

The
Latest Dirt

DOES YOUR PILOT HAVE PERSONALITY?

Does your favorite pilot truly have the type of personality flair that makes for memorable games, Marty Stever jokes, and future trivia questions? Those scoring 100 points or more on the following quiz do indeed, have character. Those scoring 50 points or less should be intentionally destroyed, retired, or at the very least, reprimanded.

- 50 points if this pilot has been on your roster for over 10 years but has less than 3 missions.
- If his primary aircraft has any number of wings except two, count 10 points.
- If he has ever shot his own wingman, count 800 points.
- If his guns invariably jam on the fifth turn of tailing a crippled opponent, count 50 points.
- If his first name rhymes with “Florence,” or his last name includes the words “Tea” or “Pan,” count 200 points.
- Count 20 points for each time his name has been misspelled in the Dispatch.
- If he has been passed over for 3 consecutive promotions or failed on at least 2 medal rolls, count 150 points.
- Subtract 25 points if his name includes “Christian,” “Johnson,” or “von.”
- Count 15 points for every top attack he’s made on SE 5’s. 30 if he did it on purpose. 100 if the SE 5 was on his side. 1,000 if it shot back.
- Add 20 points for every lost cut and 50 points for every player who refuses to fly with him.
- Add 1,000 points for each instance of remorseless atrocity. Shots at burning planes count double.
- Add 90 points for each blatantly stolen kill.
- If his name could be stamped on the side of a 1967 Volkswagon Beetle and not look strange, or if it could double as a kitchen appliance, add 100 points.

Pilots who have survived a parachute failure or an intentional overdive of more than 200 feet qualify automatically. Take this vital test and ask yourself...does my favorite pilot have personality?

Indy Squadron Dispatch
c/o Stephen Skinner
922 E. Hervey St.,
Indianapolis, IN 46203

The
Indy Squadron Dispatch
Vol. 10, No. 5 ”The original local squadron newsletter” March, 1998

SKYWRITING

THE NEXT GAMING DAY is Saturday, March 14th, 10am, at the Game Preserve in the Greenwood Park Mall. Please attend this very important day!

MINUTES FOR GAMING at **Scott Jones’** house on 2/21/98: **Scott J., Scott C., Graham, Dory & Stephen** played 5 games. **Scott J.** won the on time drawing. \$9.00 collected, \$26.70 dispersed for production and postage of last 3 issues and posters to advertise March 14th gaming.

THANKS TO **AUDRA** for sending chocolate chip cookies for gaming on 2/21. This is the type of selfless sacrifice that keeps the Indy Squadron going.

WHEN YOU RECORD your mission after each game on the cassette, don’t forget your pilot’s full name (spell out if it’s weird) *and rank*, type of plane flown, and M/K record *including that mission!* We’re also getting a lot of reports where the pilot’s missions are given, but not his kill record.

“ALBATROS DAY” was held on Feb 21st. See related articles in this issue.

KANKAKEE TROUBLES! Date still in question! Calendar is as close as we could come. You’ll know when we know! Sorry! *ISD*

HALMESTADT NARROWLY SURVIVES 10TH MISSION

Heroic Johnson Fights On With Critical Wound

21 July, 1918, No Man’s Land (2/21/1998): Lt. Al Schmidt and Sgt. Marc Johnson (**Graham, both 2/0**) dutifully plodded across the lines in their Breguet 14 to direct artillery fire on a German-held bridge, well aware that two Fokkers awaited them. A D7 piloted by Lt. Ludwig Halmestadt (**Dory 10/0?**), flew in for an attack on a nearby SPAD 7, and was quickly engaged by a Sopwith Dolphin. Lt. Aron Hess (**Stephen 32/19**) swung his Fokker DVI back toward the Breguet, which was making a clean break for it’s artillery spotting range. While Hess fired on the two seater, Halmestadt was quickly getting into deep trouble. Outgunned and outnumbered, he twisted and turned for his life while his only wingman - still chasing the Breguet – got farther and farther away. Meanwhile, Hess continued to hammer away at the artillery spotting machine, inflicting 3 critical hits, smoking the engine with 6 shots, and critically wounding Sgt. Johnson. Desperately tapping out wireless signals to the ground batteries, Johnson fought for consciousness and watched as each artillery salvo drew closer to the bridge. Hess continued to drive home his attacks on the wounded Breguet, scoring 38 consecutive hits on the defenseless bomber, who’s escort fighters were too busy trying to down Halmestadt’s D7 to notice the two seaters’ plight. When an artillery salvo finally hit the bridge, Schmidt stood the smoking Breguet on it’s nose and dove homeward. Johnson, in his last moments of consciousness, signaled the ground batteries to fire at will.

The wings of Halmestadt’s D7 had long since reached the breaking point. Lt. Pierre Cardin (**Scott C. 7/1**) had fired til his guns jammed, and Lt. Roger Atwood (**Scott J. 4/1?**) was closing in for the kill. With 11 left wing hits, Halmestadt broke Atwood’s tail and finally dove hard for his own lines, where he leveled out and made his home field. (Scott J. had actually downed Dory’s D7, but miscalculated his shot tally. The mistake was revealed by Dory’s wingman, too late to belatedly tack on the last hit factor and max out Dory’s wing). Cardin and Atwood watched while the Fokker disappeared in the ground mist, unsure if it had been mortally hit. Hess had arrived on the scene too late to assist his wingman, and was sure that the badly smoking Breguet had also slipped through his fingers. To his surprise, the two seater’s engine had failed due to battle damage and it crashed heavily on a dirt road behind French lines. It was to be his 19th aerial victory. The pilot was killed, but the heroic Johnson managed to complete his mission, destroy the bridge with artillery fire, and survive both the crash and his critical wounds. (Both kills were confirmed according to the aerial victories chart).

GOLDBERG NEW ALBATROS ACE

(2/21/98): Veteran Albatros DV pilot Vz. Heinz Goldberg (**Scott J., 12/1**) has logged his 11th and 12th combat missions, and now joins the ranks of the Indy Squadron’s elite ace/experienced pilot roster. On his 11th sortie, Goldberg teamed with the Fokker DII of (Ltn.?) Gert Schmidt (**Scott C., 1/0**) to defend a German balloon from attack by French Nieuports. Forgetting the fact that they had rockets, Lt. Louis Mallard (**Graham 9/0**) and S/Lt. Harold Bonner (**Stephen 8/3**) opened up with their machine guns and flamed the balloon on the first pass, with credit going to Bonner for the kill. By the time Goldberg and Schmidt zoomed in, the ground fire had already forced the Frenchmen to break for home.

On his 12th mission, Goldberg and Ltn. Junius Bloodhorst (**Graham ?/?**, Fokker DII) surprised a pair of hapless FE 8’s. Both Huns initially fired on FSL Austin Scott (**Stephen 2/1**), who sustained severe damage and three critical hits. Only the gallant efforts of his wingman, (Lt.?) Gerald Young (**Scott C., 2/1**) saved Scott from certain demise. In heavy fighting, both FE 8 pilots managed an escape. Young was the first to leave when he dove away from Bloodhorst’s incessant attacks. Despite being momentarily locked into a left circle, Scott looped away from his antagonists and also broke for home. The FE 8’s were clearly outclassed and defensive from the start. Had Bloodhorst been flying a two gun fighter, things may have turned out much worse for the two British airmen.

Goldberg flies the Albatros DV/DVa series, and becomes one of the few active Alb aces in the Indy Squadron. *ISD*

MORE ALBATROS ACTION

ANDERHAUSEN LOGS 12TH MISSION IN DV's BARNs BATTLES ALBs, NEARS ACEHOOD

SCHEELE MAKES DOUBLE ACE, SAVES WINGMAN

Obltn. Adelberg Anderhausen (**Graham, 12/2**) has also become an experienced pilot after Vz. Heiner Scheele (**Stephen, 22/10**) shot an SE 5 off his tail in the Oberleutnant’s 11th mission. The SE’s, led by veteran Lt. Zach Barns (**Scott C., 9/0**), were fighting the Albs to a draw when Lt. Allan Crimson (**Scott J., 5/0**) got in a critical burst that hit Anderhausen’s left wing six times. Anderhausen tried to break free from the combat but was tailed by Crimson, who had closed to within 100 feet. Seeing his wingman’s difficulties, Scheele dove under Crimson’s SE 5 and fired a 10 hit burst that raked the engine and fuselage. With a fuel line cut well behind enemy lines, Crimson was made a prisoner for the duration. Barns, now among the top SE 5 pilots, successfully escaped.

Anderhausen’s 12th sortie was anti-climatic, cut short by gun jams and several who escaped the combat. In company with Unt. Alfred Horstmier (**Scott C., 2/0**), and Scheele, Anderhausen tackled a pair of Clerget Camels at 3,300 feet. Horstmier lashed out at the nearest Camel and a general melee ensued, with the rookie Britisher (**Scott J., 1/0**) turning the tables and critically damaging Horstmier’s DVa. Anderhausen missed his initial shot at Sir Gulliver Dexter (**Dory 2/1**) but continued to tail the Camel all over the sky. Gulliver’s aircraft was also critically hit during the late phases of the engagement. Scheele jammed his left Spandau after only two bursts and remained relatively ineffective for the remainder of the fight. Though unable to score a victory, Anderhausen survived his 12th combat mission to gain experienced status and safely made his home airfield.

Vz. Scheele failed in his bid for a promotion and a recommendation for the Silver Military Medal of Wurttemberg after knocking an SE 5 off Anderhausen’s tail. *ISD*

The Indy Squadron’s TOP GUN PILOT CHARTER

Here it is! The initial pilot charter, listing all the top pilots we could garner from local players. *This is not a ranking or comparison of ace/experienced pilots!!* All aces automatically make the charter, but *everyone* who participates may place pilots on the list, so players can still get recognition for their stars regardless of how long they’ve been playing Dawn Patrol. Read and enjoy!

Dory Oda:		
2Lt. Shane O’Connell	15/4	Camel
Ltn. Reinhardt Strauss	13/3	Alb DVa
Ltn. Ludwig Halmestadt	10/2	Fkr DVII
Sott. Alfredo Russelli	7/0	Italian!
 Alice Skinner:		
2Lt. Harold Peabody	11/5	Camel
Unt. Hermann Schultz	22/3	Alb DVa
Lt. Woodrow Stoddard	10/2	SE 5a
 Scott C.:		
Unt. Heinrich Ziegel	12/1	AlbDIII
Lt. John Campbell	5/4	Pup, Tripe
Lt. Zach Barns	10/0	SE 5a
 Graham:		
Oblt. Adelberg Anderhausen	12/2	Alb DVa
 Scott J.:		
2Lt. Allan Chesterton	13/5	SE 5a
Lt. Tim Wilson	10/5	US fighters
Vz. Heinz Goldberg	12/1	Alb DIII
 Stephen:		
Sqn Cmdr Christopher Foxxe	55/46	Camel
Ltn. Aron Hess	32/19	Fkr DVII
Major Harold Clark	18/19	US fighters
Vz. Heiner Scheele	22/10	Alb DIII
Vz. Bruno Ulrich	17/8	Fkr DrI
Ltn. Kurt Weissensteiner	13/5	Aust-Hung
2Lt. Purvis Leiter	12/5	Camel
Vz. Ignati Gottenheim	12/4	Pf DIIIa
Ltn. Walter Strahle	16/3	Pf DXII
Lt. Charles Avondale	12/0	Br 2seaters

Indy Squadron Master Calendar

Every calendar is updated; always discard old one!

The Kankakee Mini-Con date is still being debated by the organizers, to our great consternation. The instant a date is determined, we will pass it along to you. This also leaves Red Baron Fight IX in the lurch as well, since the two are held close together. Stay tuned! Here is the best we could do!

Mar 14	10 am The Game Preserve, Greenwood Park Mall Trivia Day
Apr 4?	10 am tba-local? Red Baron Fight IX?
April 18/25?	Kankakee Mini-Con?
May 23/30?	Kankakee Mini-Con?
May16?	10am? 19&1 Game Club? 54 th and Keystone?
June/July	no sanctioned games
Aug 1	tba Ground Attack Offensive
Aug 15	tba Great Dice Giveaway II
Sept 12	tba Triplane Spectacular
Oct 17	tba Aces High!
Nov 7	10am Indpls War Memorial Armistice Day FitS Championship
Dec 5	tba Balloonatic Fringe
Jan 1, ‘99	tba No Frills DP Marathon
Feb 20, ‘99	tba Albatros Attack

The
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To Use Miniatures, Or Not To Use
Miniatures, That Is The Question

The sun shone down brightly upon a cold and blustery day, a day with high passing cumulus and a cold wintry wind abated only by the solemn, enveloping warmth of the early morning rays. But none of this mattered since we were indoors.

Scott Campbell had worked hard to prepare a full size game board for miniature DP games at the Game Preserve. Although the first games used those blasted counters, at long last his chance came. While the game scenario was set, **Scott** set up the miniatures... long, green sticks with hash marks every inch or so, with funny wire contraptions holding the airplane miniatures aloft. Picture a tiny airplane – about the size that a lady bug would fly – strapped to a chopstick by a twisted paper clip, and you’ve just about got it. The game started and just as everyone grabbed their miniatures and began to move, the airplanes slowly drooped into an ignominious nose-down position. Try as he might, **Scott** couldn’t force them to stay in level... or nose-up, or sideways, or in any other position, for that matter. Time and again he yanked them off the chopstick and fiddled frantically with the little wiry thing, muttering to himself all the while, only to have them again sag into their sad little droop. **Stephen**, on the other hand, was having trouble with the entire 3D miniature concept. Instead of rationally gaining a better understanding of the entire dogfight and it’s spatial dimensions, he became hopelessly lost, despite the fact that he flew the only non-drooping plane on the board. In frustration, he finally attempted a head on attack on **Scott Jones**, who was experiencing the typical frustration that **Scott Jones** always experiences when he doesn’t have a better plane than everyone else. Saddled with a sagging two seater, the ill advised attack brought a merciful end to **Scott’s** mission and an early conclusion to **Stephen’s** 7/2 SE 5 pilot’s career. **Graham**, of course, was perfectly composed throughout the ordeal, and didn’t seem to understand everyone else’s dilemma. So the whole miniature experience was a bit lacking, although it must be said that the sagging planes were something of an unforeseen wet blanket. I don’t know just what the answer to that problem is, but it must surely have something to do with velcro. In the meantime, Shakespeare’s rhetorical query remains unanswered, and **Scott** is still muttering. *ISD*

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The
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Vol. 10. No. 6 “The original local squadron newsletter” March. 1998

SKYWRITING

RED BARON FIGHT IX has been rescheduled for 10 am, Saturday, April 25th, at the 19 & 1 Gaming club near 54th and Keystone. See story in this issue.

OUR MEMBERSHIP DRIVE got a major boost during gaming on March 14th! Scott Gray and Kipp Wallace were among those introduced to DP, and both were added to the mailing list. See article in this issue.

A NEW PLAYER should be joining us permanently in the next 6-12 months. Stephen Dale Skinner, 8, has started playing 1 on 1 games with his dad and is coming along surprisingly well. He is learning altitude, maneuvers, shooting and jamming, and should be ready for regular games by Christmas. (He’s pretty enthusiastic about the whole thing, too). Extra patience may be required.

GRAHAM TAKES HIS LUMPS... losing two major pilots in a single day, reminiscent of the good ol’ Brian Halberstadt days. See stories in this issue.

GOLDBERG DOUBLES IN BALLOON ATTACK
Sgt. Nelson Dies In Valiant Defense Effort

14 April, 1917, ½ mile in British lines (3/14/98): Vz. Heinz Goldberg (**Scott Jones** 13/3) continues to make local headlines after a fight well over British lines in which he vanquished two opponents. Having recently reached experienced level, Goldberg becomes one of the top Albatros pilots and is now closing in on acehood. Flying in company with veteran Vz. Heiner Scheele (**Stephen** 24/11), Goldberg approached the balloon and it’s guardians, two Sopwith Pups. The British attacked straightaway, Lt. John Campbell (**Scott Campbell** 6/4) climbing for a top shot on Goldberg’s Albatros. 5 slugs from Campbell’s single Vickers gun tore through the wings while Sgt. Richard Nelson (**Graham** 8/0) maneuvered for an attack position. A few more shots were exchanged before both Germans dove hard for the balloon, braving ground fire to get within range. The balloon, heavily defended and hanging only 400 feet up, was already a dangerous target. Goldberg had nearly pressed the triggers when Sgt. Nelson dove his Pup directly over the balloon to challenge the Albatros head-on! Seeing his wingman’s predicament, Scheele tried to help return head on fire but missed. Nelson also missed, but succeeded in drawing the fire of both Germans away from the balloon. Goldberg aimed carefully and poured 5 bullets into the Pup’s Le Rhone and lightly wounded the pilot with a 6th. Dazed, his Pup smoking and facing imminent engine failure from an oil leak, Nelson fled the scene knowing that the balloon was now being hauled down fast. Both Goldberg and Scheele broke away when the balloon reached the suicidal altitude of 250 feet. The Germans flew in for one final attack as the gas bag dropped to near ground level, where the AA guns were no longer a threat... they both hit, and the balloon exploded instantly. Campbell immediately closed in for another shot, and put 4 more slugs through Goldberg’s wings. As the Huns fought off a final attack from Campbell to make their way home, Sgt. Nelson’s engine sputtered it’s final note and went dead. He managed an emergency landing on a nearby road and was quickly transported to a Casualty Clearing Station, where he died of his wounds. Goldberg later won the cut for the balloon kill, and was awarded his claim over Nelson’s smoking Pup to bring his score to 3.

RED BARON FIGHT IX

After Two Years In The Skinner Family, The Crystal Cup Is Up For Grabs

For the first time in Indy Squadron history, a player outside the squadron may win the Red Baron Fight. Of course, it's always been an open event, but it's very rare that we're in a position to have other players involved. This year all that changes as we move the event to the 19&1 Gaming Club, which also happens to be the home of a whole host of "Blue Max" gamers. With any luck, we'll get a bunch of them involved as well. For the second straight year, the award will be an engraved crystal goblet, marked "Red Baron Fight IX, 1998." It's a really nice prize, and got good reviews in our last member survey. Stephen is the defending champion after a landslide win last year and Alice won RBF VII in dramatic fashion, so the Skinner's are again the favorites, especially given the current DP hiatus of perennial contender Terry Phillips.

This will be an excellent opportunity to recruit new players since this is something of a special event with a quality prize, and since we're already going to be among players who have an interest in another WWI aviation game.

We will ask the club to advertise RBF IX by putting up our posters well in advance of the game itself. It would really be nice to have 8-12 players involved if possible, and might do wonders for our membership drive. We should also be sure to hand out informational flyers out to every interested person, along with back issues of ISD. We want as many new people as possible on our mailing list as well.

Be sure to mark this date on your calendar and attend! *ISD*

ATWOOD DOWNED WITH WOUND

Longfellow Falls To German Ace When SE 5 Flight Is Wiped Out

14 October, 1917 (March 14, 1998)-Lt. Heiner Scheele (**Stephen** 24/11) has just received confirmation for his 11th aerial victory after an abbreviated dogfight over German trenches. A pair of SE 5a's penetrated German airspace and were met by 3 Albatri. Vz. Junius Bloodhorst (**Graham** 3/0) struck first, latching onto the tail of Lt. Roger Atwood (**Scott J.** 5/1). He fired a quick burst and watched tracers arc directly into the cockpit... Atwood flinched as a bullet seared his left leg. The wound was light, but the Albatros on his tail was still the major concern. Lt. Tom Longfellow (**Scott C.** 1/0) swung his SE 5 around hard to cover his wingman's tail, and Bloodhorst was forced to choose a new angle of attack. Annoyed that his quarry refused to fall, Bloodhorst twisted his Albatros around for a head pass. Both pilots fired simultaneously, and both missed. The Albatros and SE 5 flashed past each other only inches apart and turned to watch Scheele's Alb dive into the fray.

At 9,300 feet, Longfellow's SE 5 outclimbed the sluggish Albatros with ease, leaving Scheele only a bottom shot. He sent 5 slugs through the fuselage, and only managed another shot when Longfellow dove to attack Bloodhorst. Scheele closed in for a 50 foot top shot and fired (which, in retrospect, makes one wonder why the SE 5's Lewis gun didn't respond!). Again Scheele could only manage 5 hits, but one found it's mark in the cockpit. Longfellow slumped forward, passed out and died in a horrid pool of fresh, warm blood. His SE 5 slipped into a slow spiral and lost it's wings at 3,000 feet. Now alone, Atwood had had more than enough of this particular fight and dove for Allied lines at full speed. He quickly outdistanced the slower Albs and began searching for a suitable landing spot. He found a flat field and set his SE down safely, completing his 5th combat mission. His wound was successfully treated and he will return to action soon. *ISD*

Membership Drive Update

Wallace, Gray Prepare for Combat

On March 14th, the Indy Squadron held it's first ever public exhibition games at the Game Preserve in the Greenwood Park mall. Our intent was to introduce as many people as possible to Dawn Patrol, with the highest hope of perhaps getting a single new player. Early indications are that the day was a smashing success, as serious interest was shown by about half a dozen gamers. Chief among those were Kipp Wallace and Scott Gray. Kipp's interest was a direct result of the posters that were put up in advance of the game. He arrived at 10am sharp for the specific purpose of watching and learning, which he did for about 4 hours. He has also expressed a desire to contact Mike Carr and get his own copy of the game. An experienced gamer, Kipp was quick to pick up on any new concepts that DP presented.

Scott Gray was another experienced gamer. He, in fact, has played Dawn Patrol regularly with a group about 10 years ago (about the time the Indy Squadron was forming). He played a single game with us during the time he had available, and seemed to have forgotten nothing. Despite flying well and showing sound tactical moves, he took a bullet in the gut and went to that great landing field in the sky (sorry, Scott). Scott says he'll definitely be at some upcoming gaming events. *ISD*

Indy Squadron Master Calendar

Every calendar is updated; always discard old one!

April 25th is our next big effort at attracting new players. This is obviously a critical effort for the future health of our squadron, and the 19&1 gaming club has been kind enough to let our group play there. A poor turnout would not only be an embarrassment, but it would prohibit us from getting any new players and possibly prevent our returning to the club. Please do your best to attend and help us get new members!

<i>Apr25</i>	<i>10 am</i> Red Baron Fight IX 19&1 Gaming Club near 54th and Keystone
<i>May 2</i>	<i>10 am</i> <i>Stephen and Alice Skinner's</i> <i>922 E. Hervey St., Indpls</i> <i>call for directions, 791-1010</i> Kankakee Mini-Con Kankakee, Illinois <i>no sanctioned games</i> <i>tba</i> <i>Ground Attack Offensive</i> <i>tba</i>
<i>May 29-31</i>	<i>Great Dice Giveaway II</i> <i>tba</i>
<i>June/July</i>	<i>Triplane Spectacular</i> <i>tba</i>
<i>Aug 1</i>	<i>Aces High!</i> <i>10am</i> Indpls War Memorial Armistice Day FitS Chmpship <i>tba</i>
<i>Aug 15</i>	<i>Balloonatic Fringe</i> <i>tba</i>
<i>Sept 12</i>	<i>No Frills DP Marathon</i> <i>tba</i>
<i>Oct 17</i>	<i>Albatros Attack</i>
<i>Nov 7</i>	
<i>Dec 5</i>	
<i>Jan 1, '99</i>	
<i>Feb 20, '99</i>	

the LATEST DIRT

What To Expect From A Long, Hot Summer

This issue has been a long time in coming due to the hectic life of your editor, Stephen, who's race season starts in late April and keeps him running from one end of the country to the next until late October. Not to insinuate that your schedule isn't just as packed (I hate people who are always "busy"), but that's my excuse and I'm sticking to it.

Official gaming is, of course, on hiatus for June and July as is our summer tradition. In addition to that, Stephen's schedule will prevent him from patching together make-shift game nights on short notice. Therefore, it would be a cool sort of thing if someone else would do it for a change. Doesn't have to be anything big and fancy. Just call up people and see if four of them want to turn out for gaming. I'm sure there are several local players who want to see some action before October, so by all means, don't be shy.

In the meantime, get geared up for Kankakee, and we'll send off the spring of '98 with one final big bash. This should be the best turnout of local players we've had in years. *ISD*

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WE'VE JOINED THE 20th century (just in time for the 21st). You can now email the Indy Squadron at Stephen's address, which is also included as a permanent part of our front page header:
sopwith21@hotmail.com
Send a message. Let us know you care (and that the new address works).

CARDS AND LETTERS keep pouring in, observing the blatant lack of Marty Stever jokes in the last issue. We offer our sincere apologies to those of you who have threatened to cancel their subscriptions.

THE OFFICAL DAWN PATROL WEB SITE is now up and running. It can be found at www.dawnpatrol.org. We are petitioning for a Marty Stever joke page, to which all FitS members nationwide could contribute. Join our holy cause!

RED BARON FIGHT IX TURNS TO BLOODBATH!

Scott C. Takes Crystal Goblet In Thriller – Peabody Wins Posthumous DFC – Top Ranking Alb Ace Killed Moments After Downing Camel!

21 April, 1918, Morlancourt Ridge on the Somme (4/25/98): In an epic battle reminiscent of the Cambrai Road Balloon Mission of nearly 10 years ago, Scott Campbell outdueled Alice to win RBF IX and the Crystal Goblet by only 7 points! The officially sanctioned event featured heavy hitters on both sides:

Lt. Roger Atwood (**Scott J.**, 6/1) Camel 130
2Lt. Harold Peabody, DFC (**Alice 12/6**), Camel 130
Lt. Karl Steiner (**Kip 1/0**) Albatros DVa
Vz. Heiner Scheele (**Stephen 26/12**), Albatros DIII
Stephan Vogle (**Scott C.** 2/1) all red Fokker Triplane

Lt. Roger Atwood opened the melee with a shot on Lt. Steiner's Albatros, missing badly and jamming a gun in the process. Coming to the aid of his wingman, Vz. Scheele and Vogle jumped on Atwood's tail and opened fire. Slugs tore through the Sopwith's cockpit and hit the pilot from behind. Atwood's wound was mortal; he slumped forward and the Camel slipped into a spin and fell from the fight. As the lone remaining Camel, 2Lt. Harold Peabody now found himself surrounded by three Huns. The British ace attacked all three opponents courageously and without hesitation, firing on Vogle's red tripe before turning toward the nearest Albatros. Scheele immelmaned away but Peabody was closing fast. Lt. Steiner tried to intervene, but his Albatros couldn't stay with the faster Camel. Peabody fired a short burst from the tail, and Scheele's DIII went into a nose dive. Another pilot hit, this time a fatal shoulder wound in the famed double ace. The Huns watched in disbelief as their senior pilot spun into the ground. Peabody had improved the odds, and now threw his Camel at both Germans with a vengeance. Steiner twisted free for a couple of fleeting shots at the Britisher, but was again unable to draw close enough to score any serious hits. Peabody's vicious attack threw off both Germans and put them on the defensive. Vogle tried desperately to climb away from his attacker, and slowly began to outdistance both the Camel and his own wingman. In the slowest plane of all Steiner fell farther and farther away from the fight, despite pushing his Albatros to the limit. Peabody continued to pound away at Vogle and score multiple hits, but the Germans recovered and turned the tables. Vogle dropped into a dive and put a full burst through the Camel, heavily damaging the right wing. The DrI could outclimb him at will. Another burst from the Tripe with Steiner's Albatros closing fast... 10 hits in the right wing. Peabody was in trouble and he knew it. (*con't. pg. 2*)

COUNTDOWN TO KANKAKEE

Brian's Travel Plans Down In Flames

“Big Trip” Down To Three Gamers

Three More Undecided

The crafty and well laid Kankakee plans of Brian Halberstadt, dedicated Indy DP player, have been sacrificed on the altar of career, livelihood, and other such pettiness. A crass and insensitive individual at Brian’s place of employment has taken a vacation on the same weekend, forcing Brian to make a Sat/Sun only trip instead of the wacky, wild, fun filled Thurs-Sun trip anticipated by Scott C., Stephen, and Scott J., who feel quite strongly that Brian should have simply quit his job.

Kip, new guy on the block after having been selected in the lottery as a purchaser of one of the final remaining Dawn Patrol games in existence, must also convince his spouse that Kankakee is truly a colossal event worthy of his attendance. Dory, however, must still convince herself. She fights bitterly in the quagmire of indecision and should soon emerge with a victorious result. Alice is on the verge of a firm decision to go, and may even drive separately on Saturday morning. Several cars are headed to Kankakee this year, so make sure you’re in one of them! ISD

(Red Baron Bloodbath, con’t) Vogle, his Triplane also seriously damaged, again dove to the attack. From point blank range he blasted Peabody’s Camel, kicked the rudder and flashed away. The Sopwith’s engine instantly exploded, killing Peabody and scattering Camel parts across No Man’s Land. Vogle and Steiner, the only survivors of a torrid 5 plane dogfight, slowly regrouped and headed for home.

The Red Baron Fight had been decided by a mere 7 points. Alice had passed up a certain victory in search of a 2nd kill and lost her pilot in the process. Stephen and Scott J. both lost major pilots to wounds. Kip had been properly blooded and lived to tell, and Scott C.’s patience had paid off with the championship.

Scott C. (Stephen Vogle, 2/2, DrI)	103 pts
Alice (2Lt. H. Peabody, 12/6, Camel)	
96	
Stephen (Vz. H. Scheele, 26/12, Alb DIII)	46
Kip (Ltn. Karl Steiner, 1/0, Alb DVa)	
27	
Scott J. (Lt. Roger Atwood, 6/1, Camel)	0
	ISD

The Indy Squadron’s

TOP GUN PILOT CHARTER

Check out the Indy Squadron stars on the charter below, and find out who’s hot the local DP scene! Pilots who have improved their record since that last Top Gun Pilot Charter (Vol. 10, No. 4) are printed in italics.

All aces automatically make the charter, but *everyone* who participates may place pilots on the list, so players can still get recognition for their “top guns.” *This is not a ranking or comparison of ace/experienced pilots!!* It’s your chance to let the DP world get familiar with the best pilots on your roster. Read and enjoy!

Graham:		
Oblt. Adelberg Anderhausen	12/2	Alb DVa
Scott C.:		
Unt. Heinrich Ziegel	12/1	AlbDIII
<i>Lt. John Campbell</i>	<i>6/4</i>	<i>Pup, Tripe</i>
Lt. Zach Barns	10/0	SE 5a
Scott J.:		
2Lt. Allan Chesterton	13/5	SE 5a
Lt. Tim Wilson	10/5	US fighters
<i>Vz. Heinz Goldberg</i>	<i>13/3</i>	<i>Alb DIII</i>
Alice Skinner:		
2Lt. Harold Peabody	11/5	Camel
Unt. Hermann Schultz	22/3	Alb DVa
Lt. Woodrow Stoddard	10/2	SE 5a
Dory Oda:		
2Lt. Shane O’Connell	15/4	Camel
Ltn. Reinhardt Strauss	13/3	Alb DVa
Ltn. Ludwig Halmestadt	10/2	Fkr DVII
Sott. Alfredo Russelli	7/0	Italian!
Stephen:		
<i>Sqn Cmdr Christopher Foxxe</i>	<i>56/46</i>	<i>Camel</i>
Ltn. Aron Hess	32/19	Fkr DVII
Major Harold Clark	18/19	US fighters
<i>Vz. Heiner Scheele</i>	<i>24/11</i>	<i>Alb DIII</i>
Vz. Bruno Ulrich	17/8	Fkr DrI
Ltn. Kurt Weissensteiner	13/5	Aust-Hung
2Lt. Purvis Leiter	12/5	Camel
Vz. Ignati Gottenheim	12/4	Pf DIIIa
Ltn. Walter Strahle	16/3	Pf DXII
Lt. Charles Avondale	12/0	Br 2seaters

Indy Squadron

Master Calendar

Every calendar is updated; always discard old one!

May 29-31	Kankakee Mini-Con
June/July	no sanctioned games
Aug 1	tba
	Ground Attack Offensive
Aug 15	tba
	Great Dice Giveaway II
Sept 12	tba
	Triplane Spectacular
Oct 17	tba
	Aces High!
Nov 7	10am
	Indpls War Memorial
	Armistice Day FitS
	Championship
Dec 5	tba
	Balloonatic Fringe
Jan 1, ‘99	tba
	No Frills DP Marathon
Feb 20, ‘99	tba
	Albatros Attack



Sgt. Bob looked over his cowling and knew instantly that he was in the wrong war.

the LATEST DIRT

Brian Spied at Local Mall Snubs Indy Crowd for Intimate Moment With Beautiful Woman

Brian Halberstadt, tempting womanizer who's romantic exploits are second only to select Democratic politicians, was caught meandering through a local mall with yet another woman. Or quite possibly the same one, though that wouldn't make nearly as good a story. (Indy Squadron slogan: "Let the true facts be known to the world and no one will read your paper").

Anyway, it was him and we can prove it. Enter **Scott Campbell**, prosecutorialsorta witness of the events in question. He testified under several oaths that he did indeed see **Brian Halberstadt** at the Circle Center Mall within 24 hours of an Indy Squadron gaming event. As he appeared to be enjoying himself, **Brian** was clearly in violation of the squadron statute which condemns all recreational activity not associated with Dawn Patrol. And this is not just cheap heresay. Alright, this is cheap heresay, but we can back it up with evidence from a credible witness who is by no means receiving a free parachute for his German pilot in our next game in return for his testimony.

Here is a direct quote from **Scott** himself, proving that **Brian** is indeed guilty of each of these charges beyond reasonable doubt, and probably several more:

"Hey, I saw **Brian** at the mall the other day."

So there you have it. Yet another act of flagrant disregard for the Indy Squadron, Dawn Patrol in general, new players, old players, republicans, velcro, chocolate chip cookies and all things good and right. This from the same man who stole the Bonehead FitS Lapse Tin from right under our noses. **Brian** will be subpoenaed to appear before the Indy Squadron Board of Stuffiness and Condescension, at which time he may appeal his conviction, which of course, will be immediately turned down. *ISD*

Indy Squadron Dispatch
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Indy Squadron Dispatch

Vol. 10, No. 8

"The original local squadron newsletter"

May-July, 1998

SKYWRITING

NEW SUBSCRIBORS **Jim Pink**, **Dan Polglaze** and **Dan Danoski** renewed their subscriptions at Kankakee. Thanks for your interest in the Indy Squadron and your support of *ISD*! On the down side, **Marty Stever's** subscription has been revoked on grounds of good taste.

SCOTT'S THE MAN! If it weren't for **Scott Campbell**, we wouldn't have had our last three gaming nights or this issue of *ISD*, much of which he wrote. Nice to have a self starter in the bunch... could use a few more. Thanks!!

HOWDY NEIGHBOR!! **Stephen's** neighbor, **Kevin**, came over a few weeks ago to peek in on a gaming night, and lo, he hath become a player! He got his first starring role as a flaming SE 5a pilot with a bullet in his head recently, and hopes to come back for repeated carnage in the future. Welcome to the fun, **Kevin!!**

Albatros Explodes Over No-Man's Land!

German General Staff Outraged

Field report by Scott Campbell

Flight Leader: Unt. Helmar Frankkyl, Alb D-Va (*Stephen 13/1*)
No. 2: Alb D-Va (*Alice*)

vs.

Flight Leader: S.Lt. Henri Fontaine, SPXIII (*Scott C. 1/0*)
No. 2: S.Lt. Marcel Dupue, SPXIII (*Kip 1/0*)

Verdun, 1917 (7/16/98)-At approximately 0600 this morning in the area just North of Verdun at about 5500 meters two Albatros pursuit planes dove on two SPAD's. The two Germans ganged up on Fontaine's lead SPAD riddling it with machine gun holes. The two SPAD's maneuvered into position on the second Albatros but their fire had no apparent effect. Just when it seemed that the Albatri were gaining the upper hand, the SPAD recruit came head-on at the 2nd Albatros with the Hun's ace flight leader, Unt. Frankkyl coming to the aid. All four planes were head-on... the two SPAD's splitting their fire and the Albatri concentrating on the recruit. Eyewitnesses say that what happened next was just short of confusion, the whole group broke up... fragments of shattered airplanes flying in all directions. A SPAD broke away, greasy dark smoke pouring from the engine compartment. The rookie Albatros pilot quickly slipped his mount into a falling leaf as flames erupted from the Mercedes powerplant. Both damaged planes made for their own lines and 40 seconds later the no. 2 Alb, "Just blown up with pieces of wing floating down like leaves" quoted a 3rd Battalion rifleman in the trenches. The lead SPAD went after the lead Albatros who was guarding the flaming Alb. but it was just a quick blow-by pass and he was gone. S/Lt. Henri Fontaine was reported to have found a bullet hole through the longeron of his SPAD as he headed for the officers club. *ISD*

Great War is Over!

Fokker Triplane Down in Front of Advancing Armies

Field Report by Scott Campbell

Lt. Walter Strahle, Roland D6a (Stephen 17/3) KVzfw. Vitus Hennrich, Fkr DrI (Kip 1/0) vs

Camel 130 (Scott J.) Lt. Brimmcomb Wood,Cam 130 (Scott C. 2/0)

November 11, 1918, Somme Valley (7/16/98)- In the area of the Somme right over the advancing allied troops two German pursuit planes arrogantly swept in to attack two Sopwith Camels of No. 20 sqn. RFC at about 0837 hours. Reports say a German Biplane and Triplane tangled with two Camels with one Camel (Scott J.) fleeing the scene later and the other taking on the two Germans. The battle seemed to break up into individual one on one duels with the lead Camel (Scott J.) taking on the creaky Roland biplane (Stephen) and the Dr-I (Kip.) taking on the no. 2 Camel (Scott C.). After about a minute and a half of fighting the lead Camel (Scott J.) suddenly dove out of the fight after taking a combined attack by the Hun planes. The Dr-I began smoking shortly after with the no. 2 Camel in hot pursuit. Ltn. Strahle’s Roland remained on the scene to help the triplane taking several opportunity shots but he was too late... the triplane burst into flames and the propeller went dead. The Camel then left and the fight broke up leaving a gliding, burning triplane in a friendless sky. Ground reports say that the fire mysteriously went out and the plane was observed to land just in front of the advancing troops prior to the end of hostilities later that day.

ISD

Bloody April Isn't that Bloody Here's One for the Brits

Field Report by Scott Campbell

Lt. Raymond Grant (8/0)/Sgt. Howard Shields (7/1) FE 2d (Stephen) Bob Bernard (1/0)/“Doc” Dublin (1/0) No. 2: FE 2d (Scott C.) vs Fokker D-III (Scott J.) No. 2: Lt. Richard Pastor (1/0), Fokker D-I (Kip)

April 16, 1917, Ypres (7/16/98)-The beginning of the third week of April started out on a more positive note despite serious losses to the RFC this month a battle between a Fokker D-I, D-III, and two Fe-2d's over German lines, no less, resulted in the Fee's holding their own and driving the Hun's from the sky without loss. The Fokkers both went after the no. 2 Fee one going nose-up the other taking a tail shot. The observer taking a head-on at the lead Fokker before he went "nose up" on the Fee. The lead Fee went to the others defense pulling in front of the no 2. Fokker with his Observer shooting head-on and the pilot shooting the lead Fokker in the belly as he stalled under the no. 2 Fee. No apparent damage occurred. The two Fokkers continued their relentless pounding of the lead Fee with the lead Fee attempting to help him shooting at the lead Fokker. The no. 2 Fee took a pilot hit narrowly missing the skull passing through the liner of his flight hat. The two Fee's then managed to maneuver into position both taking shots at the lead Fokker (Scott J.) with the no. 2 Fokker shooting at the lead Fee with no apparent damage. The lead Fokker (Scott J) then went after the lead Fee (Stephen) with Bernard's (Scott C.) Fee diving on top of the lead Alb to the rescue of his wingman putting 6 hf into the Fokker. This continued for some time in the same position but the Fokker could not seem to hit the lead Fee and the no. 2 Fee tagging the lead Fokker again causing the lead Fokker to dive out of the fight. The lead Fee going another direction and then the fight broke up.

ISD

Action Over Somme Valley

field report by Scott Campbell

Noname (0/0) – Triplane (Audra) John Campbell (6/4) – Triplane (Scott C.) Heinz Goldberg (15/4) - Alb D III (Scott J) (0/0) - Alb D II (Kip)

May 29, 1917, Bertangles (6/29/98, Scott Campbell’s house): Bertangles forward observation post reported a minor engagement today at about 3800 ft. Two Sopwith Triplanes engaged two Albatros pursuit planes in what eyewitness accounts say was a "minor scrape with the Huns". Aussie lorry driver Willy Smith said, "The No. 2 Hun, he come straight up under the lead tripe and then I heard some gunfire. After that the lead tripe's motor started missin'. There were other shots fired but nothin' happened.”

“The lead tripe then kept shootin' at the lead Albatros for about a minute during the twistin' and turnin' then he went after the wingman of the lead Albatros. When he done that the lead Albatros come up under the tripe and gave him a workin' over. Smoke come outta that there triplanes motor and just as he was behind the other Albatros tailin' him he broke North up the Somme Valley and the other tripe went South. It broke up just as quick as it began". The only other Tripe in the fight (Audra 1/0) reports that FL John Campbell (Scott C. 6/4) brought his smoking, sputtering, and fabric torn Sopwith Triplane in for a three point landing at No.10 airfield later that day and he reported that, "If I'd have known I was up against the infamous Heinz Goldberg (Scott J. 15/4) I would've soiled myself immediately"! His mechanic was quoted as saying that his machine needed an overhaul. "It was amazing he got back with the magneto hit, the carburetor scored, and most of the fabric gone from the mid left wing". German papers reported that Heinz Goldberg landed safely. His wingman (Kip 1/0) later quoted Goldberg as saying "I can't wait to meet Campbell again"....

ISD

Indy Squadron Master Calendar

Every calendar is updated; always discard old one!

Aug 15	3pm Triplane Spectacular
Sept 12	tba Great Dice Giveaway II
Oct 10	tba Aces High!
Nov 7	10am Indpls War Memorial Armistice Day FitS Championship
Dec 12	tba Balloonatic Fringe
Jan 1, '99	tba No Frills DP Marathon
Feb 20, '99	tba Albatros Attack
Mar 13, '99	tba The Camel Drivers
April 10, '99	tba Fokker Fever
May 8, '99	tba

the LATEST DIRT

Brian Halberstadt's **State Of My Life Address**

My fellow Americans. Over the past few months, there has been much speculation about my whereabouts and activities, especially in Indianapolis. Activities that are, and should remain private. Earlier, I testified before a ISD Grand Jury. I had to answer questions about my private life no American would want to answer.

While I've been producing the 5:00 weekday newscasts for the ABC affiliate in Dayton, I have never mentioned working with or near interns. In fact, that is wrong. I've also become active with a professional TV organization, and am now on the station's bowling team. I am continuing my relationship with my girlfriend, Janet. She and I are working through this invasion of our privacy that has been published in ISD as part of this witch-hunt. As a whole, life is good. And I would like to underline my intention to appear before the ISD prosecutors again at the Armistice Day game on Nov. 7th.

While my previous answers about my life were legally accurate, I didn't volunteer information. I realize my public comments left a false impression. I misled people. Including even Stephen's wife. I deeply regret that.

But now is the time for this investigation to end. The eavesdropping of my personal life by members of the ISD staff at malls and other places have hurt and humiliated me and my loved ones enough. Thank you and God bless you.

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Indy Squadron Dispatch

Vol. 10, No. 9

"The original local squadron newsletter"

August, 1998

SKYWRITING

The 1998 Armistice Day FitS Championship has been confirmed by the Indianapolis War Memorials Commission! Our official date is **Saturday, November 7, 1998 at 10am.** A large crowd is expected, possibly up to 9 competitors!

ISD goes cyber! An edited version of ISD is now available on the official DP web site at www.dawnpatrol.org. The full version will soon be posted (thanks to John Noddings) under the secured password area for members only. Check us out!

Saturday, October 10th is the next official gaming day... mark your calendars now. But also expect at least one weeknight session at Stephen's house prior to that event.

A hearty handshake to Dory and Scott Campbell, who have lent a hand as Indy Squadron staff members. Dory will send out flyers just prior to each gaming event, and Scott C. is in charge of writing all dogfight columns. Thanks!

Indy Squadron Dispatch Staff:
Dogfights Editor: **Scott Campbell**
Direct Mailing Editor: **Dory Oda**
Squadron Treasurer: **Scott Jones**

Bristols Trounce Jerry *Kettering Barely Escapes!*

Bristol F2b (275)-Lt. Paul Winters/Lt Chas. Jamison (**Scott J.** both 1/0)
Bristol F2b(275hp) - Lt. Rob Mitchem/Sgt. Bill Tibbs (**Kip** both 1/0)

vs.

Fokker DVII (185) - Lt. Rutbert Kettering (**Scott C.** 8/1)
Albatros DVa - Vzfwbl. Martin Slotz (**Graham** 2/1)

October 15, 1918 (8/15/98)- Over German lines today a dogfight was witnessed by several bystanders in a small town south of Lille. Reports from both sides say that Lt. Winters (**Scott J.** 1/0) and Mitchem (**Kip** 1/0) flying Bristol fighters from No. 24 sqn RFC engaged a Fokker and Albatros at low altitude today. The Germans took almost a minute to maneuver into position above the Bristols and then dove down on them pulling up underneath to avoid the tail guns of the deadly two-seaters. Kettering (**Scott C.** 8/1) pulled up underneath Winters (**Scott J.** 1/0) putting lead into the soft underbelly of the big green bus while Slotz (**Graham** 2/1) loosed his rounds into Mitchem (**Kip** 1/0). Kettering (**Scott C.** 8/1) pulled out of his stall and took a high deflection side shot at Mitchem (**Kip** 1/0) while Slotz (**Graham** 2/1) went after Winters (**Scott J.** 1/0). The tide then turned as Kettering's gun jammed leaving him with one gun. Slotz (**Graham** 2/1) continued to hammer away at the Bristols but he was soon helpless as his flight leader, Kettering, jammed his other gun leaving him with no guns! The hunter now became the hunted as Winters (**Scott J.** 1/0) and Mitchem (**Kip** 1/0) began to chase him through the sky with both pilots and observers firing at will at the riddled Fokker. Kettering's (**Scott C.** 8/1) Fokker was obviously losing performance as witnesses said that control surfaces could be seen dangling from the battered plane. Unexplicably, Winters (**Scott J.** 1/0) changed targets going after the Albatros (**Graham** 2/1) in one direction while Mitchem chased Kettering in the opposite direction. The Fokker still had some maneuverability over the Bristol and after a few parting shots managed to escape. The tough Bristols ruled the skies despite being jumped by the two German planes! *ISD*

Pfalz Fliers Fight SE's To Draw

March 15, 1918 (8/15/98) - Over the front today two Pfalz pursuit planes met two SE 5a's of no. 56 sqn RFC at about 6500 ft. Reports from the PBI (Poor Bloody Infantry) said that the dogfight was quite a spectacle. The two Pfalz biplanes nosed up and fired at quite a long range at the two SE 5a's. This of course got their attention and they dived down on the slow moving Pfalz. Duckworth (Stephen 2/0) dove down on top of Krieger (Scott C. 5/1) while (Graham 4/0) attacked (Scott J. 3/1). (Scott J. 3/1) began maneuvering suddenly noticing Duckworth (Stephen 2/0) pulling in behind him firing steadily. Krieger (Scott C. 5/1) pulled in behind Duckworth and a daisy chain of planes began to form with (Graham 4/0) firing at Krieger. (Scott J. 3/1) managed to fake out the novice Duckworth, while Krieger stuck to Duckworth (Stephen 2/0). Duckworth continued pouring hot lead into (Scott J. 3/1) while Krieger (Scott C. 5/1) picked away at Duckworth due to a jammed gun from a previous long burst.

In the meantime (Graham 4/0) was still firing at Krieger and the damage was beginning to accumulate. (Scott J. 3/1) took some shots on (Graham 4/0) while a momentary lapse for Krieger (Scott C. 5/1) placed Duckworth (Stephen 2/0) on his tail now. Krieger then looped and turned into Duckworth climbing but his speed was to great and Duckworth got in a bottom shot on him while (Graham 4/0) was still shooting also. At this point Krieger's plane began to behave irregular and, luckily, (Scott J. 3/1) and Duckworth broke off into their own "one on one" leaving Krieger to (Graham 4/0). Krieger was being tailed and things began to look bleak when for some unknown reason (Graham 4/0) turned and let the German go. (Scott J. 3/1) fled the scene at about the same time without Duckworth following and the whole scrap came to an abrupt end. *ISD*

Camel Flight Wiped Out By Gregor & Co.

Fokker D7 (185) - Lt. Rutbert Kettering(Scott C. 9/1)
Fokker D7 (185) - Lt. Orlo Gregor(Scott J. 4/2)
Fokker D7 (185) - Lt. Fritz Geiger(Kip 1/0)
vs.
Camel (130) - Lt. Sal Humpley(Stephen 1/0)
Camel (130) - Sgt. Martin Winslow(Graham(3/1)

October 15, 1918 (8/15-98)- On the second sortie of the day Lt.'s Kettering, Gregor, and Geiger took off for combat air patrol over German lines today. Diving down on two unsuspecting American Camel drivers, Humpley (Stephen 1/0) and Winslow (Graham 3/1), the Germans began to make short work of them. It looked as if the tide would turn to the Brits side when Humpley (Stephen 1/0) put a long burst into Gregor (Scott J. 4/2) wounding the pilot. Unfortunately for the British the wound was light and the dogfight developed into a melee with a vindictive Humpley (Stephen 1/0) pursuing Gregor (Scott J. 4/2) and Kettering (Scott C. 9/1) and Geiger (Kip 1/0) pursuing him. Kettering only got a high deflection side shot but it was enough to hit Humpley (Stephen 1/0) twice; once through the right shoulder and severing a major artery in his left leg. At the same time Gregor (Scott J. 4/2) got off several rounds also. Humpley (Stephen 1/0) immediately made a controlled dive towards the ground with Gregor (Scott J. 4/2) in hot pursuit. Humpley pulled out at 200' but, due to the loss of blood, crabbed his plane in and "piled up". Meanwhile above, Winslow (Graham 3/1) seeing his wingman dive out of the fight and two more Fokkers moving in behind him, pushed the throttle to the stops and fled the scene. After Humpley crashed, Gregor (Scott J. 4/2) decided to put his plane down on a road to check his arm. After landing on the road and coming to a stop Gregor saw the extent of his wound and passed out. Soldiers were late in getting to him and the local field hospital reported Gregor was dead on arrival. RFC headquarters reports that Humpley has not returned from patrol and is reported missing in action. *ISD*

WEESE DOUBLES ON NOVICE SE 5 PILOTS

27 July, 1918 (7/27/98)-Australian 2nd Lt. Trevor Strokesberry (Kip 1/0), ss the only survior of today's air battle, tells the following story:

““We took off and due to low overcast skies we became separated from the three lead planes, but because we were eager to see battle we continued. At 17000’ we spotted 3 Fokker DVII’s below us. As we dove down the lead Fokker (Lt. Aron Hess 33/19,Stephen) turned to gain altitude. His wingmen decided to come after us so Lt. Jake Scott (1/0 **Scott C.**) and I formed a defensive circle with Lt. Sir Kevin Browning (1/0 **Kevin**) following me. I believe Jake was hit by a yellow Fokker (Lt. Wolfgang Weese 3/2, **Alice**) and Sir Kevin from the tail by a blue Fokker (Lt. Orlo Gregor 3/1, **Scott J.**). The blue Fokker blew by with Jake (Scott C.) and I on his tail followed by the yellow Fokker (**Alice**). Sir Kevin, having the lesser training time than us, was a ways behind trying to catch up. As we were shooting at the Fokker I faintly heard gun shots behind us and the last I saw of Jake (**Scott C.**) he was in a steep dive heading toward our lines. I continued to take glancing shots on the blue Fokker but he quickly turned inside me and before I knew he, joined by the lead Fokker (**Stephen**) were both behind me with guns blazing. When I looked back I saw Sir Kevin taking a side shot at the yellow Fokker (**Alice**). I don’t know what happened next, I instinctively just turned left and when I looked back the sky was clear. Off my left wing I saw something which has mentally scarred me since. The lead Fokker (**Stephen**) and the yellow Fokker (**Alice**) were behind Sir Kevin shooting when his head erupted in cloud of red spray. I was so scared I rammed the throttles to the stops and the Wolsley roared to life. I looked back and saw the Fokkers fading in the distance”.

Jake Scott and Sir Kevin Browning are reported missingand presumed dead. German press reports that Hess, Weese, and Gregor returned to their aerodrome and that the kill of Sir Kevin was cut for by Hess (**Stephen**) and Weese (**Alice**) with Weese winning and being awarded a double kill for the mission. Hess, an ace by all rights with 19 victories, has again fallen short of the 20 victories required for the Pour Le Merite, Germany’s highest decoration the Blue Max. He has filed a formal protest with the German High Command saying, ““I’ve been cheated out of so many victories that its time to take action”. *ISD*

Indy Squadron Master Calendar

Every calendar is updated; always discard old one!

Oct 10	tba <i>Aces High!</i>
Nov 7	10am <i>Indpls War Memorial Armistice Day FitS Championship</i>
Dec 12	tba <i>Balloonatic Fringe</i>
Jan 1, '99	tba <i>No Frills DP Marathon</i>
Feb 20, '99	tba <i>Albatros Attack</i>
Mar 13, '99	tba <i>The Camel Drivers</i>
April 10, '99	tba <i>Fokker Fever</i>
May 8, '99	<i>Kankakee Mini Con '99?</i> <i>Kankakee, IL</i>
June/July '99	<i>No official games</i>

the LATEST DIRT

Is Our Championship Too Long And Too Bloody?

In recent years the battle for the Indy Squadron's Victory Medal has become more and more intense. This is a good thing and makes winning the Armistice Day Fits Tournament all the more rewarding... but has the game become so important to us that we treat our pilots as being completely and totally expendable? This is not a knee-jerk reaction to Scott Campbell's first turn head-on attack, but a calculated examination of our attitudes, mine included. Is it good for the game for us to treat our pilots as one-time throwaways, and does it give us a fair shot at determining who's the best player among us? And are the championship games simply getting too long? Is this a positive or a negative?

If we conclude that there is a problem, and I'm not totally convinced yet that there is, several possible solutions arise. First, everyone could fly as 3rd mission pilots *with no rookies allowed* (those with no pilot in that plane could transfer a pilot from another aircraft for this game only). Obviously, everyone would still choose lower level pilots, but they would at least have a small investment at stake. Another option is to roll a random turn limit on the game once the final tourney box has been eliminated. Some years that might hurt you, and sometimes it might help you, but everyone will play by the same rule.

The logic here is that players will play the game differently if they have absolutely nothing to lose. And if the object of this game is to find the best player in the Indy Squadron, then one would think that our championship should be played under something resembling normal conditions, and that the players involved should have reasonably normal attitudes toward that specific game. In other words, there's obviously something to gain, but maybe there should also be something to lose... a pilot. Not a big one, but not a complete throwaway. Might make for some interesting decision-making with the Indy Squadron's top honor on the line. So, whaddya think? First, is there a significant problem here, or an opportunity to improve our championship game? And if so, what is the best and most effective way of dealing with it? Your thoughts are solicited... and don't complain about rule changes if you don't jump in and say something!!

ISD

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Reigning Squadron Champion: Graham Shepfer

Indy Squadron Dispatch

Vol. 10, No.10/11

"The original local squadron newsletter"

Nov/Dec 1998

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SKYWRITING

Minutes for gaming on Nov. 7th: \$10.00 in donations, \$50.00 rental fee for McArthur Hall, \$6.30 for Victory Medal, \$2.00 for postage and printing. New balance: \$21.75. Attendance for 11/7/98: Dory, Alice, Scott J., Scott C., Stephen, Graham.

The Indy Squadron Web Site is in the works, thanks to Brian Halberstadt and Scott Campbell. It will eventually have links for local players, top pilots, upcoming events, and of course, ISD. In the meantime, check out the Indy Squadron's portion of the official Dawn Patrol web site under the secured password area for members only at: www.dawnpatrol.org

Like our Look? We're still improving the appearance of each issue, and our RBF and Squadron champions will now be recognized in each issue all year with headers on pages 1 and 3.

Indy Squadron Dispatch Staff:
Dogfights Editor: **Scott Campbell**
Direct Mailing Editor: **Dory Oda**
Squadron Treasurer: **Scott Jones**
Editor-in-Chief: **Stephen Skinner**

year ending double issue * year ending double issue

Graham Nabs Indy Crown In Thriller

Alice, Dory Make Three Way Dead Heat For Title!

7 November, 1918 (11/7/98)-A good crowd of 6 players, each one experienced and a legitimate title contender, gathered at the Indiana War Memorial for a shot at the Indy Squadron Victory Medal. For the purposes of this report, player names will be used instead of pilot names. The line up was as follows:

Scott Campbell/Fokker D8
Alice Skinner/Fokker DrI
Stephen Skinner/Fokker DrI

Scott Jones/Sopwith Dolphin
Dory Oda/Sopwith Dolphin
Graham Shepfer/Sopwith Snipe

Starting inside a 12 square tourney box, Scott C. made a bold move on the game's first turn. Unable to get the tail shot that he wanted on Scott Jones, he flew his Fkr D8 squarely in front of Jones' Dolphin for a 100' head-on shot!! The table watched in amazement as Jones defended himself well, scoring a long burst into his attacker, while Campbell's roll came up a clean miss! To no one's surprise, the Fokker D8 was soon hurtling earthward with a dead pilot at the stick, Campbell's title shot decending with it. Scott Jones rejoiced at his good fortune, and held hopes of finally nailing down his first championship after ten years' effort. The Germans, now outnumbered 3-2 within the confines of a small tourney box, knew that a fast kill was their only hope. Stephen quickly attacked Scott J.'s Dolphin, missing at first from the tail but scoring an 8 hit bottom burst on the next turn which smoked Scott's engine and crippled him for the remainder of the fight. Meanwhile, Alice and Dory locked horns in a one on one dogfight which would last the entire game. Nursing terrible initiative numbers, Graham flew his Snipe to the furthest corner of the tourney box, climbed his maximum, and waited.

A slugfest ensued with the Allies slowly gaining the upper hand on the strength of their two extra guns. Alice pounded Dory's Dolphin mercilessly, while Scott and Dory turned the tables on Stephen and put the first of an eventual 3 critical hits into his Tripe. Alice came to the rescue and further damaged Scott's Dolphin. With his back to the wall in a crippled airplane, Scott found himself under fire from both Alice and Stephen simultaneously, with 14 slugs tearing through his plane. (*con't, pg 2, "Championship"*)

(Championship, con't from pg 1) . The engine stopped cold, and Scott glided out of the fight knowing full well that he didn't have enough points. Now 2 on 2 with the entire board available, Alice began scoring consistently on Dory, a three time winner who again showing championship form. And for Graham, the dice were slowly starting to turn. With the only undamaged plane on the board, he ducked in and out of the fight, delivering accurate bursts as opportunities arose. A triple tailing chain ensued with Stephen's DrI under fire from Dory's Dolphin, which was in turn pursued by Alice's Triplane. Stephen's gallant effort to defend Alice's tail was failing fast. Smoking, with no loops for fancies available and his dive, climb and speed critically reduced, he fought on and for a moment very nearly escaped Dory's clutches. She closed to 400' from the tail – the only shot Stephen's desperate maneuvering allowed – and pressed the triggers. A five hit burst sawed off his right wing and the fatally stricken DrI fluttered down. Alice was now alone with the two remaining Brits. Another tailing chain- Dory's heavily damaged Dolphin still pursued by Alice, who was now under heavy fire from Graham. Fighting for what she knew would be a close game, Dory hung on til her left wing was shredded with 10 hits! There was little choice but to leave while her tail was still covered by the brilliant maneuvering of Graham's Snipe. She had scored well and earned a solo kill... but was it enough?

Graham now began to press Alice's Triplane. She was in real trouble, nursing several criticals , fighting gun jams and a severe ammo shortage. Although Graham's plane was still relatively undamaged, Alice felt she had to shoot him down in order to secure the championship (she was right). She fought tenaciously in a losing battle but the rare opportunities she had to shoot did not produce a killing burst. Graham fired relentlessly and gunned down the Tripe after a long and bitter fight... now all that remained was the scoring. Dory, Alice and Graham were the stars of the game. Dory's experience and selective angles of fire; Alice's persistence and knack for tailing successfully under tremendous pressure, and the title ultimately going to Graham with his patient and calculating battle plan. Alice scored an amazing 96 points on hit factors; possibly the best ever score in that category; Graham's 82 point shooting was close behind.

Graham	127	Scott J.	76
Dory	113	Stephen	53
Alice	111	Scott C.	0

Old Man Tommy Maybe Too Old Gottenheim, Wahlenger Rule Sky

March 7, 1918 (11/7/98) - At approximately 0800 hours 3 Sopwith Camels (150) of No. 10 Naval squadron, piloted by Old man Tommy (Graham, 20/3), Lt. Brimcomb-Wood (Scott C., 4/0), and Capt. Sam Swanson (Scott J., 2/0) took off on mission to patrol the Front. Over German Lines, they had the misfortune to run into Jasta 11 comprised of Vz. Ignati Gottenheim (Stephen, 13/4), Lt. Arnold Wahlenger (Dory, 2/0), and a rookie whose name was not released (Alice, 1/0). Flight leader Tommy wanted to climb and gain distance but his wingmen ignored him and pulled straight up and put some lead in the air to no avail. Gottenheim's Pfalz DIIIa and Wahlenger's Alb D-V dove down on the two young Camel pilots putting some lead into them. Wahlenger's guns chattered their deadly sound as Brimcomb-Wood's left pant leg exploded in a shower of splinters and fur. His heart raced in the tight turn as he looked down only to discover a mere hole in his pants and seat. Brimcomb then pulled in behind the rookie Alb pilot and began the deadly cycle of air combat. Brimcomb hammered away at the Alb for half a minute to no apparent effect. Capt. Swanson was trading shots with Gottenheim and Wahlenger while Tommy, way out of position, attempted to get back into the fight. As the old man's guns erupted at the Alb rookie, Gottenheim shot up Swanson so bad he dove out of the fight and Wahlenger gave Brimcomb-Wood a left wing critical so severe that he, too headed for home.

When the sky cleared, a Pfalz and two Albs had bested 3 150 hp Camels led by a 10 mission ace!
ISD



****Battle of the Aces**** **Hess Downs Chesterton for 20th!** **Straus-Fitzburgh Death Duel!**

July 7, 1918 (11/7/98)- Lt. Aron Hess (Stephen, 34/20) has finally reached the long awaited 20 victory requirement for the Orden Pour le Merite which is pending at this moment at air command head quarters (haven't rolled yet!). Hess took off with two other members of the Black Knights squadron, Lt. Ludwig Halmestadt (Dory, 11/2), and Lt. Otto Straus (Scott C., 1/0) heading straight for Allied lines looking for a scrap. They met 3 SE 5a's at 2500' just over Arrancourt. Hess, mad at continuous denials by HQ, held the trigger down on 2Lt. Allen Chesterton (Scott J., 13/3?) while Straus sprayed Lt. Arnold Fitzburg (Graham, 4/1) giving him a shoulder wound. Despite his wound he fought on, remembering who hit him. The 3rd SE (Alice) shot at Straus doing minor damage. After 15-20 seconds of combat Chesterton's last moments were spent firing at Halmestadt, who was in serious trouble with the SE ace on his tail. Chesterton's body heaved in pain when the hail of bullets from Hess' DVII sent him cartwheeling into the earth. But the fight was far from over, Fitzburg got in behind the man that nearly took his life, Straus, and fired with a vengeance. Straus recalls feeling a sharp pain in his lower back while seeing his altimeter smash with blood on it. Just as Fitzburg was ready to administer the coup de grace his shoulder wound pulsed giving him tunnel vision & eternal sleep; he passed out and slammed into the earth below. Hess, wounded himself, immediately flew toward German lines. The 3rd SE (Alice) went after Halmestadt (11/2,Dory) and successively put round after round into the Fokker's left wing nearly chopping it off. Halmestadt's Fokker DVII(185) still had the power to get him out of the fight and he escaped! Straus and Hess still bleeding managed to make it back to German lines and land successfully while Halmestadt landed precariously back at base. The British mourned the loss of two valiant flyers, Lt Arnold Fitzburgh and Lt. Allen Chesterton.
ISD

Defending Champion: **Scott Campbell**

Indy Squadron Master Calendar

Every calendar is updated; always
discard old one!

Note the earlier start time on Dec 12th gaming, in response to Dory's request so that she (and we) can play longer. Also, we're making a specific effort to get more games in a shorter time period, so be there on time (win the on-time drawing!) and help us start increasing our number of games.

<i>Dec 12</i>	<i>9am, Skinner's house, 922 E. Hervey, 791-1010 Balloonatic Fringe</i>
<i>Jan 1, '99</i>	<i>tba No Frills DP Marathon</i>
<i>Jan 17, '99</i>	<i>tba Great Dice Giveaway II</i>
<i>Feb 20, '99</i>	<i>tba Albatros Attack</i>
<i>Mar 13, '99</i>	<i>tba The Camel Drivers</i>
<i>April 17, '99</i>	<i>tba Reb Baron Fight X</i>
<i>May 8, '99</i>	<i>Kankakee Mini Con '99? Kankakee, IL</i>
<i>June/July '99</i>	<i>No official games</i>
<i>Aug 1, '99</i>	<i>tba Fokker Fever</i>

Strassburg and Straus Drive Bristols from sky

May 10, 1918, over German lines today (10-12-98) two Albatros D-Va's, Dietrich Strassburg (3/0, Dory) and Otto Straus (2/0, Scott C.) were dived on by two Bristol two-seaters. The first pass of the two-seaters resulted in minor damage to the two Albs. The two Albatrosses then maneuvered into position keeping beneath the tail of the deadly two-seaters of which they were rumored to have had twin guns. Strassburg (3/0,Dory) fired on Lt. Raymond Grant/Sgt. Howard Shields (9/0, 8/1, Stephen) while Straus (2/0, Scott C.) fired on Lt. Paul Winters/Charles Jamison (3/0 ,3/0, Scott J.). It appeared at the moment that Straus and Strassburg had each picked their targets for the remainder of the combat and although the Bristols tried to mutually support each other the agile Albs were too hard to hit. Straus stuck to the tail of Lt. Paul Winters/Charles Jamison (3/0, 3/0, Scott J.) continuously tailing him for approximately one minute while staying a little below and behind. At one point Lt. Raymond Grant/Sgt. Howard Shields (9/0, 8/1, Stephen) pulled underneath Straus hitting the Albatros in the soft underbelly, but still to minor damage. Strassburg (3/0, Dory) continued the relentless pursuit of Lt. Raymond Grant/Sgt. Howard Shields (9/0, 8/1, Stephen) but the English planes were too fast and they both went off in separate directions.

Leiter and Dexter See SSW D-IV agility

Sept 10, 1918 over Allied lines (10-12-98). The Sopwith Camel, what was once thought to be the ultimate killing machine in the air, finally encountered the straw that broke the Camels back. Lt. Purvis Leiter (18/8, Stephen) and Lt. Gulliver Dexter (4/1, Dory) were the first pilots to encounter the high powered machines in recent days. German papers say that Lt. Rutbert Kettering(10/1,Scott C.) and Lt. Fritz Ignati(1/0,Scott J.) took off in two new SSW-DIV for testing. Leiter(18/8,Stephen) continues:"We knew we had to hit them hard on the first pass. So we both concentrated on the no. 2 plane, Ignati(1/0,Scott J.). Kettering(10/1,Scott C.) then got in behind me and my plane then took quite a rap. The only thing the Camel had over the new plane was the torque effect which I used to my advantage after pulling out of a loop and turning hard right. Kettering(10/1,Scott C.) throttled up, and climbed to join Ignati(1/0,Scott J.) and my wingman Dexter(4/1,Dory) who left me down below." Ignati and Dexter both exchanged bursts with neither hitting. Leiter pulled straight up to try to hit Kettering but the D-IV was too far away. Leiter dove down to get separation and waited for Dexter who then dove down and formed up. Leiter decided they were at a disadvantage with the two machines and they both dove for home.

Fontaine Salutes Stricken Strahle

Sept 10, 1918 over German lines (10-12-98) a pair of Pfalz D-XII's consisting of Lt. Walter Strahle (18/3, Stephen) and Lt. Dietrick von Happer (2/0, Dory) were both surprised from behind by S/Lt. Louis Raymone (4/0, Scott J.) and S/Lt. Henri Fontaine (3/0, Scott C.). Fontaine went after Strahle and Raymone went after Happer. Reports say Strahle was under intensive gunfire for several seconds as he yanked his D-XII into a hard right circle with Fontaine still on him. Raymone (4/0, Scott J.) followed Happer (2/0, Dory) but both guns locked up after his initial bursts leaving him helpless in an unfriendly sky. Strahle shook Fontaine and then went after Raymone (4/0, Scott J.) hitting him with some solid bursts. One of Fontaine's guns locked up previously and, after a glancing shot at Happer (2/0, Dory), the second one locked up also. At this point between the two Huns they had no working guns. Happer (2/0, Dory) moved in behind Fontaine firing but missed and then was shaken with a large loop. It seemed that no one could hit the other and the Germans guns were all stopped up. Strahle (18/3, Stephen) continued his pursuit of Raymone (4/0, Scott J.) but just as one of his guns jammed Fontaine (3/0, Scott C.) unjammed his and got in a few bursts in Strahle's machine. Strahle pushed the stick forward and Fontaine (3/0, Scott C.) saluted him, preferring to head home himself. Raymone and Happer both missed each other and then conceded the fight too.

Bonner Logs 12th Mission! *Loses Ziegel in Clouds*

Bloody April 1917, over German lines (10-12-98). Despite continued Allied losses this month one French squadron, N3, is taking charge of things. S/Lt. Harold Bonner (12/4, Stephen) and Andre Meugot (4/0, Dory) flying Nieuport 17's dove down on two Albatros D-II's of Jasta 11. S/Lt. Harold Bonner (12/4, Stephen) immediately went to work on Lt. Heinrich Ziegel (14/1, Scott C.) diving in and behind at 200' to anticipate the Hun's every move while Andre Meugot (4/0, Dory) went after Vz. Paul Oldburg (6/1, Scott J.). Ziegel (14/1, Scott C.) was now the hunted and while trying to get shots off at Meugot (4/0, Dory) Bonner (12/4, Stephen) maintained his position continuously firing. Oldburg (6/1, Scott J.) joined in the fray trying to help Ziegel but Meugot (4/0, Dory) began tailing him. Ziegel (14/1, Scott C.) took an aileron hinge hit and looking down spotted a fairly large cloud bank pushing his stick forward to make for it. Bonner (12/4, Stephen) continued hot pursuit leaving Meugot (4/0, Dory) and Oldburg (6/1, Scott J.) to continue to duke it out above. Just as Ziegel was beginning to take hits around his cockpit the clouds enveloped him and Bonner (12/4, Stephen) began cursing. Meugot (4/0, Dory) and Oldburg (6/1, Scott J.) exchanged gunfire but Oldburg also decided to give up the fight and dove into the clouds. Bonner received a big congratulations upon returning to base celebrating his 12th mission and almost 5th kill. Ziegel was not happy with his wingman he wanted to fly with famed Heinz Goldberg.