else would know that the diary of German fighter pilot Josef Mai claimed that the round which wounded Voss on June 6, 1917 was actually a fragmenting bullet frequently and mistakenly known as “explosive” ammo (page 151)?

Well, probably no one. And for that reason alone I am glad that Thomas Crean’s book is on my shelf. Just remember that this is not story time... “Voss and the Pilots of Jasta 10” is a reference work of the first order. It is more than entertainment... it is a functional tool for future researchers.

Remember that and you’ll enjoy it immensely.

Allies Stretch Campaign Lead

***German Ground Fire Knocks Down SE 5a
Allies Score Balloon Kill
Garrett, Ethan Continue to Improve
Weissensteiner Logs 32nd Mission
Collier Smith Survives 15th Sortie***

The Ludendorff Campaign Allies 230, Germans 180 Three Days/Six Missions Complete

After a year's break, the Indy Squadron Ludendorff Campaign has been revived! The most recent mission was thrilling and eventful with long-term ramifications for both sides. The Allies may be winning the campaign, but they have to ask themselves... "For how long?" They are running out of airplanes and out of pilots even while they stretch their lead to 50 points.

Day Three of the campaign (March 23, 1918) concluded with an afternoon balloon mission by the Allies, who already-devastated aircraft roster took another major blow. The Allied team consisted of Kevin (SE 5a) and Stephen (Bristol F2b), while the German team was comprised of Rick (Halberstadt CLII) and Garrett (Albatros C). Garrett, it should be noted, played early in the campaign as an Allied pilot and will switch back to his original team next game while his place is taken by Ethan, who will join the German forces.

The German balloon hung at only 500 feet altitude and was heavily defended by maximum German ground defenses, as if having Rick operate them wasn't enough already. The Germans had altitude and flew directly to the attack while both British planes bolted directly for their target. The ensuing clash brought about the game's first major turning point on the very first turn.

Garrett's Albatros tried a 200' tail shot from above and behind Stephen's Bristol, offering the British observer a golden opportunity to fire head-on at his attacker. Kevin's SE 5 pilot immediately saw the situation and moved in for a bottom shot on Garrett as well. When Kevin rolled for 9 hit points into the Albatros, it looked like curtains for Garrett. But Stephen's observer wasted his head-on shot

News and Notes from May 14, 2011 Gaming

We had five players in attendance for May gaming: Rick, Garrett, Kevin, Ethan and Stephen. Garrett and Ethan continue to improve their game considerably.

Garrett's lone costly mistake came in the day's first game which pitted the Albatros of Rick and Ethan against the SPAD VII 180's of Garrett, Kevin and Stephen. Garrett flew his SPAD in for a head-on shot at Rick who was quickly aided by Ethan, with entirely predictable results. Garrett's pilot went down to a fatal crash after passing out from a critical wound. The rest of the game offered an interesting cat-and-mouse duel between the sides with neither being able to claim outright victory. Both Rick and Stephen took significant damage... Rick's Albatros retired with 12 hits while Stephen suffered two critical hits. Garrett played well throughout the rest of the day and contributed strongly in the Ludendorff Campaign game for the Germans. Ethan continued to improve his game and build on his strong showing at April's Red Baron Fight. He flew in two games and survived

with a clean miss. Instead of near certain death, Garrett's Albatros flew on with only minor damage while both Brits abandoned any effort at a dogfight to continue their balloon hunt.

One turn later Stephen and Kevin arrived at the balloon to face the ground fire and the game's second critical moment. The AA guns opened up first, all of them firing (by random roll) on Kevin's SE. Two AA guns scored hits, including 7 from head-on. Kevin managed to survive the initial onslaught with 5 engine hits. Both his pilot and Stephen's Bristol crew scored solid hits and the balloon immediately went down in flames. Then the machine guns opened up, again ripping into Kevin and this time scoring the fatal 6th engine hit. Kevin's SE 5a glided down to land behind enemy lines where his 2nd mission pilot was captured for the duration. Of even greater importance was the loss of yet another airplane for the Allied cause.

Stephen's Bristol pilot (LT Clayton Butterworth, 7/1) was awarded the cut for the balloon kill. Rather than risk one of the few remaining intact British airplanes, Stephen took the Allied lead and broke for home. He easily outdistanced the slower Germans and returned to his home field.

The Allied situation is critical despite their 50-point campaign lead. They have a pair of near worthless RE 8's, two slightly stronger DH 4's, along with one remaining damaged SE 5a and Stephen's Bristol. Their entire squadron strength is at six total aircraft. The Germans have several new airplanes coming in for the next mission as replacements, and of course they still have their feared Fokker Triplane. With both sides somewhat re-armed and ready for combat, the caliber of players that show up for each side next month may be the determining factor in victory or defeat.

them both, contributing to a kill over Garrett in the first. '

The final game of the evening was set on the Italian front. The Austro-Hungarian flight (Rick and Stephen) was tasked with an artillery observation mission over the front lines at low altitude. They were opposed by the British Sopwith Camel 140's of Kevin and Ethan. Rick was saddled with a Hansa-Brandenburg two seater while Stephen's ace pilot (OBLTN Kurt Weissensteiner, 32/9) couldn't clear the guns of his Phonix DII. Both were hopelessly outclassed by the faster Camels. Stephen managed to hit Kevin's pilot with a No Effect wound and tail him for a turn, which allowed Rick to break free and complete his artillery spotting mission while fending off Ethan's attack. The game sputtered on for several more turns but the Austro-Hungarians eventually decided that a moral and strategic victory was sufficient. They flew home with a completed mission and no casualties.

In other news, Kevin has taken over Rick's former position as Squadron Treasurer, and the hallowed squadron fund coffee cup is now in his possession. Dory says she'd like to make June gaming. Stephen Dale will be back if he isn't required to work that day. The Morgans are still listed as missing in action.

In our most recent campaign game it was mentioned that the Germans would receive mission credit because Rick's Halberstadt and Garrett's Albatros had fired on the first turn of the game. However, they would have received mission credit anyway under Indy House Rules which state that two-seaters are exempt from 7th Edition mission credit standards and

receive credit as soon as numbers
are rolled for the first game turn.
We really should read our own
rules now and then! :)

RECORD 7th RBF TITLE TO STEPHEN

**Lt. Lewis Lockhart Killed on 11th Mission
Randolf Zunk Narrowly Misses Second RBF Win
RBF XXI Champ Michael Unable to Defend Title**

The 22nd annual Red Baron Fight was thrilling, frustrating, fascinating, tragic and bloody all at the same time. Red Baron Fight is held each year on the Saturday nearest to April 21st to commemorate the death of Manfred von Richthofen in combat on April 21, 1918. The occasion has become an "all-star" event in which most competitors fly the best pilot they have available in their assigned airplane. The result has made RBF among the most hotly contested, bloody, and hard-won titles in all of Dawn Patrol.

For 22 years the game set-up, airplanes, altitude and rules have remained unaltered, providing a historical barometer and all-time records virtually unmatched by any other event. It's really fun to look back on 22 years of history and compare today's records to those posted by another generation of players flying the same aircraft under identical circumstances.

This year's RBF classic was an eight player affair that actually featured fewer aces than most games in the event's storied past. The sides stacked up like this:

Red Baron Fight XXII			
British			
Dory Oda	George Graham	4/0	Camel 130
Rick Lacy			Camel 130
Garrett Richeson			Camel 130
Stephen Dale	Lt. Lewis Lockhart	11/1	Camel 130
Germans			
Ethan Skinner	UNT Nicholson Bob	2/1	Albatros DVa (h/c)
Stephen Skinner	VZFW Gerald Holzhauser	4/1	Fokker Drl (Red Baron)
Kevin Richeson	Randolf Zunk	15/5	Fokker Drl
Wayne Richeson			Albatros DVa (h/c)

RBF Records Fall

Kevin's 138 points in RBF XXII is the most points ever scored by a player who did not win the event. His point total this year was greater than the winner's score in 14 other previous RBF games.

Stephen's 7th RBF title is a new record.

This year's Silver Goblet was the 11th genuine silver cup given as an RBF prize from a total of at least 14 glasses of various types given out over the years.

This year's rookies - Garrett and Ethan - became the 39th and 40th players in the event's history.

Michael becomes the first RBF champion since Graham Shepfer in RBF XIV (April 19, 2003) to win a title and not return the following year to defend it.

Stephen's 160-point effort is the third-highest in event history and the most points scored since RBF XVI, when Kevin Richeson won with 181 points.

After 22 years, only two players have won RBF in an Albatros

The game started when Garrett got stuck with poor initiative numbers forcing him to move very early. He was quickly pounced by two Germans, requiring Dory's Camel to rush to his aid. But the Germans, overall, had superior initiative numbers and were able to turn their attack to her as well. Stephen's red Triplane moved in for an 8-hit burst from above, while Kevin's Triplane hammered away from below. Kevin's pilot, Randolph Zunk, was flying in his third Red Baron Fight and seeking his second win. The next turn saw a nearly identical assault, and Dory - who has never won a Red Baron Fight in 16 tries - was in immediate trouble.

Although this year's RBF didn't draw the roster of double, triple and super-aces that we normally see, it must be remembered that nearly every pilot in the air was the best available flyer on that player's roster. Dory's entry was no different. British pilot George Graham was on his 5th mission and had already used up most of his airplane in a worthy cause - attempting to help Garrett. The effort was successful as Garrett would fly on for another two hours, but after absorbing 25 hits, including 9 in the left wing and a critical, Dory had little choice but to take her low initiative roll and leave the game after only three turns. She had pummeled Wayne's Albatros with 12 hits but was unable to continue helping her wingmen. Had she stayed, her pilot's death would have given additional points to the other side and hurt her wingmen's chances at victory.

Wayne's Albatros recovered and began mixing it up with Rick's Camel, while Kevin's Fokker chipped with 6 hit factors on Rick as well. Rick's plane didn't appear to be in real trouble, but he could afford to take no chances since his team was now outnumbered 4-3 and still suffered from poor initiative rolls. This led to the game's second major turning point.

In a bid to get the German planes off his tail, Rick pulled a straight maneuver and flew directly northwest as far as he could. The ploy worked - no German was able to get closer than 200 feet for a shot. However, Stephen's red Triplane moved shortly thereafter and he passed up a 200 foot shot on Rick's Camel to move southeast instead. This forced any British pilot who wished to attack to fly in the opposite direction of Rick's Camel, effectively splitting their forces. Garrett wanted to attack, and did. This placed him even farther away from Rick's Camel. Stephen Dale's Camel pilot (his best flyer, Lt. Lewis Lockhart, 11/1) was faced with a bitter decision: either leave Garrett alone against hopeless odds and rush to rejoin Rick (who was quickly working his way back to the fray), or dive in after Garrett and hope the shock of his bold attack would buy enough time for Rick to get back to the fight. He opted for the

(Stephen Dale in RBF X, Graham Shepfer in RBF XIV).

Gaming Report for April 23, 2011

The Indy Squadron flew two other missions in addition to Red Baron Fight XXII on April 23rd.

The first game was set on the Italian front and pitted three Phonix DII's (Rick, Ethan, Stephen) against a trio of 180 hp SPAD VII's (Kevin, Wayne, Garrett). This was a "time filler" game while we waited for Stephen Dale to re-join us after volunteering to brave Greenwood mall traffic to pick up the Silver Goblet in time for the main event. No casualties resulted, although Oblt. Kurt Weissensteiner's first appearance in some time was notable (Stephen's 31/9 Austro-Hungarian ace).

Immediately after Red Baron Fight XXII we flew our third and final mission of the day. Three French SPAD XIII's faced off against a mixed bag of four German scouts. Wayne's French SPAD ace scored his 7th kill when he wounded Stephen Dale's Pfalz DIIa pilot (VZFW Randolph Ulrich, 8/0). Ulrich passed out and his plane went into a near-fatal spin before pulling out at only 900 feet altitude. He landed safely and survived his wound, with Stephen Dale narrowly missing his second major pilot loss in a single gaming day.

Random News Items

A vote was never taken on whether to reduce ammunition capacity on all airplanes to 25 ammo points in both of Indy's major events. Perhaps it's better to leave RBF as is, but the idea still has some real merit at Armistice Day, where

latter.

This left the Camels of Stephen Dale and Garrett fighting valiantly against all four Germans. The two Triplanes (Stephen and Kevin) began pounding away at Garrett's already battered Camel, while Ethan's Albatros chipped in with several nice shots as well. This left Stephen Dale's top-ranked Camel pilot in a one-on-one battle with Wayne's high-compression Albatros DVa. The Camel had superior performance and Stephen Dale was winning the engagement until his time ran out.

The Turning Point

Before Rick could get back to the fight, the Triplanes (Kevin and Stephen) had finally finished off Garrett's Camel, which fell out of control over No Man's Land and crashed, killing Garrett's pilot.

Stephen Dale was now facing four Germans on his own and the results were predictable. He took heavy damage and was forced to the defensive by the time Rick arrived to help even the odds. Caught up in his own battle against the German fighters of Ethan (who was playing very well by this time), Kevin and Wayne, Rick had little opportunity to respond as Stephen Dale's situation became desperate. Stephen's Triplane was on his tail and instead of having the upper hand, Stephen Dale's Camel was now seriously outperformed. He did catch one slight break when Ethan took a 400 foot side shot as the second attacker, which also forced Kevin to choose another target. Although Ethan took the best shot available after his movement, Kevin lost any chance at a share of the kill points if Stephen Dale's Camel went down... and it eventually did.

Stephen Dale dove away but Stephen's DrI pursued and fired a burst that scored a pilot hit followed by another volley that destroyed the left wing. Stephen Dale's Camel was finally shot down just inside Allied lines, his 11-mission pilot dying in the crash. It was a tough day for Stephen Dale, who was voted the most valuable British pilot by his peers but had little luck to match.

The final major event that shaped the battle was Rick's decision to turn his engine off rather than face suicidal odds and certain death at the hands of the entire German flight. Kevin was hoping that he could score a kill over the lone remaining Brit and still have a shot at the Silver Goblet, but Rick wasn't interested in being the sacrificial lamb. He glided into his own lines and then re-started his engine for a safe trip home.

Kevin's pilot, Randolph Zunk, still has one of the more

artificially protracted games have altered the outcome in the past.

Stephen has taken over as interim squadron treasurer. Many thanks to Rick, who has handled those duties for several years now. If some aggressive person would enjoy bilking cash out of people at every upcoming event it would be very helpful. We actually do need to take up a small collection at every gaming day. It doesn't take much, but we need a few bucks coming in every now and again to pay for prizes.

We also need to come up with about six extra dollars per month to pay for a new web site that is now under construction. Very exciting news... a brand new Indy site is on the way! It will be the first major revision of the site in nearly a decade and the new site will be worlds better than the current home page. So the job of treasurer is increasingly important. Any takers?

remarkable careers of any RBF pilot character. He has now survived three Red Baron Fights - which is no simple task in itself - and has a first, second and third place finish to show for his efforts.

The pivotal theme of the game was similar to many previous Red Baron Fights - it was vital for the British flight to divide the German pilots by separating the faster Triplanes from the slower Albatros. Not only did the British Camels fail to split the Germans, but they actually divided their own flight in the midway stages of the battle. The British players disagreed among themselves as to how and why the division of their forces took place, nevertheless, it had a major impact on the outcome of the game. This, combined with poor initiative for the first few turns, gave the Germans a sweep of the top three positions.

Red Baron Fight XXII		
April 23, 2011		
Stephen Skinner	Fokker Drl (red)	160
Kevin Richeson	Fokker Drl	138
Wayne Richeson	Albatros DVa (h/c)	57
Rick Lacy	Camel 130	55
Ethan Skinner	Albatros DVa (h/c)	39
Dory Oda	Camel 130	39
Stephen Dale Skinner	Camel 130	32
Garrett Richeson	Camel 130	4

Special RBF Preview Edition

RED BARON FIGHT XXII SET FOR APRIL 23

Michael Guns for Three Straight Titles

**Reviews: American Eagles: The Illustrated History of American Aviation in WWI, and SPAD VII vs. Albatros DIII
WWI Finally Ends in Late 2010**

Who's hot

This may be the easiest question since "Who's buried in Grant's tomb?" Michael Morgan is smoking, blazing, white-hot. He's only entered two Red Baron Fights and he won them both. Of the five rookies who have won RBF in their first year, Michael is the only one to repeat for a second win. It's hard to do much better than that. He is also sure to enter his third RBF with that unspoken swagger and confidence that makes a gamer play boldly, fully expecting to win. That's a dangerous combination for his opponents.

Guess who else is hot? Kevin Richeson has not finished out of the top five since 2007 and narrowly missed his second RBF crown in last year's runner-up finish. He has a boatload of championship experience, having competed in a total of 16 major Indy Squadron events. So yes, although Kevin has no recent Silver Goblets, he certainly belongs in the "Who's Hot" category.

And his oldest son is not far behind. Wayne Richeson's average finish over the past three Red Baron Fights is a remarkable 3rd place, second only to Michael's amazing two-year run. And of course, Wayne can never be counted out of any championship event because his tactics are bullet proof. He shoots, shoots and then shoots some more. No shootie, no winnie. Wayne gets that.

Despite their relative inexperience, Angie Morgan and Wyatt Richeson cannot be overlooked after finishing 4th and 5th respectively in RBF XXI. Don't be surprised to

RBF XXII DETAILS

WHEN: April 23, 2011 - 2pm

WHERE: Skinner's house

The date for RBF XXII has been posted for over three weeks now, but traffic on the forum has been limited. We needed to cement the date sooner or later, and of course the event was planned for the 23rd all along, so we hope that those who didn't respond during the comment period are still holding the date open.

The plan for the day is to open with Red Baron Fight and then, if time permits, move into the next game of the Ludendorff Offensive campaign.

It is important to note that we've also been holding the next campaign date for some time in the hopes that we would find that magic next date that would please everyone. However, when new dates are recommended, response has been limited. So the plan is to play the next campaign game in our next available gaming slot even if it means fewer players.

Even when we are gaming a bit less it is helpful to check the forum every week or so just to see what's going on, when the next gaming day is set for, and look over the calendar. The squadron calendar has not been updated for the year as we usually do, so that is a handicap. However, each gaming day has been posted for discussion well in advance for anyone who checked the forum.

This week we'll be picking up the Silver Goblet

see either of them as a wild card contender in the final turns of this year's hunt for the Silver Goblet.

Dory Oda has been mired in mediocrity in recent years, finishing mid-pack in 2009 and 2010. However, when she's at the top of her game, no one is better (when you win three straight Indy Squadron titles, call back and put in your application). It would be unwise to count her out.

Who's not hot

Stephen Dale is not hot... at least not lately. After winning RBF X in his rookie outing, Stephen Dale has not cracked the top five since 2003. On the other hand, he's been playing regularly (and quite well) over the last year or two and his talent has never been in question.

The same can be said for Rick Lacy, who finished dead last in 2009 and 2010. Then again, he won RBF XVIII in 2007 and has more pure gaming experience than anyone at the table. So both Rick and Stephen Dale can be placed solidly into the "dark horse" category of players who have been quiet lately, but remain dangerous and can win on any given day.

Wesley Morgan and his father, Mike Sr., have only one RBF entry apiece to their credit, so experience works against them. Let's hope they're not getting any off-season coaching from Michael. The same goes for Garrett Richeson, who gets better every time he plays the game. Can Garrett, Mike Sr. or Wesley be listed as favorites? Probably not. But all three of them have the ability to end your day in a big hurry.

Your editor, Stephen Skinner, has been all over the board lately. Over the past four years he scored a pair of second places finishes that were offset by two mediocre games where he finished mid-pack. The only constant in Stephen's favor is his deep pilot roster.

Scott Jones, who dominated this event in the early 90's, has not played regularly for several years and showed some rust in his recent outings. Still, he knows how to play this game and is a former champion, but is that enough?

for this weekend's RBF XXII. Remember, this is The Real Thing. It's actually a genuine, silver-plated glass engraved with the event and date. It makes quite a nice prize if Michael ever decides to share them with anyone.

Also remember that this is not a tournament. You may fly any pilot you like in Red Baron Fight, and special handicaps and awards are available to Albatros pilots. Might be a good idea to refresh your memory by checking the [RBF rules page](#). And yes, for those of you who have not gamed a lot lately, you can secure eligibility for the 2011 Armstice Day Fits Tournament by playing in RBF! All you have to do is play one official Indy Squadron game at any point in the current calendar year - Red Baron Fight included - and you are eligible for that year's championship title. So yes, not only does an appearance at the spring Red Baron Fight put you in select company for one of the biggest prizes in Dawn Patrol, but you also automatically become eligible for the title chase by playing.

Join us this Saturday, April 23rd for the 22nd annual Red Baron Fight!

Odds

1:1 - Michael Morgan
2:1 - Wayne Richeson
4:1 - Kevin Richeson, Rick Lacy
5:1 - Stephen Skinner
7:1 - Wyatt Richeson, Stephen Dale
8:1 - Angie Morgan, Scott Jones, Dory Oda,
Mike Morgan Sr.

Book Review **SPAD VII vs. Albatros DIII, 1917-18**

Title: SPAD VII vs. Albatros DIII, 1917-18

Author: Jon Guttman

Format: Soft cover

Pages: 80

ISBN: 978-1-84908-475-8

Price: \$17.95

Author Jon Guttman continues his excellent body of work with Osprey Publishing, this time bringing us the 36th installment of Osprey's "Dual" series that analyzes the combat record of one legendary aircraft against its primary opponent.

What great fun this book truly is! If Guttman were to write a book specifically for Dawn Patrol gamers, this would be it. "SPAD VII vs. Albatros DIII" draws an accurate, yet fun to read comparison between these two great airplanes complete with Jim Laurier's excellent full-color illustrations that detail everything from battle maps down to the details of the SPAD and Albatros cockpits.

Guttman touches on a few of the great aces that flew each fighter, and goes into great detail describing famous engagements between the airplanes and a complete statistical analysis of how the planes fared against each other in combat.

This reviewer's favorite chapter is simply titled "Combat," and features lengthy, first-hand descriptions from WWI pilots about dogfights featuring the airplanes in question.

The book also delights readers with a special listing of the top "killers" in each airplane, and it briefly touches on Albatros and SPAD combat on the Italian front as well. The armament difference between the planes is explained in detail, which relates directly to the ongoing single-gun versus twin-gun issues that plague Dawn Patrol pilots.

On a scale of sheer fun and enthusiasm, this book easily rates a "10." And isn't that why we read WWI aviation books?

Book Review **American Eagles: The Illustrated History of American Aviation in World War I**

Title: American Eagles: The Illustrated History of American Aviation in World War I

Author: Narayan Sengupta

Format: Soft cover

Pages: 394

Illustrations: 224

ISBN: 5 800041 208787

Price: \$19.95

This much can be said about "American Eagles" without question: this book may well contain more information, data, photography, insight and history at the lowest price of any World War I book on the market today. That alone is sufficient reason for any history buff to place this book on their shelf as fast as humanly possible, but it is certainly not the only reason why "American Eagles" resonates with this reviewer.

First of all, I like this book because it is so utterly complete. If you can read English, by the time you're finished with "American Eagles" you will plainly understand everything from the assassination at Sarajevo to the Armistice and beyond. *Everything*. The book is not premised upon the reader's previous knowledge of the war. Rather, "American Eagles" goes out of its way to place all of its historical information within the context of the early 20th century, the contemporary culture of the time, and even the beginnings of the war itself. You cannot get lost reading this book. Before author Narayan Sengupta begins to paint his masterpiece, he very carefully constructs the framework within which the story will be told. The reader is totally absorbed into the fabric of the work whether he has any previous knowledge of the war or not.

Secondly, the author has risen to the occasion by making a massive amount of material understandable and well organized. Printing the complete story of the US Air Service throughout the entire war is an exercise in data management as well as storytelling. Sengupta's stubborn adherence to chronological order and his rejection of the traditional chapter structure works surprisingly well. The contents are easily scanned via headings and sub-headings that logically follow the birth, expansion and wartime efforts of the American air service. For those with a working understanding of WWI aviation, finding any particular topic is even easier because of the chronological arrangement of major events including the advent of various US aces, campaigns and offensives, and the movement of units across the front. This was a big war, and the fact that such a broad topic has been presented in such a clear and understandable manner is a tribute to the author's composition.

The photographic content is plentiful and contains a number of pleasant surprises including a rare look inside the 91st Aero Squadron's map room, aerial views of Vaucouleurs and Orly aerodromes, and the funeral of Raoul Lufbery. In some cases the photo reproduction leaves a bit to be desired, but the age and condition of the original photograph frequently contributes to such issues.

The appendices alone offer sufficient information to comprise a small book in themselves. Statistical geeks will revel in the rosters, ace lists, and much more. My personal favorite is the comparison chart breaking down the engine, top speed and other data on all aircraft types flown by the Lafayette Escadrille. You could spend an entire afternoon browsing this chart alone (and comparing the material to Dawn Patrol stats for the same aircraft models). Ever wonder where the 3rd Pursuit Group was stationed on August 25, 1918? No problem. Check the chart on page 348. Not only does Sengupta's work entertain and educate, it also doubles as a reference work.

It would be impossible to review all of the chapters and facets of "American Eagles" individually. Suffice to say that if you are interested in the American aviation experience in World War I, this book is perhaps the best starting point for your library. I have studied WWI aviation for most of my life and I can say without hesitation that "American Eagles" offers more material, more photographs, and

more data at a lower cost than any other book on the topic that I've seen.

Ending the War to End All Wars

By MARGARET MacMILLAN

NOT many people noticed at the time, but World War I ended this year (late 2010). Well, in a sense it did: on Oct. 3, Germany finally paid off the interest on bonds that had been taken out by the shaky Weimar government in an effort to pay the war reparations imposed by the Treaty of Versailles.

While the amount, less than \$100 million, was trivial by today's standards, the payment brought to a close one of the most poisonous chapters of the 20th century. It also, unfortunately, brought back to life an insidious historical myth: that the reparations and other treaty measures were so odious that they made Adolf Hitler's rise and World War II inevitable.

In truth, the reparations, as the name suggests, were not intended as a punishment. They were meant to repair the damage done, mainly to Belgium and France, by the German invasion and subsequent four years of fighting. They would also help the Allies pay off huge loans they had taken to finance the war, mainly from the United States. At the Paris peace talks of 1919, President Woodrow Wilson was very clear that there should be no punitive fines on the losers, only legitimate costs. The other major statesmen in Paris, Prime Ministers David Lloyd George of Britain and Georges Clemenceau of France, reluctantly agreed, and Germany equally reluctantly signed the treaty.

In Weimar Germany, a society deeply divided by class and politics, hatred of the "dictated peace" was widespread, and there was no shame in trying to escape its provisions. The final sum for reparations was not mentioned in the treaty — itself a humiliation in German eyes — but was eventually set in 1921 at 132 billion gold marks (about \$442 billion in today's terms). The fact is that Germany could have managed to pay, but for political reasons chose not to.

The German government repeatedly challenged the amount, asked for moratoriums or simply stated that it could not pay. In 1924 and again in 1929, the total sum owed was negotiated down. In 1933, when the Nazis took power, Hitler simply canceled reparations unilaterally. In the end, it has been calculated, Germany paid less in real terms than France did after the Franco-Prussian war of 1870 to '71 (and France paid off those obligations in just a few years).

Yet this mattered little to the Germans, for whom it was all too easy to attribute every problem to reparations, and by extension to the Weimar government. Hitler did not attain power because of reparations — the Great Depression and the folly of the German ruling classes did that — but their existence gave him a political cudgel against Weimar. The wrangling over reparations also helped turn the German people against co-operation with the international system.

Equally important, the issue helped drive a wedge between France and Britain at a time when the liberal democracies needed to stand together. Many in the English-speaking world came to agree with the Germans that the Treaty of Versailles, and the reparations in particular, were unjust, and that Lloyd George had capitulated to the vengeful French. That sense of guilt played a role in the efforts by successive British governments to appease Hitler in the 1930s.

In this atmosphere, many if not most Germans came to believe that World War I was a sort of natural catastrophe, with no human authors. The arms race, nationalism, imperialism, fear, hatred: all were seen in retrospect as impersonal forces that had simply swept Europeans along in 1914. The German Foreign Ministry in the 1920s even had a propaganda unit that took every opportunity to encourage attacks on the treaty and, by selectively releasing documents, to suggest that

Germany bore no more responsibility for the war than any other nation. All were guilty or none were.

Research since 1945, by German historians among others, has produced a more complicated picture, that of a reckless Austria-Hungary determined to crush Serbia and of Germany providing a blank check for its allies in Vienna. German military planners, if they did not welcome war, by 1914 were increasingly inclined to expect it. Their nightmare was a rapidly industrializing Russia. Rather like the Japanese in 1941 who decided to attack the United States, the Germans thought it would be better to have the inevitable conflict sooner rather than later, while they could still take the offensive.

In a remarkably short time after 1918, many Germans also came to think that they had not really lost the war. Its armies during the war had inflicted stunning defeats on Germany's foes, especially in the east, and little of German soil had been occupied by Allied troops either during the war or in defeat. The military elite mounted a successful campaign in the 1920s to attribute the final German collapse to a "stab in the back" by enemies at home, particularly socialists, liberals and Jews.

This perception was absurd: Germany's armies lost badly on the battlefields in the summer of 1918; its people were on the brink of starvation because of the British naval blockade; its Austrian, Turkish and Bulgarian allies had crumbled; and its military had begged the government to make peace before it was too late. The armistice signed on Nov. 11 was clearly a surrender; Germany gave up its Navy and its submarines and its heavy field equipment, from tanks to artillery. But as things went from bad to worse such facts were easily distorted or ignored, especially in the late 1920s as Weimar faltered and Hitler rose.

This is not to say that the reparations were a good idea. They were economically unsound and a political mistake with serious consequences. John Maynard Keynes, a member of the British delegation in Paris, rightly argued that the Allies should have forgotten about reparations altogether. (It would have helped if America had written off the war loans it had made to Britain and France, but it was not prepared to do that.)

Still, one has to consider the political atmosphere in 1919. No French or Belgian politician could have openly agreed with Keynes; and even if Lloyd George had wanted to, he had to placate the hard-line Tories in his coalition government. The north of France and virtually the whole of Belgium had been occupied for four years by German soldiers who had driven off livestock, plundered factories and mines, and taken citizens to Germany for forced labor. The areas along the front lines, on the French-Belgian border, were wastelands. And we now have compelling evidence that German forces deliberately carried out a scorched-earth policy; they flooded mines, blew up bridges and stripped bare factories as they retreated.

As one French newspaper asked in 1919, why should the French taxpayer pay to fix the damage the invaders had done? The French remembered too, if nobody else did, that it was the Germans who had declared war on France in 1914, not the other way round.

Ending wars is not easy, and before we condemn the whole idea of reparations as misguided and dangerous, we should think about more recent penalties for aggression. Iraq, for example, is still paying reparations to Kuwait for Saddam Hussein's invasion of 1990.

More significantly, Germany was obliged to pay reparations after 1945, and in that case there was no negotiation at all: Germany was utterly defeated and the Allies simply helped themselves. The Soviet Union in particular extracted whatever it could and in the most brutal fashion. There was little outcry in Germany because of the total extent of the defeat and, equally important, it was impossible for Germans to argue that they were being unfairly blamed for the war.

It's worth noting that less than a decade after the fall of the Nazis, the lingering legacy of the World

World War I reparations were settled quickly and with a minimum of fuss. A conference in London in 1953 produced the agreement whose terms were fulfilled in October. West Germany agreed to pay the interest on its interwar bonds and make compensation to claimants like those who were forced into labor — but only when it was reunited with East Germany. The agreement is often held up as a model to economically troubled countries for how to settle outstanding debts.

Perhaps Greece and Ireland and their debtors should be taking a look at it. And perhaps we should not be so quick to condemn the decisions of the past, but recognize that sometimes there are problems for which there are no easy solutions. In my view Germany could and should have made reparations for its aggression in World War I — but was the risk of renewed war worth forcing it to do so?

Who's Yer Con Returns to Indy March 11-13

Last Surviving US Vet Dies
Indy Gaming Resumes for New Year
Aces Stuart, Duckworth Score Double Kill
Last living US WWI vet dies in W.Va.
Frank Buckles was 110 years old

MORGANTOWN, W.Va. (AP) - What was it like?

What was it like in the trenches? What was it like in all those places whose names have faded in the dusty recesses of memory, places like Ypres and Gallipoli, Verdun and the Marne? What was it like to fight the war that was supposed to make the world safe for democracy?

There's no one left to ask.

The Great War has almost passed from living memory. The veterans have slipped away, one by one, their obituaries marking the end of the line in country after country: Harry Patch, Britain's last survivor of the trenches; Lazare Ponticelli, the last of the French "poilu"; Erich Kastner, the last of the Germans.

And now, Frank Buckles, dead at age 110, the last U.S. veteran. Missouri boy. Sixteen years old, he lied about his age to get into the Army and badgered his superiors until they sent him to the French front with an ambulance unit, one of 4.7 million Yanks who answered the call to go "Over There."

Aces Stuart, Duckworth Score Double Kill **February 19 Gaming Report**

We had four players (Rick, Stephen Dale, Ethan, Stephen) attend gaming at Rick's house on Saturday evening, February 19, and we played three games.

Game 1 - Rick and Ethan teamed up for the first time, flying Nieuport 17's against Stephen Dale's Roland DI and Stephen's Albatros DIII (rev). This game was quick and nearly fatal for Stephen Dale, whose Roland was on the receiving end of a double attack after losing numbers on the first turn. Stephen tried to defend his teammate without much success.

Ethan and Rick scored solid hits again on the following two turns, while Stephen Dale's Roland was completely defensive and absorbing lead left and right. With 9 hits in his right wing, Stephen Dale was forced to escape the game on Turn 4 and Stephen's Albatros quickly followed.

Who's Yer Con Hosts **Next Indy Games**

At the behest of Rick, who should be getting a commission from the convention for his salesmanship, the Indy Squadron is set to make a real, live attempt at attendance at this year's Who's Yer Con gaming convention on the north side of Indy.

For the uninitiated, Who's Yer Con is a gaming convention which hosts a variety of different games including Dawn Patrol. It's sort of a miniature Gen Con with fun folks

Rick and Ethan were able to celebrate a tactical victory, but scored no kills in the game. All pilots in the game were on their first or second missions.

Game 2 - The night's second battle pitted the same teams against each other in different airplanes. This time Rick had a Sopwith Camel while Ethan piloted an RE 8 two-seater. Stephen Dale took up an Albatros DIII while Stephen manned a Halberstadt CLII with his veteran crew, LTN Moritz Wotzel (pilot, 6/1) and LTN Leonard Alken (observer, 8/1).

The battle was fought over German lines, which gave Stephen and Stephen Dale an instant advantage. Rick used his Camel's speed to chase down the Germans on the first turn and force a shot that damaged Stephen Dale. Stephen's crew managed to squeeze his Halberstadt between Stephen Dale's attackers and hit Rick with 5 bottom shots while his observer pegged Ethan's RE 8 with 3 hits head-on.

Stephen Dale's Albatros continued to exchange gunfire with Rick's Camel and came out second-best yet again, while Stephen got another shot on Ethan's RE 8 two-seater. Two more slugs tore into the bottom of the RE 8 and further damaged the engine that had already been shot-up in the previous turn's head-on attack by Stephen's Halberstadt observer. Rick advised Ethan to get home while he still could, and Ethan dove for the clouds on the following turn.

Stephen Dale chose to retreat as his Albatros had taken enough damage from Rick to be concerned. Stephen chose to dive his faster Halberstadt in pursuit of Ethan's fleeing RE 8, hoping he could finish off what appeared to be a damaged engine. Ethan began his escape at about 6700 feet and needed only to get to 3800 feet to safely disappear into the lowest cloud bank.

Stephen's Halberstadt outrolled Ethan's RE 8 and fired twice, both in long bursts from below, scoring three hit factors in each attack. Although Ethan's engine unexpectedly held up, his pilot did not. Stephen rolled doubles and scored fatal chest wound, sending the RE 8 and its helpless observer down to their doom and ending the dogfight. Credit for the kill went to the Halberstadt's pilot, LTN Mortiz Wotzel (6/1). (con't below)

from the Indianapolis area.

The con begins on Friday afternoon, March 11, at 1 pm and continues until Sunday afternoon at 3 o'clock.

A thread has been started on the Indy Squadron Forum to get players together, determine who can make it, and select a schedule of Dawn Patrol events for the convention. [The thread is found here.](#)

The convention is to be held at the Holiday Inn Indianapolis North, near 465 and Michigan Road. [A map of the location is found here.](#) Join us on the Indy Squadron Forum and let's see if we can get a few attendees this year.

2011 started unusually slow for the Indy Squadron and this represents one of our longest gameless spells in years, so I hope we'll get a few folks to turn out. Another important factor is that Who's Yer Con is the official gaming day for the Indy Squadron in March. That means players who participate in a game at the con establish Armistice Day eligibility. This is the only gaming convention that counts as an official gaming day, and we're doing this experimentally to try and support the local convention.

Also, this year's Who's Yer Con marks the last chance Indy players will have for a warm-up prior to Red Baron Fight XXII in April.

And remember, attending Who's Yer Con is- wait for it - FREE! See you there!

Game 3 - The final game of the night nearly became a battle of the aces when Stephen Dale seriously considered flying his 11/1 Albatros pilot, Johannes Strauss, to protect a German balloon hanging at 800 feet altitude. However, he reconsidered and chose to fly his Albatros DVa with a rookie pilot at the last minute.

It was probably a good decision, since Rick was flying 2LT Percival Stuart (16/4) and Stephen took up LT Norman Duckworth (22/8), both in SE 5a's. The Brits penetrated German territory at only 1300 feet and tried desperately to cut off Stephen Dale's Albatros from any friendly ground fire. Stephen Dale jockeyed with his attackers for four turns, trying to secure an advantage while pumping a four-hit burst into the tail of Stephen's SE 5a and announcing an attempt to tail on the following turn.

Stephen pulled a "Falling Leaf" maneuver card and his SE 5a dropped the obligatory 200 feet. Stephen Dale's Albatros switched targets, teeing up on Rick's SE instead. With the situation now reversed, Stephen outrolled his opponent on the next turn and managed a 200 foot bottom shot on Stephen Dale's Albatros and scored five hit factors. Only one of them went into the engine, nevertheless, Stephen Dale rolled a critical hit that resulted in an oil leak. His engine would expire in four turns. Rather than wait for the inevitable and risk death with a landing attempt over unknown terrain, Stephen Dale immediately set his Albatros down safely at a nearby airfield and saved his pilot. LT Norman Duckworth (Stephen) was credited with his 8th kill.

Rick's SE 5a dove straight for the German balloon with Stephen following closely behind. Both opened fire, but only Rick hit. His attack produced six hit factors and the balloon exploded instantly, becoming 2LT Percival Stuart's 4th confirmed kill and completing a solid Allied victory in the air battle.

Book Review

Prisoners of the Kaiser: The Last POW's of the Great War

Publisher: Pen & Sword Books

Author: Richard Van Emden

Format: Softcover, 196 pages

ISBN: 184884078-0

Price: \$16.23

"Prisoners of the Kaiser" is an affordable delight. The first thing that strikes the reader is the physical quality of this inexpensive little book. For less than the price of one movie ticket and popcorn, you can get many hours of fascinating, authentic entertainment, years of research and incredible history, all at a remarkably affordable price and in an attractive package that will serve you for decades. But the real treat is inside.

Author Richard Van Emden has done something amazing: he has tracked down the last known survivors of World War I German prison camps and recorded their memoirs for posterity. The personal background of each survivor is given in detail. Each surviving POW was interviewed between the ages of 101 and 106, allowing the reader to reach as far back in history as is humanly possible within one lifespan. That, in itself, is mind boggling.

Van Emden then takes you on an incredible journey back in time beginning with a chapter he calls, "The Moment of Capture." The chapter offers precisely what you would expect – a dramatic, first-person account of near-death experiences and capture during combat in the Ludendorff Offensive in

the spring of 1918 (a perfect fit for those Indy players replicating this time period in their current campaign). This chapter leaves you breathless as you relive every moment of the transition from combat, to panic, to the moment of capture. If nothing else, this book is justified by its accounts of several men who found themselves wounded, under fire, and totally surrounded by enemy forces. I wouldn't want to live it, but reading it is quite fascinating.

The author then recounts the memoirs of each surviving old soldier throughout each step of their captivity... the journey to German prison camps, the life of prison labor, the eternal hunger, the system of authority within the camps, the death and illness plaguing the inhabitants, and their final release and return home.

If I were to find any fault at all with this volume, it would be in the stage-by-stage presentation of chapters. Rather than following the experiences of one soldier from the moment of capture through to his eventual release, Van Emden has chosen to tell the capture experiences of all survivors individually within one chapter before moving on to the next stage of captivity and repeating the process. Occasionally I had to refer to previous chapters to remind myself which survivor I was reading about and to recall his previous experiences so as to create a seamless story.

However, that is one minor issue in a book rich with history that would otherwise have gone untold. Van Emden is masterful in his recreation of the war, the camps and the experience of captivity. His research is thorough and his outstanding selection of rare photographs is more than satisfying to the reader. He is utterly faithful to the detailed preservation of the memories of the men he interviewed.

This book promises to take readers as far back in human history as possible by interviewing ten POW's from World War I, all over 100 years old, whose experiences would otherwise be lost forever. And it delivers by the bucketload.

"Prisoners of the Kaiser" is highly recommended and a wonderful bedtime read. Certainly better than a movie ticket.