

The Death of Freeze Frame Gaming

An Overdue Obituary for an Idea That Didn't Work

by Stephen Skinner

Over the past few years Dawn Patrol has become infected with a bizarre new philosophy sometimes known as "freeze frame" gaming. This new mentality has divided the Fits Society into those who support freeze frame rules, those who support traditional "flow" movement, and those who want to create a way to marry the two opposing concepts.

The freeze frame philosophy claims that game action is based on the final angles of airplane counters in the last square of a game turn. Hence, if the final angle or position of an airplane counter does not facilitate a particular action, *then it could not have occurred at any other point during the game turn, either*. This is in direct defiance of long-standing Dawn Patrol rules, which state that a game turn represents all the activities that would have taken place during the twenty-second time span that each turn was designed to represent. This freeze frame mentality has given birth to several new rules. Two, in particular, are changing the way we play the game.

The first restricts observers from firing at the same target as the pilot in the same turn. Freeze frame supporters claim that observers shouldn't be allowed to fire on the same target as their pilot because the plane would be angled upward and the observer's shot would be blocked by the back of his own pilot's head.

The rule book, however, clearly states that the firing phase represents all shooting that would have taken place during the twenty-second period that each game turn represents. Until that fundamental premise is removed from the game, we must address the issue in a manner that is logically consistent with twenty-second-per-turn movement.

Therefore, the concept that an observer cannot fire at the same target as the pilot even though that target is at a higher level is, by necessity, based on the assumption that *the attacking airplane maintains its angle of attack for the entire twenty seconds of the game turn*.

If the nose of the plane drops at any point during the game turn, the angle necessary to block the observer from shooting at the same target as the pilot is lost and an observer's shot becomes possible. In that moment the freeze framer's claim that the observer could not fire at the same target becomes bogus.

Let's put aside our emotional involvement and perform a little basic research to determine if the freeze framer's rule is as realistic as they claim.

In order to fire the front gun at a target 100 feet away and 50 feet higher, an aircraft must reach a 28-degree climb attitude, also known as "angle of attack." This refers to the plane's upward "tilt" when the nose rises as the pilot aims at a higher target. The same 28-degree angle of attack would be required to align the pilot's gun on a target 200 feet away and 100 feet higher. Targets at still higher

Indy Cements Ground Fire Rules

A new house rule was passed on November 11, 2006 that clarifies the chances of a head-on pilot hit from ground machine guns. The local group has always held that double "1's" were required for a

altitudes would require even greater angles of up to 45 degrees.

But the fact that World War I-era two-seaters did not have the ability to maintain a 28-degree angle of attack (much less anything greater) destroys the premise upon which the freeze frame rule is based.

The author spoke with former naval aviator Wayne Handley. Wayne is a three-time California Unlimited Aerobatic Champion with more than 27,000 flight hours and a good deal of time in several World War I types. Wayne brought famed aerobatic pilot Chuck Wentworth into the conversation as well for additional information. One of the legendary pilots of antique planes today, Chuck has even more flight time in Sopwith Strutters, Fokkers, Camels, Pfalz's, Nieuports and many others.

Both pilots confirmed that WWI fighters could achieve and maintain inclinations of 20-30 degrees, but the heavier two-seater airplanes could sustain only a 15-degree angle of attack... barely half of what is necessary for the freeze frame rule to be remotely authentic.

Sustaining a 30-degree angle of attack is not simply a ridiculous thing for any two-seater pilot to do in the middle of a dogfight, it is utterly impossible. Attempting to do so would result in an immediate stall and force the nose of the airplane sharply down... instantly opening up an opportunity for the observer to take the very shot that freeze framers are trying to outlaw. In other words, *it is impossible for an observer not to have a firing opportunity somewhere within that twenty-second window because the airplanes of the era didn't have the ability to maintain the climb attitude necessary to block the observer's shot.*

However, there is another problem that certainly would limit the observer's opportunity to fire at the same target as his pilot. The real issue has nothing to do with the attitude of the airplane - which would almost certainly allow for such a shot - and everything to do with the construction of the particular aircraft type.

Many WWI two-seaters had rear cockpits that were situated so far under the upper wing that it was physically impossible to turn the gun toward the nose of the airplane... the gun would literally bump into the bottom of the upper wing. On those airplanes, no forward firing at any target regardless of altitude should be permitted, and it has nothing at all to do with freeze frame versus flow debates. It simply couldn't be done. It was like trying to erect a flagpole inside your automobile... there wasn't enough space to do the job. The gun simply could not point in that direction. Many WWI two-seaters that are currently permitted to fire at targets above and in front of their airplane fall into this category.

head-on angle pilot hit from a ground machine gun, but it was suggested that the Society's current practice scored pilot hits when a "1" was rolled on one six-sided die.

A vote was taken and Indy's precedent was upheld by a wide margin, passing 8-1. When ground machine guns fire head-on at airplanes in local games, pilot hits will be scored only on double "1's." The new ruling is now posted on the [House Rules](#) page under the heading "MG Pilot Wound Chances."

Calendar Page, *Latest Dirt* Return

The Indy Squadron Calendar has been available through the Forum menu for some time now, but to make it more accessible it has been added to the home page's main menu as well. The calendar can now be accessed directly from the home page or through the Forum as always.

Also, the next chapter in The Latest Dirt's series on The History of Props, "For Whom the Bell Tolls; Props in the Modern Era," will return soon in an upcoming issue of ISD.

Indy Sends Contingent to Wingman Tournament

For the first time the Indy Squadron may be able to send players to the Society's Wingman Tournament. Rick, Stephen Dale and Ken will represent the Indy Squadron in the annual affair slated for December 2-3 in Madison, WI. Rick and Ken will combine for an all-Indy team while Stephen Dale will likely be matched with Al Christensen. Stephen and Kevin had hoped to go but ran into scheduling

On those two-seaters which had sufficient space between the rear cockpit and the upper wing to turn the gun forward, shooting should be allowed at all targets at higher altitudes even if the pilot fires on the same target. It is impossible for WWI-era aircraft to maintain an inclined attitude long enough to disallow such shots. That is not a hypothesis; it is a historical fact. At some point in the plane's movement the observer would have sufficient opportunity to fire.

The slightest application of common sense pretty much makes this one a no-brainer. Studying the reality of WWI aviation makes it clear that the whole "observer-shooting-at-the-pilot's-target" debate is actually not a freeze frame versus flow argument at all... its a simple matter of doing our homework on airplanes and the aerial abilities of WWI types. (continued below)

difficulties.

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(Continued) Perhaps we would be better off dispensing with irrational rules that disallow plausible shots and instead spend our time researching which airplanes allowed the observer's gun sufficient space to be pointed forward and which ones did not.

The second popular freeze frame dicta claims that it is unrealistic for planes with wing-mounted guns - such as the SE 5a to defend themselves from top attacks unless the attack comes from a selected set of pre-approved forward angles. The plain fact is that it's unrealistic for planes to use wing-mounted guns to defend themselves at all.

Lt. George Vaughn scored seven victories on SE 5a's with RAF 84 in the summer of 1918. I corresponded with Vaughn during the last years of his life and spoke with him personally on several occasions, specifically asking about wing-mounted Lewis guns. He described the overhead weapon as limited in value, difficult to aim, even more difficult to reload and entirely impractical for firing at planes overhead.

Major Keith Cadwell of RAF 74 was even more blunt when he wrote:

I had my Lewis gun removed from the top plane where it was pretty useless, really. In a scrap you could not easily change the ammunition drums while trying to maneuver it, and at the same time, the Hun could see what was going on and (naturally) took advantage of the break. The SE would have been a much better airplane if it had had two Vickers through the propeller.

By the time an attack was perceived the pilot did not have the time to pull the pin out of the Foster mount, slide the gun backwards to the correct angle, secure the gun by replacing the pin, aim through the inadequate peep sights (telescopic Aldis sights would not fit on a Lewis), fire, and hit his target.

I have interviewed more than sixty World War I pilots and several of them told me that the primary use for the sliding Foster mount was to reload the Lewis gun. Sliding the gun backwards toward the pilot made it far easier to pull the pin on the drum (which was located on top of the ammo drum), replace it with a fresh drum and slide the whole conglomeration back into place. For reloading, it was useful... yet I never spoke with a single WWI pilot who claimed that it was even remotely

practical for defending against top attacks.

Too many of us have been enamored by stories of James McCudden raking entirely unsuspecting two-seaters from below and have attempted to take the unusual habits of an extraordinary pilot and apply them to every wing-mounted gun in Dawn Patrol. If we wanted to be realistic we would outlaw all overhead defensive shots and require flying straight and level for one turn before the Lewis could be moved from one position to another. *But we haven't done that.*

If defensive shots are to be permitted with wing guns at all, consistency of logic demands that they must be permitted regardless of the attacker's angle of approach. The argument that the pilot "couldn't see" a plane approaching from above and behind and therefore could not defend himself is illogical since every pilot in every air service was trained to be acutely aware of enemy planes on his tail and knew that his life depended on that knowledge. And even if a plane did approach undetected from above and behind, it is a defiance of physics to think that one plane could use its vastly superior speed and energy to plunge onto another, yet the momentum of the diving attacker would not result in a shot opportunity for the wing gun of the target aircraft as the attacker zooms away.

The nitpickers among us may want to change the defensive shot from a head-on attack to a bottom attack (if the attack originates from above and behind) but eliminating the shot entirely based on the freeze frame's logic requires a mystical form of aerial magic that WWI planes never quite mastered.

The true, gung-ho freeze frame addicts are determined to rebuild the game around their philosophy, which forces us to consider the disastrous ramifications of such a move. In general application the freeze frame mentality runs into far more serious problems and ultimately becomes its own worst enemy. For instance...

- All bombing rules become instantly obsolete and must be totally redesigned... after all, in freeze frame rules, only the last square matters. Your bombs will always fall in the last square because it's a freeze frame. You cannot drop "during" your turn, because there is no "turn." There is only the last square of your freeze frame moment.
- All balloon attacks must now change. Think about it... anti-aircraft fire cannot take effect first because there is no "first." Everything happens at once in the last square of your move.
- Collisions would become a thing of the past. Collisions can't happen during that twenty seconds because there are no "twenty seconds." If they didn't collide in their last square, they didn't collide at all.
- The freeze frame mentality destroys the tailing system... tailing is now nothing more than ending your turn in a tailing position. What happened during your turn is irrelevant because there is no turn. There is only the snapshot.

Perhaps the only rule in the entire game that might survive intact is the old mirror image rule regarding blocked shots, which was always an exception rather than a precedent and was intended primarily to stop an endless array of head-on shots. But make no mistake, an adoption of the freeze frame mentality would quickly turn Dawn Patrol into a game that none of us recognize and few of us would want to play.

Freeze frame supporters are sure to say, "Well, Stephen, you're taking this way too far." No, I'm really not. What I'm doing is following the freeze frame logic to its natural conclusion, and its natural conclusion is a contradictory disaster.

What the freeze frame supporters really want is to use the freeze frame premise in certain areas of the game and ignore it in others. This, to me, is the worst of all worlds. One minute we're claiming that an SE 5 can't defend itself against a rear top attack because only the last square of your move really matters... the next minute we're penalizing someone's bombing run for a maneuver performed five squares before they finished their turn.

Shouldn't we make up our minds?

Attempting to mix the two mindsets is fool's errand. You'd have better luck mixing oil and water.

When its evolution is complete, the freeze frame game is exposed as a dead end. It is an antiquated relic that requires either a total restructuring of the game as we know it or a contradictory mixture of two opposing concepts. Ultimately the freeze frame game was killed by its own logic. It is not more playable. It is not more realistic. It violates the basic premise upon which every game turn is built.

For all the improvements that the game has seen since the release of the 7th edition, the freeze frame mentality is one thing we could do without. The society should pause for a moment and consider that maybe the twenty-second game turn wasn't such a bad idea after all.

Special Armistice Day Double Issue

KEN REPEATS AS INDY CHAMP

**Controversial Start Turns to Armistice Classic
Ben, Dory, Wyatt Challenge Til End
Von Mader Escapes Showdown With Leiter
and, the long awaited return of THE LATEST DIRT!**

This year's championship pretty much summarized what the Armistice Day Fits Tournament has been about since its inception in 1989... high stakes, controversy, pressure, heroism, more controversy, and the biggest winner-take-all purse in squadron history. Ken Mrozak turned in a solid but understated performance that kept everyone guessing until the very end, especially in light of tremendous games played by Dory, Ben and Wyatt, who took 2nd through 4th positions.

Rick Lacy designed a fantastic mission for us, so evenly balanced that this year's title tourney continued far longer than other recent championship games and kept four players were in contention until the final turn. The sides stacked up like this:

Allies		Germans	
Rick Lacy	Sopwith Camel 150	Kevin Richeson	Fokker DVII 185
Dory Oda	Sopwith Camel 150	Wayne Richeson	Fokker DVII 185
Barton Stano	SE 5a	Stephen Dale Skinner	Pfalz DXII
Ben Hodgson	SE 5a	Stephen Skinner	Pfalz DXII
Evan Lacy	SPAD XIII	Ken Mrozak	Fokker DVI
Wyatt Richeson	Sopwith Camel 130		

The game started like a hurricane when Wyatt's Camel took a pot shot at Stephen's Pfalz and scored four engine hits in a single burst, inflicting an immediate prop hit and forcing the five-time Indy champ to glide out of the tourney box and out of contention. In the meantime, defending Armistice Day champion Ben Hodgson had not only been dead last to choose his airplane (SE 5a), he got the honor of moving first on the first turn.

The intensity shot up yet another level when Evan's American SPAD pilot aligned his sights on Kevin's Fokker DVII and scored a first-turn pilot hit. Kevin's roll turned up a fatal chest wound and the Germans were facing a six-on-three game until Kevin protested that he was not aware that Evan was shooting at his pilot. Despite the roll being witnessed by Evan's wingmen, Kevin passionately defended his position and convinced enough people to win a table vote. His fatal pilot wound was altered to a No Effect instead.

On Turn Two, under direction from Rick, the tourney box grew one square per turn instead of the standard box measurements. Chased down by Kevin's resurrected DVII pilot, Dory's Camel flyer sustained a pilot hit but lucked out by rolling for a No Effect wound.



Kevin, Wyatt, Ben, Stephen Dale (L-R) toast the winner

Barton made a daring move on Turn Three that had a lasting impact on the game... moving early in the order, he chose to nosedive his SE 5a 1,500 feet. Ken's Fokker and Kevin's DVII both gave chase and the championship evolved into a two-tiered affair. Rick's Camel and Ben's SE both dove to join in the descending scrap, giving the Allies a three-to-two advantage in the lower fight.

Over a thousand feet higher, Wayne and Kevin's German fighters closed in on Evan for a top and bottom double attack that smoked the SPAD's engine and convinced Evan to call it quits and escape the game. As an aside, two turns later Kevin and Rick would tie an Indy Squadron record by rolling five times for initiative before reaching a decision.

The lower level of the fight grew yet again when Dory tailed Stephen's Dale's Pfalz which tailed Wyatt's Camel that was being tailed by Kevin's Fokker. The entire tailing chain except for Wyatt, who had been reversed by Kevin, plunged into the melee that Bart had begun a few turns before. Dory successfully tailed Stephen Dale, but Stephen Dale parked his Pfalz in the firing cone of Ken who seized the chance to defend his wingman and shoot Dory head-on. Dory refused to change targets and got stung with six head-on hits, five of which went into the engine. The remaining shot went into her pilot, inflicting a light wound. She managed to avoid a critical hit to her engine and refused to leave the fight. Meanwhile Wayne pumped eight hits into Ben's previously pristine SE 5.

This particular turn was pretty ugly for the Allies. Ben was battered by Wayne, Dory had nearly been knocked out of the championship and the Germans were surging. Although outnumbered six-to-four since the first turn, the Germans had tenaciously fought their way back into contention and put the game in question once more. The Allies were saved on the next turn when they smoked the Germans on initiative numbers. Ben, Bart and Rick all rolled "six" or less which put the pressure back on the high-rolling Germans.



Wyatt then pulled off a good move for the team but a costly move for himself... he dove into the lower scrap to unify the fight once more and swing the balance back in favor of the Brits. But in doing so he was double attacked by Ken and Kevin and absorbed heavy damage. Dory - still sporting two wounds, five engine hits and a jammed gun - continued to tail Stephen Dale's Pfalz mercilessly. Ben joined in the fun and attacked Stephen Dale as well, who now had three critical hits, ten hit factors in the right wing and eleven in the left, and now, two Brits on his tail.

Kevin's DVII pilot was faring little better, getting doubled by Bart and Rick who scored a total of twelve hits. With both Kevin and Stephen Dale on the ropes, it appeared as if the German team was in serious trouble again. With nine hits in his DVII's left wing and critical damage, Kevin outrolled Rick's Camel but was tailed by Bart's SE 5. At the same time, Ken saw an opportunity and flew his Fokker DVI onto Bart's tail and began firing.

Meanwhile, Stephen Dale's bid to stay alive was becoming desperate. With Dory hanging grimly on his tail (at an angle) he chose a large loop to separate the two planes, then turned his Pfalz toward her so as to protect his wings and only offer a head-on shot. He had no way of knowing that the engine of Dory's Camel had already taken five hits and the last thing she could afford was another head-on exchange. Using her Camel's maneuverability, Dory overcame Stephen Dale's valiant effort and managed a poor side shot with her remaining gun, unaware that even a single wing hit would have given her the kill. She scored only one hit and Stephen Dale's luck held...

... Until they rolled numbers. Ben outrolled him by one pip and stayed on Stephen Dale's tail, while Wayne abandoned the massive tailing chain to take a pot shot at Rick's entirely undamaged Camel 150. Without a single hit in his airplane Rick quipped "Aw... its not a problem." Wayne rolled maximum damage for seven hits and sent Rick's unconcerned Camel down with a fatal pilot hit. Ben opened fire on Stephen Dale's battered Pfalz, scoring only two hits but still sawing off the right wing. Stephen Dale hit the silk and floated safely down into No Man's Land and made his way back home, robbing Dory of a kill that she'd worked on for several turns.

Ken's Fokker hung on the tail of Barton's SE for another burst, this time scoring seven hits and blowing the Brit's left wing off amidst a continuing wave of protest from Bart over Ken's gaming ethics.

Of the eleven original combatants, only six battle-scarred airplanes remained. With eleven hits in this left wing, Kevin's Fokker desperately needed to get Dory's Camel off his tail. Dory, it should be remembered, was still flying around with two pilot wounds, five engine hits and a jammed machine gun so it was difficult to tell who was really in the most trouble. Kevin pulled a Tail Spin maneuver to shake her only to realize that he hadn't been able to do fancy maneuvers since halfway through the game. Kevin's DVII fell out of control, into a spin, and survived three straight overdrive rolls between 55% and 75%. He finally regained control of his Fokker at 700 feet altitude and decided to call it a day. He made his escape and returned home.

Wayne, still celebrating his sudden death kill over Rick's Camel, was shot from the tail by Ben's SE 5a and absorbed a brutal critical hit to his wing and a pilot hit. Wayne rolled low and managed a No Effect wound, but his spirits were considerably lower and his plane wouldn't do anything but Bank Left. He flew out of the game and watched his title chances fade as the dogfight disappeared behind him. Dory tried to give chase but still had only one gun and could manage to inflict only minimal damage. But Wayne, still shaken from his near-death experience with Ben on the prior turn and with Dory still on his tail, plopped his plane down in a field behind German lines and defaulted the kill to Dory, who was satisfied that she richly deserved it after losing two previous kills to her own wingmen.



Dory awards Ken his Victory Medal

As Dory rejoiced over her kill and stayed awake long enough to make the flight home, Ken's Fokker got a little too sassy with the remaining Allied planes of Ben and Wyatt. Ben's SE scored a pilot hit on Ken and smoked his DVI's engine. Ken took evasive action and offered Ben only a 300 foot shot on the next turn. Ben missed and by this time everyone was relieved to go home while the gettin' was good.

The controversy of the day was undoubtedly Evan's lost kill over Kevin on the first turn of the game. The surprises of the day were Wayne's shocking, single-burst kill over Rick's totally undamaged Camel and Stephen's first-turn prop hit that removed him from title contention almost before the game even started. The irony of the day was Barton being shot down by Ken. The worst luck of the day was Rick, who had set himself up for a strong finish only to die in an airplane so fresh that the paint wasn't dry.

The Good Move That For A Moment Looked Like The Bad Move Of The Day was Barton diving below the fight; a move that three turns later led to the Brits finishing off the two Germans who followed. The best luck of the day belonged to Ben, who got stuck with an SE 5a but turned it into a brilliant third-place finish, and Ken, who got some thirteen shots in fifteen turns.

Ken becomes only the second player in eighteen years to win repeat titles, demonstrating just how difficult it is to lay claim to The Big One in November. His winner's take was so big that it took three people to hold up all the prizes for a post-game photo.

Many thanks to Russell Smith, Phil Makanna, Joe Gertler, Mike Carr and the Society and George

Henion for donating prizes to make this year's prize package the biggest winner's purse in Dawn Patrol.

2006 Armistice Day Fits Tournament			
Gamerz gaming club			
November 11, 2006			
Ken Mrozak	German	Fokker DVI	161
Dory Oda	British	Camel 150	119
Ben Hodgson	British	SE 5a	101
Wyatt Richeson	Belgian	Camel 130	96
Wayne Richeson	German	Fokker DVII 185	86
Kevin Richeson	German	Fokker DVII 185	70
Stephen Dale Skinner	German	Pfalz DXII	38
Rick Lacy	British	Camel 150	30
Barton Stano	British	SE 5a	30
Evan Lacy	American	SPAD XIII	29
Stephen Skinner	German	Pfalz DXII	22



Armistice Day offers Dawn Patrol's only winner-take-all purse

- The Return of -
The Latest Dirt
MAN, THAT'S ANNOYING!
The History of Props, Part I

After an absence of several years and in spite of popular demand, **THE LATEST DIRT** now storms back onto pages of ISD in a glorious and celebrated comeback that will ring bells with Indy old-timers. We now swoosh you directly to our pertinent topic...

In the beginning, all props were verbal. They started as mere insults toward one's opponents including common phrases such as "I hope you gag on that chip" or "you couldn't shoot the ocean on a clear day."

Props then evolved into the repetition phase where the poignancy of a given verbal taunt was accentuated by its repeated use, as well as the victim's foreknowledge that this particular taunt was about to be employed (half the fear is knowing that its coming). As an example, let us study Clark's legendary "Pa-ching."

The specific origin of "Pa-ching" has been lost to the mists of time, but it is said to have originated in a popular television commercial from the late 1980's. Upon the execution of an acutely successful shot or move by Clark, he would establish eye contact with his victim, hesitate for a moment, and exclaim "Pa-ching!"

The hesitation was key for without it the victim might yet be

Von Mader Escapes
Showdown With Leiter

Game Reports from
 November 11, 2006
 by Stephen Dale Skinner

Game #1: After all her brothers had passed on, Zildy Ferplunk (Kevin Richeson) the lone sister in the Ferplunk family, strapped on her helmet for the last time Saturday. The game pitted four German Pfalz DIII's composed of Rick, Ken, Wyatt, and Kevin against a French team of SPAS's flown by Stephen, Stephen Dale, Evan, Wayne, and Ben. Zildy Ferplunk (Kevin) took a pilot hit from Evan Lacy on the first turn and was forced to dive from the fight. She quickly passed out and never awoke with her plane slamming into the ground in a fiery explosion. No other significant action took place during the mission with all other players escaping without fatalities.

The second game(s) of the day were split because of the majority of players.

unaware of the fact that he was about to be "Pa-chinged." But in that priceless moment when the victim looked at Clark, realized that he was about to be toasted, and before he could react Clark would say "Pa-ching!"... in that nanosecond, Clark's verbal assault was elevated from a mere taunt into the realm of Props.

And so began the Repetitious Prop.

Jason soon followed with his own Repetitious Prop. After being asked his altitude for the 349th time, Jason would slowly yet emphatically repeat "two thousand four hundred feet...*above sea level!*" This was also a form of audio shorthand because it spared Jason the additional effort of saying "and open your ears, you incompetent, deaf, thick-headed dimwit."



But all this changed in 1991 with the arrival of Brian's infamous Skull. Never again would Props be restricted to lavish onslaughts of verbosity. Now, Props would be physical. We should note, however, that Brian's Skull was not actually Brian's skull, the use of which would have rendered him even more impotent than he ordinarily was. It was instead a plastic anatomical model originally intended for boring and useless tasks like education. But for some inane reason Brian chose to build a plastic model human skull, insert his dice into The Skull's mouth and shake the vulgar conglomeration in a spirited manner. Rattling mercilessly inside the unlined plastic mouth of The Skull, Brian's dice would create a provoking noise at an alarming decibal level, afflicting all with the greatest vexation.

The roll itself was an even more preponderant display, with the eyeless Skull's mouth opening and the dice frequently flying in incommodius directions requiring an ill-favored repetition of the entire performance.



Over time, Brian's Skull became the mother of all Props partially because it never worked. It's total, complete, abject failure at scoring pilot hits became its primary claim to fame. People actually wanted to be shot at by The Skull simply because they knew it made them safer. Brian would invariably deploy The Skull in the most grandiose and theatrical manner possible which served only to heighten the joy of his opponents when it failed to score a hit. Nevertheless, The Skull will go down in Indy Squadron history as perhaps the most memorable of all Props, and certainly as the originator of a new trend called Physical

(Side 1) Game #2: A British team of three Sopwith Camels flown by Stephen, Stephen Dale, and Kevin took on two Fokker D.VII's flown by Ken and Rick. Aside from a first turn surprise on the German team the Brits flew terribly in a short and uneventful mission. Everyone returned home okay.

(Side 2) Game #2: Dory, Evan and Wayne formed a German team on a balloon mission against a British flight composed of Bart, Ben and Wyatt. After three turns of repetitive attacks Dory destroyed the Allied balloon. She and Evan would return home safely but Wayne was not so lucky, being shot down by Bart. All British pilots returned home okay.

The next game was Armistice Day.

Game #3: An interesting game was formed with Stephen Dale, Wyatt, Kevin and Wayne flying Sopwith Dolphins against Stephen Ken, and Rick in an Alb DVa, a Hansa-Brandenburg and a Pflz DIIIa respectively. Though there were no fatalities the same team never held dominance for more than two turns, which made for an action packed "teeter-totter" style game. Everyone returned home okay.

Game #4: The most exiting non-tournament game of the day came in the final mission, with four British Dolphins against a German Triplane and two DVII 185's. Ken flew Hpt. Oskar Ritter Von Mader II (73/40) in a big block DVII against the star British pilot, Capt. Purvis Leiter (Stephen, 44/27). The only fatality came when Rick gave Stephen Dale's rookie a critical wound and he plummeted to his death. Stephen's dice were off all game and despite tailing Ken's super-ace for four turns he was never able to achieve a killing burst. Von Mader made his escape

Props that persists to this day.

Coming up in **For Whom The Bell Tolls - Props In the Modern Era: The History of Props, Part II -**

- Stephen's cap gun is thrown out of Society Mini-Con
 - Which is worse... Ken with his leather flying hat on, or Ken with his leather flying hat off?
 - Slanderous derision of boring people who don't use Props
-

on the last game turn with eleven hits in each wing, four engine hits and two criticals in his Fokker. The game was undecided til the end when the German team was forced to head home after the death of Stephen Dale's pilot. All British players returned home and all German players, save Stephen Dale, escaped.

Indy Squadron Dispatch

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October 27, 2006

Special Double Issue

ANOTHER New Article for Tourney Time - Click Below

Expanded Version: [Directions to Gamerz and More Thoughts on Tournament Etiquette](#)

Bart Added to Handicap List!

INDY TO NAME 18th CHAMPION

How Do You Handicap? Exclusive Armistice Day Preview
Ghost Jasta Flies *Last Battle of Heinrich Bongartz*
ISD's Review of Phil Makanna's *Ghosts* Book, Calendar

The most prestigious squadron championship in Dawn Patrol is on the line when Indy holds its 18th annual Armistice Day Fits Tournament at Gamerz gaming club on Armistice Day, November 11th, 2006.

The Indy Squadron's highest honor - the coveted Victory Medal - will be awarded to the new squadron champion. A complete history of the Indy Squadron's ultimate prize [can be found here](#). Though other prizes will be offered, the Victory Medal is the unique signature of every Indy Squadron champion and only ten players in the game hold it.

Games begin at 10 am and the championship is expected to start some time around 2pm (*no guarantees on the starting time!*). All former champs and all players who have participated in an official Indy Squadron gaming day in 2006 [are eligible for the 2006 title](#); all others are welcome to vie for the tourney title and awards.

Former Champs Asked to Bring Victory Medals for Photo

The Armistice Tourney section of this site was expanded earlier this year to include pictures of the designs featured on past Victory Medals. We currently have photos of seven of the seventeen Victory Medals in existence and we need help from our former champs to continue this project. Please bring your Victory Medal to the Armistice Tourney so we can get a picture of it, *especially if it was won prior to 2001* (the 2001-2006 VM's all had identical designs). Scott, Dory, Graham, Terry and Clark all have Victory Medals from that era with old designs and we'd like to get a photo of them for the Victory Medal page. Please bring them with you on Armistice Day.

Winner's Purse Biggest Ever

Remember, Armistice Day is a winner-take-all bonanza and



GHOSTS: Aviation in World War I

New Book, Calendar for Dawn Patrol Fans

I bought my first WWI aviation book when I was in third grade and have read everything I can find on the topic ever since, but never in the past thirty years have I come across a book with the incredible, stunning photography of Phil Makanna's GHOSTS.

Makanna has extensively photographed each of the eighteen different WWI-era airplanes in the collection of California aircraft restorer Javier Arango and turned each airplane into a chapter in his new book. In addition to hundreds of jaw-dropping photos, GHOSTS includes a full descriptive text of each model

there is no award for second place. This is for all the marbles. Our winner doesn't get a share of something... he gets it all (see [eligibility](#)). The prize package is not yet complete, but already includes:

- The Victory Medal
- The Indy Squadron championship title
- The Armistice Fits Tournament championship title
- Induction into the Armistice Day Tourney Hall of Fame
- Free admission pass to Gen Con 2007
- Permanent eligibility in all future Indy Squadron title games
- *Last Dance of the Hussar* limited edition lithograph by Russell Smith, autographed to Armistice Day champion
- Original, 90-year-old cockpit instrument placards from cockpit of WWI German aircraft, mounted and framed with certificate of authenticity, donated by Joe Gertler Raceway Collection
- 2007 *Ghosts* WWI aviation calendar featuring the photography of Phil Makanna
- *US Navy PBV Catalina Units of the Atlantic War*, Osprey Combat Aircraft Series book by George Mellinger

The Last Battle of Heinrich Bongartz

flown by Ghost Jasta of MN
Game report from 26 September 2006

April 26, 1918. Above Allied trenches on a narrow front - Wolfgang "Wolfie die Wüss" Wüßenstein (Andrew's 10/5 Dr.1 pilot) hurried to catch his squadron on the offensive when he was boxed in by three S.E.5a's. (Joe flying top cover with his 13/2 SE pilot, Kurt attacking from the front with his 4/1 SE pilot, and Kieron bringing up the rear with his novice SE pilot)

Andrew won the initiative on the first turn, which was KEY to his survival! The SE's immediately boxed up, with the lucky target being the rookie Kieron. Andrew got on Kieron's tail and managed a decent spread burst into the SE. The crafty Dr.1 was able to successfully tail the rookie for three more turns... only to have VERY poor luck missing TWICE in a row from 150 feet! Kieron had one of his wing mates moving before him each turn so the Allies were not able to pound the tripe hard early, giving him minimal damage and boosting his confidence.

On the third turn of successfully tailing, Andrew hit his mark and pounded the rookie again, this time paying the price for letting the Allies move in for closer shots. Kurt was able to put two more engine hits into the Bosch, and a plume of smoke began to trail from the tripe. Luckily for Wolfie, it was a no effect carburetor hit. The German again stuck to the tail of the wavering rookie, but this time the SE's were very well

including the history of the aircraft itself, its flying characteristics and a series of amazing side-by-side photographs of the reproduction planes in Arango's collection and authentic contemporary pictures of identical airplanes in World War I.

As a companion to the book, Phil has also released a 2007 calendar. This is not your average department-store calendar, but a monstrous tribute to WWI aviation that is nearly two feet wide. It features full color aerial photos of a Fokker DVI, DVIII, E.III, Nieuport 11, Sopwith Tripe, Camel, Dr.I, DVII, Nieuport 28, SE 5a, and more. The winner of the Armistice Day Fits Tournament will receive one as part of the prize package.

Makanna's book is equally sturdy, having been released in a large, 11.5x11.5 hardback format to facilitate the inclusion of the beautiful artwork noted above. With the exception of WWI-era photos, all pictures are in full color and of such quality that you'll be tempted to rip them out of the book for framing.

GHOSTS may be best described as a coffee table book, but its certain that precious few of them will ever see the underside of a cup of decaf... its so good that you can't put it down that long. The text seems to go on and on, primarily because the reader can't stop looking at the photographs long enough to read it.

This book is an absolute must-have for any true fan of World War I aviation, any aviation art collectors and anyone who appreciates breathtaking

positioned to pounce had the tripe continued its tail attack. Wolfie, being "die Wüss" that he is decided to try and draw the fight across his own lines.

Showing just enough 'leg' to let the blood thirsty SE's take 350-500' shots, the tripe coaxed the Allies across the German lines. Another 200ft. attack & another miss by the tripe sent the German fuming into a twisting slug fest for the next few turns. Wolfie got on the tail of Joe's SE ace and did his best to knock the Allied flight leader out of the sky. The two SE's behind him finally cleared gun jams, reloaded, and moved in for the kill.

Taking a tail crit that cut his dive by 100, then next turn a wing crit that cut dive by another 300, knocked his climb down by 50 & erased opposites & fancies, Wolfie began to re-think his aggressiveness. With one point remaining in his RW, 2 in his LW, 3 in his tail and 2 in his engine, Wolfie exchanged one last 450' head on with the rookie Kieron in hopes of glory, but both missed. Sticking to his nickname, the German 'tucked his tail' and headed for home.

The Allies, miffed they could not knock their single foe from the skies in NINETEEN turns, pursued the Bosch to no avail for the last three turns before they broke off the attack and headed for home. Maybe they would have gotten some satisfaction if they had followed Wolfie back to his home field, where on landing the wings finally gave way on the rough wing set down that left Wolfie without a backup Dr. 1 for his next engagement!! Unlike Bongartz, Wolfie walked away with both eyes intact...

Scores:

<u>Andrew</u> Hits Scored 31*2= +62 Pilot lived = +10 Hits Taken 36*1= -36 Escape Penalty= -8 TOTAL = +28	<u>Kieron</u> Hits Scored 10*2= +20 Pilot lived = +10 Aircraft Flyable= +5 Hits Taken 19*1= -19 TOTAL = +16	<u>Kurt</u> Hits Scored 19*2= +38 Pilot lived = +10 Aircraft Flyable= +5 Hits Taken 0 TOTAL = +53	<u>Joe</u> Hits Scored 7*2= +14 Pilot lived = +10 Aircraft Flyable= +5 Hits Taken 12*1= -12 TOTAL = +17
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photography.

Indy Squadron Dispatch rating:
four stars out of four

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The Wingman Tournament is scheduled for December 2nd and 3rd in Madison, Wisconsin. Three Indy Squadron players have already expressed interest... please contact us on the Forum if you'd like to join our local contingent.

Fits Society's Wingman Tournament



Watch for more information on the venue and starting times coming soon.

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HANDICAPPING THE FAVORITES

ISD's Armistice Day Predictions

In the name of good fun and for the sake of Vegas odds-makers who are closely following this event, ISD offers this special handicapping preview of the upcoming Armistice Day Fits Tournament. A few of the categories are quasi-serious but most of them are monuments to frivolity... then again, sometimes having the Clock of Death, Ken's Tinkerbell or a new set of Death Dice on your side can tip the scales of an important game your way. So if you promise not to take this too seriously and forgive the author for giving himself a "zero" in every category, by all means read on...

We will primarily score the players who have already committed to competing for the tourney title... and it is the tourney title we are debating (not the squadron title) so we'll score even those players who may show up although they didn't play with us this year. If you're coming but not included here, let us know so you can be included in this mess! The scoring categories break down as follows, with a high score of twenty and a low score of one to form a cumulative total:

Game Experience – How long you've been playing this game and how well you can stack the odds in your favor.

Intangibles – Some players can't get a lucky roll when they need it, some have all the luck in the world. Some know when to call "sixty seconds" and completely foul up your move. This category is for all those little things that don't fit anywhere else.

Championship Mettle – How well you fare when the chips are down in high-pressure, championship-level games.

Dues Paid – Every now and then a player comes of age... its just his day and there's nothing you or any power on earth can do to stop it. The planets align and his dice are hot. This category considers the notion that every dog has his day, and some players are overdue for a break.

Props – The lack of a cheap, hoaky, stupid prop is a severe handicap in Dawn Patrol. A prop can be anything from a quick verbal jab at an antagonist to Brian Halberstadt's infamous Skull in which he would shake his dice around before rolling pilot hits (it never worked). This category analyzes the presence, strength and effectiveness of player props.

So... and this the last chance for anyone who takes this seriously to *stop reading*... let the scoring begin!

Ken Mrozak handicap: 69

Game Experience: 20

Ken started playing this game in the '70's. 'Nuff said.

Intangibles: 16

Is there a player in Dawn Patrol who gets more clutch rolls than Ken? Really? Well, *tell me who it is!*

Championship Mettle: 12

Ken's record in high caliber games is very good... but when he flops, he flops big. Note a couple of busts at Gen Con this year.

Dues Paid: 1

He has absolutely nothing coming in this category. Ken has won more than his share of DP events and is the returning squadron champion. Don't expect any favors from fate and don't go back to the well too often.

Props: 20

Well, actually this is 19+1. Ken's bell is a great prop and he uses it regularly... that's good for nineteen points. He gets one extra because everyone hates it.

Stephen Dale Skinner handicap: 67

Game Experience: 6

Stephen Dale has been around the game since he was 8 years old, but not all of his experience can be considered quality table time.

Intangibles: 10

We'd like to give him an "18," but we're not sure which Stephen Dale will show up in November... the one who got himself annihilated in the early rounds of the '04 tourney, or the one who played a spectacular game and routed 33 other players in this year's World's Largest. Anyone got a coin to flip?

Championship Mettle: 16

Stephen Dale appears to be one of the society's surging players. He's coming off several pillar performances this summer in big games, he was red-hot at Gen Con and we should not forget that he's already captured an RBF title.

Dues Paid: 20

He's approaching his seventh Armistice Day Tournament and hasn't missed one since 2000. He is one of the most dedicated and regular Indy players. His ship is due to come in any minute.

Props: 15

Stephen Dale originated the "V for Vendetta" dice, debuting them successfully at Gen Con. When he rolls you certainly don't want to *see the V*.

Rick Lacy handicap: 63

Game Experience: 18

Rick plays regularly and stays sharp. That's worth a lot and puts him ahead of many old-time players who only show up once or twice a year.

Intangibles: 10

Rick's luck in tourney games has been less than impressive. Not a complete no-show, but sometimes he can't get The Roll when he needs it.

Championship Mettle: 14

Although he has no Victory Medals to show for it, Rick is never out of a game mentally and he never loses concentration. As a result he can never be taken for granted. ISD gives him a "14" in this category despite his unspectacular tourney history. He remains a dangerous and clever opponent and a solid bet.

Dues Paid: 20

For six years he's paid his dues, rarely missing a squadron game day and almost never missing a tournament. He's due alright, and winning is only a matter of when, not "if." Will this be his year?

Props: 1

This could hurt him. He needs to steal Bart's Clock of Death and bring it to the tourney with him. No bell, no clock, no gun... how does he expect to win anything?

Jason Meador handicap: 62

Game Experience: 6

Jason played heavily from 1990-1995, but can an old hand make a big comeback after an eleven-year layoff after only playing a few times this year? We're not sure.

Intangibles: 16

A solid score for anyone who remembers terms like "Pa-ching" and "above sea level." Jason has presence. When he sits down at the table it just feels like he belongs here. We have no idea why, but then, that's why this column is called "intangibles."

Championship Mettle: 8

Yes, he has a title to his name. But it came some thirteen years ago and was preceded by a string of three straight Armistice disasters. There's no doubt that he once knew how to dig for a win under pressure, but now? Well... we'll find out on November 11th.

Dues Paid: 20

Anyone who steps away from the game and returns after twelve years and *still has his original pilot roster, his Victory Medal and all his game equipment* must have something good going. His body may have left the game but his spirit clearly didn't. We think Destiny may like that.

Props: 12

He has no substantive props, but an exception must be made because Jason is the World Champion Taunter. Quick with a verbal assault and just spicy enough to irritate an unsuspecting

opponent, Jason gets a bye for having a Prop without a Prop.

Dory Oda handicap: 62

Game Experience: 10

Dory's been playing this game since 1989 but she doesn't play enough to stay sharp anymore. Does she still have the killer instinct that won her three straight titles?

Intangibles: 14

She can certainly pull out all the stops at tourney time... she won't hesitate to call sixty seconds, is critical of every opponent's move and does the little things that can win games.

Championship Mettle: 20

No one else in the 18-year history of this event has won back to back titles... she's won *three* back to back titles. When the dice hit the fan at tourney time, some people show up with claws bared and teeth clenched. Dory has always been one of them. If a higher score was possible in this category she would get it.

Dues Paid: 8

November has been way good to Dory and she really can't expect much from Lady Luck... then again, her last title was a decade ago. Hmm.

Props: 10

She gets extra points for timely verbal jabs and deliberate taunting with her three (!) Victory Medals, but Dory is sadly lacking in useless, annoying physical props.

Kevin Richeson handicap: 60

Game Experience: 12

Although he's been a "hot or cold" participant in the past, Kevin has shown up at several games this summer and seems sharp and ready.

Intangibles: 6

This is a wild card... Kevin will either smack you down like a red-headed stepchild or go home dead last. There never seems to be any in-between. Don't look for him to finish second. On Armistice Day there's no award for second place, and Kevin's not that kinda guy anyway.

Championship Mettle: 16

Kevin is a gambler. The risks he takes may wreak havoc on his roster, but at tourney time they may be just what the Dr.1 ordered.

Dues Paid: 8

This will be his ninth appearance in a major Indy tourney with two titles to show for it. That's not a bad record, but we think his dice may still have a few good rolls left in them when we least expect it.

Props: 18

Well, actually 9+9. Kevin's props leave much to be desired, but his theft of Ken's Tinkerbell at the moment of truth to kill Ken's own pilot remains a classic move that no one else has ever pulled off.

Ben Hodgson handicap: 59

Game Experience: 16

Ben's depth of experience in Dawn Patrol really isn't that extensive, so its amazing that he performs so well and so consistently in big games. Ordinarily he would score lower on the experience scale but if he ever plays at anything less than Masters level, we've never seen it.

Intangibles: 8

We may be way off on this one, but Ben doesn't seem to have "The Roll" every time he needs it. His success comes through careful analysis of the game and deliberate planning and we don't consider that an intangible.

Championship Mettle: 19

He was smokin' hot last November, he's a powerhouse at Gen Con and he won the Medal of Honor in a society tournament. If that's not championship mettle, tell me what is?

Dues Paid: 7

Like Ken Mrozak, Ben has won his share of games and honors. Sooner or later everyone's dice go cold... even Ben's. He can't stay red hot forever.

Props: 9

What's better for a prop than a native Brit with an British accent flying a British plane? How is this

not cool? Disadvantage: He can't put it away when things go bad.

Wyatt Richeson handicap: 55

Game Experience: 8

Wyatt has played a few times recently but is not a consistent, long-term competitor... that may hurt him.

Intangibles: 10

Don't let his age or experience level fool you... Wyatt caught on to this game very quickly from the very first day he played it. He is also a member of the evil Richeson Flight, who are not to be trusted and can swipe a win on any given day (i.e., his brother and nephew).

Championship Mettle: 11

He finished mid-pack in his first two outings and this will be his third title run... just enough to be dangerous.

Dues Paid: 8

Wyatt is The Kid Who Won't Go Away. Just when you think he's not playing anymore he shows up again. If he keeps it up long enough he's going to do something that we won't forget.

Props: 18

Wyatt lives in denial. If his plane has 5 engine hits and 11 in each wing, he still thinks it will fly forever. Not a physical trait, but an unwavering one nonetheless.

Barton Stano handicap: 52

Game Experience: 13

If this column was called "gamING" experience Bart would top the charts. He plays lotsa stuff and knows his way around many a gaming board. His overall experience still rates him pretty strongly here despite his lack of DP gaming lately.

Intangibles: 5

Bart will be the first one to tell you that he has no karma at tourney time and he's never struck gold in November. Still, we have to throw him a bone here because he did manage second place finishes in The Big One in 1999 and 2000. That ain't easy.

Championship Mettle: 1

You have to know how to close the deal when the pressure is on... maybe Bart has the knack, but if so, it's not shown up in the tournament yet. Besides, he may be competing for the Armistice championship instead of the local title (we haven't checked yet)... will that affect his determination?

Dues Paid: 14

Hey, this isn't Bart's first rodeo. He's competing in his fifth fall classic this year and we think Lady Luck may owe him one. He's been bridesmaid often enough that no one should be suprised if the planets align. Besides, deep down we all know what he's capable of.

Props: 19

C'mon... Clock of Death? Hello? How can Bart not hit a home run here? He takes a one point penalty because we've not seen it in a while, but the Clock of Death is cheap, cheesy, totally original, completely annoying and *you can't ignore it even if you want to* because your movement time is on it! Line up and take lessons, people... Bart just might have the perfect Prop.

Alice Skinner handicap: 52

Game Experience: 5

Alice has played since 1990, but with pressing Mom duties she's not been able to play regularly since about 1998. She's been at the table a couple of times this year, but will rustiness still render her game experience of little use?

Intangibles: 17

She scores well here in part because she's frequently overlooked as a threat. Alice is quiet at the game table but persistent. She knows the game is won at the end, not the beginning. She's patient and deliberate in her game moves.

Championship Mettle: 18

Alice is no stranger to victory. She won RBF VII and two runner-up finishes on Armistice Day. A win may not be likely, but it wouldn't be a surprise either.

Dues Paid: 11

This one is a toss up. She's winless in seven tries and surely the dice gods will smile upon her

sooner or later... but then, they may be mad at her since she's not played Armistice Day since 2001. We'll do a voodoo chant and let you know.

Props: 1

Aside from a sincere appreciation for Brian's Skull of Death, Alice has no penchant for cheesy props. If it comes down to a desperate die roll in the last turn, this could really hurt her.

Scott Jones handicap: 51

Game Experience: 16

Scott has played this game for a long time and his savvy at the tourney table should not be underestimated.

Intangibles: 5

If anything can go wrong for Scott, it will... twice.

Championship Mettle: 17

Scott has never had abundant luck in November, but again, it would be dangerous to overlook the experience level of player with a fifteen year Dawn Patrol background. When he's on his game, he's very good and often underestimated. He didn't get all those RBF titles by accident, you know.

Dues Paid: 10

He used up all his luck when he mopped the floor with the Indy Squadron in his successful bid for the 2000 championship. Lightning doesn't strike twice.

Props: 3

Aside from the common effort to use peculiar dice for pilot hit rolls, Scott has no cheap, trashy props to rely on when the going gets rough. This category may have cost him several titles in the past.

Rich Kapustanczek handicap: 49

Game Experience: 18

Rich has been at this for a long time and knows the game inside out. The only reason he didn't score a "20" was because he doesn't know Indy house rules as well as the locals.

Intangibles: 15

His game awareness is top notch and he brings a lot of experience to his team, whether it be Central or Allied. That not only boosts his chances, but also provides a lift to everyone on his team... however...

Championship Mettle: 2

... since Rich isn't eligible for the local squadron title will this diminish his determination to win at all costs? Or will he value the Armistice Day title and all the prizes just as highly? Tough call and we may be shortchanging Rich here, but we think he could be less motivated than an Indy player.

Dues Paid: 6

Rich has been around Indy several times and we love to have him, but his roots are up north. Its hard to imagine the planets aligning for him perfectly... but stranger things have happened.

Props: 8

He brings no cheap, stupid props to the table that we can recall, but he gets four points for a great sense of humor and four more for being a dark horse this year. Its impossible to predict how badly he may or may not want an Armistice title, but you simply can't rule out a player of his experience. He won't be at the top of any odds-makers list... but I wouldn't bet against him.

Wayne Richeson handicap: 49

Game Experience: 12

Wayne is entering his fourth Armistice Day Tourney and gets top notch queues from his dad... a solid base for a young player.

Intangibles: 8

He would have gotten a very low score here if it weren't for one thing... Wayne *shoots*. Above all else, his guns are working at every possible moment. That can score big points when the chips are down.

Championship Mettle: 20

You couldn't expect much more at his experience level. He's already collected one Victory Medal and he knows how its done.

Dues Paid: 6

Wayne is not one of those guys who "has one coming." He got his in 2004 in only his second

November outing. If anything, he's in a for a dry spell. Not his fault, but we just can't score him big here.

Props: 3

Another weak area for Wayne. Dawn Patrol is no place for a sensible, level-headed gentlemen. Wayne needs a game face. He needs a cheap prop that everyone hates. Send him home with Ken for a week.

Evan Lacy handicap: 45

Game Experience: 3

Evan has a big strike against him here. He simply doesn't have many games under his belt.

Intangibles: 20

You know, there's just something about a guy who gets into the biggest game of the year and is outnumbered four to one and refuses to give up or fly away. That takes guts, and its gotta be worth *something*.

Championship Mettle: 18

It can't be easy to be the youngest and most inexperienced player at the table and still hang in there and stare death in the face. He hasn't won anything in this game yet, but he ranks high on the grit and determination scale.

Dues Paid: 1

Nope. Not yet. Too early. Fortune smiles on those who hang it out day after day, year after year. This is just Evan's second go-round in The Big One.

Props: 3

He's like his dad... he don't need no stinking props, he just needs two guns. He does get extra points for volume and persistence.

Indy Squadron Dispatch

Volume 18, Number 13
October 9, 2006

Brits Salvage Three Point Lead in Mini-Campaign XI

Indy, Ghost Squadron fly *Battle Over Lateau Wood*

British 271, Germans 268 After 1 of 5 Games

Black Flight: Mini-Campaign XI Report

by Stephen Dale Skinner

The Indy Squadron flew four missions on October 7th, the third being the kick-off of our latest mini-campaign. It was staged over the front with clear skies on June 1, 1917.

The beginning of the campaign proved to be as bloody as a tournament game. The German team of Jasta 11 was composed of three Alb DIII's flown by flown by Wayne Richeson (Jacob Smit, 9/4), Ken Mrozak (Lt. Newman, 15/2), Wyatt Richeson (Mario, 3/1) and an Albatros CVII flown by Billy (Alex Puck, 2/0 and Franz Kublige, 1/0).

The Allied team of Naval 10's Black Flight was composed of two standard Sopwith Triplanes flown by Stephen Dale (Capt. Woodhull Sikes, 5/0) and Dory Oda (Albert Stoddard, 1/0) plus two special Triplanes armed with two Vickers flown by Stephen (Fl. Austin Scott, 18/9) and Kevin Richeson (Lucas Haas, 8/2).

Turn one began with Billy throttling hard and diving toward his artillery targets. Stephen and Kevin quickly boxed while Stephen Dale dove for a four hundred foot shot on Billy's tail. Disaster struck for the Allies over the next three turns as every German pilot on the board laced Stephen Dale's plane for hit after hit. Despite Dory's courageous effort to save Stephen Dale by attacking Ken's Albatros head-on, his wing was separated from the Triplane and Stephen Dale's pilot fell to his death.

As if one loss wasn't bad enough for the Allied team the Hun artillery units also found their mark on the game's first turn destroying one of the four Allied artillery positions.

Though not flight commander Stephen realized the significance of the events around him. He had played in enough campaigns to realize Germans were amassing a huge lead; if something wasn't done soon the Allies would be hopelessly far behind. He quickly locked on to Billy's two-seater and fired away.

Meanwhile Dory, Ken, Kevin, and Wyatt had immersed themselves in their own battle. As she was twirling through

Battle Over Lateau Wood

Indy's Mission Report

by Stephen Dale Skinner

The fourth and final mission flown by the Indy Squadron on October 7th was from our [Missions](#) archive, entitled Battle Over Lateau Wood. The [Missions](#) page has an entire log of ready-to-play historical missions for any number of players and is available in the red Dispatch Resources menu bar above. The Ghost Jasta of Minnesota was to fly the mission on the same night and their game report is expected soon.

The mission objective of the four British Camels, flown by Stephen, Kevin, Wayne, and Ken, was to bomb German artillery positions and strafe Hun troops. Three Alb DIII's, flown by Stephen Dale, Wyatt, and Billy, flew in on the defensive end to make an interesting and bloody historic mission.

All four Allies concentrated on the troop strafing first while Stephen Dale led the German attack, lacing Ken for seven hits. Damaged but unwavering, all four Allies continued to press what turned out to be four-turn attack that destroyed the entire line of German infantry.

The Allies couldn't be bait forever and they pressed a momentary attack on the Albatros before heading toward the artillery positions. Kevin didn't join in the attack as he had taken several wing hits during his

the air Dory failed to notice Wayne's Albatros had targeted the top of her plane. Nine bullets slammed into her plane, filling her engine nearly to capacity with five hits. Unable to stay safely any longer Dory separated herself from the fight.

Kevin kept an eye on his injured teammate and was relatively unworried as Ken gave him six hits. But Ken's aim was true and one of those bullets gave Kevin's pilot a critical wound. With three teammates gone, Stephen knew he needed some luck as he pumped eight hits into Billy's aircraft. He knew his luck had arrived when Billy's plane exploded in midair, saving the remaining three Allied artillery positions.

As Ken quickly latched onto Stephen's tail, two thousand feet below Kevin attempted land his aircraft. Suffering from a deep wound, he crashed and his near ace was permanently incapacitated. With Dory officially out of the fight and the remaining two Hun's an entire board away, all Stephen needed to do was outmaneuver Ken and head home. Within two turns he had done so; he and Dory would be the only members of the Allied team to return home.

Despite losing two of their Triplanes, including one virtually irreplaceable twin-gun Tripe, the British managed a slim 271-268 point lead by saving three of their four artillery guns from annihilation by German guns. That is an unbelievably close score and sets the stage for a wild time in Game Two.

Outcome: Four Allies, one KIA, one crippled, two okay.
Four Germans, one KIA, three okay.

Mini-Campaign XI Game Two Preview by Stephen Skinner

The Brits may cling to a microscopic lead in Mini-Campaign XI, but they do so at a terrible cost.

Kevin's twin-gun Triplane may be lost after having been forced to make a rough wing setdown in the British trenches. The rough landing put an additional eight hit factors of damage in his left wing. Had this occurred in the air, the Triplane would have crashed and been destroyed. But when airplanes were downed in friendly lines both German and British squadrons would invariably send out a truck and crew to salvage it. A wing would have been easily replaced in a day. This would mean the loss of Kevin's Triplane for only one game for extensive repair, however, the [Mini-Campaign Aircraft Damage](#) Index does not address such issues.

The German team may interpret this as an attempt by the author (a British team player) to salvage their best

strafing run, so Ken and Stephen finished their momentary offensive to begin bombing the artillery positions.

Meanwhile, Wayne's Camel had managed to outmaneuver Stephen Dale and began to retaliate with a relentless attack on the black Albatros. For a moment the Allies had complete dominance, destroying all but two of the artillery positions. But with Kevin gone their numbers were slightly diminished and after a few turns the Germans again reclaimed the initiative, leaving the Allies to wonder if it was possible to accomplish their mission.

But late in the game Kevin returned for a magnificent charge, destroying both targets and cementing himself to Stephen Dale's tail. In the final, desperate moments of the game Stephen Dale broke free from a critical tailing attempt and Wyatt's Albatros squeezed one final and fatal burst into Kevin that tore off his wing.

Billy's Albatros pilot, meanwhile, had his hands full with Stephen's Camel all over his tail for five straight turns. Despite Stephen's horrible shooting, he finally managed a decent burst that was on target. The right wing sheared off Billy's Albatros and his pilot plunged to his death on the battlefield below.

With Kevin's Camel pilot dead, two German's running for home and the nearest enemies an entire board away Wyatt flew away, satisfied with his sixth kill in two straight gaming days. Stephen's pilot, Lt. Darian Donahue, was awarded the Military Cross for completing his strafing runs on the Cambrai-Arras road, scoring a direct hit on an artillery emplacement and shooting down Billy's German fighter.

airplane, but in fact, this is truly how the situation would have been handled in World War I. If the opposing team disagrees, Stephen Dale (British squadron commander) will volunteer to roll a replacement aircraft off the mini-campaign chart.

If the Germans agree to allow the Triplane back in action, it will remain on squadron strength and the Brits will have to fly whatever they have available at their airfield for Game Two before Kevin's Triplane is ready for action again. If the Germans refuse to allow the Triplane to be salvaged, it will be struck off squadron strength and an immediate replacement aircraft will be rolled up for Game Two. This will be a major factor during the next two games.

Stephen Dale's standard Triplane was shot down and destroyed. Dory's Triplane came within one engine hit of being destroyed and by some miracle, she did not take a critical hit and the Tripe will be ready for action in Game Two.

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

The Germans find themselves in a far better position with their aircraft. Their only loss was the jasta's two-seat Albatros CVII, however, the mini-campaign does not call for any more specific two-seat missions for the Huns. They lost their only recon plane on Game One but they trail by only three points and still have all their fighters, which places them in a strong position.

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

Outcome: Four allies, one KIA, three Ok.

Three Germans, three home Ok.

News and Notes from October 7 Gaming

- The first mission of the night was a quick but violent game on September 7, 1918 in which three SE 5a's took on four German two-seaters. Lt. Norman Duckworth (Stephen) is now 18/7 after shooting down Wayne Richeson's two-seater. Billy (a new but highly skilled player in Indy) also shot down Wyatt Richeson's two-seater to get the second and final kill of the game.
- In the evening's second game, two Pfalz D IIIa's and an Alb DVa took on four Camels for the most boring mission of the day which yielded no kills because of clouds just three hundred feet overhead. It quickly became a bob-and-weave game in which no one was able to maintain a target for any length of time and the game was stopped in order to begin the mini-campaign.
- Long time Indy player Brian Halberstadt, editor emeritus and originator of the Indy Squadron web site, is alive and well in Virginia working as a producer of a network newscast. His brother and fellow former DPer, Scott, lives near LA and is working as an actor in commercials, films and television.

Indy Squadron Dispatch

Volume 18, Number 12
September 25, 2006

RICK'S SE 5 ACE SHOT DOWN

Flyboys Movie Review Alice Returns to Gaming Table

Indy Squadron Game Reports for 23 September 2006

by Stephen Dale Skinner

Game #1: German Lines, (9/23/17), Clear skies.

The first game of the day was to commemorate the *Flyboys* film by pitting two Fokker Dr1's against two Nieuport 17's.

Lt. Griffen Strausendorf (Fokker Dr1, Stephen Dale 3/0) looked at rookie Augustus Dagget (Fokker Dr1, Alice 1/0) with a smile. It was Dagget's first offensive patrol and everything had gone smoothly. Their home airfield wasn't far away.

Suddenly, Cpl. Vlad Kirosk (Nieuport 17, Stephen 3/1) and rookie Roger King (Nieuport 17, Rick 1/0) seemed to come from nowhere and fired on Lt. Strausendorf's tail. Griffen pulled his plane into a large loop then snapped to the right. Cpl. Kirosk couldn't keep up with the triplane but managed to fire a 200 foot burst into its side. Vlad's months of target practice paid off... Griffen looked at the hole the Russian had put in his chest, and then slumped forward, dead.

In a vain attempt to save his wingman Augustus pulled up below Cpl. Kirosk and pulled the trigger. Vlad heard the bullets whizz by and felt a sting in his right leg. He checked his wound but Dagget had only grazed him.

The two Nieuport's then focused their attention on the lone Dr1. Augustus twirled magnificently, punching holes into both of the French aircraft before the odds began to take their toll. With the holes being added to his plane Dagget couldn't hold his own much longer. Shoving the stick forward he dove for hard toward German lines before glancing back over his shoulder. The Nieuport's were nowhere in sight, seemingly back from whence they came.

Game 2: German Lines, (11/23/17), Cloudy Skies

The second mission of the day was one of the historical set up games featured on our [Missions](#) page, titled [Richtofen's 63rd Victory](#).

Lt. Norman Duckworth (SE 5a, Stephen 17/6) and Lt.

Flyboys Movie Review

by Rick Lacy

Ok, here is my brief review on the movie *Flyboys*. First off, let's address the historical accuracy. It's not all it could be. And that's about all that needs to be said about that.

The movie itself is actually more of a coming of age or love story than it is a straight up combat fest. More of the time is taken up on the plot elements for the main characters than it is in matters pertaining to aviation. And in my opinion this is a good thing, it made the movie more enjoyable. Each of the major characters (with the exception of the French commander for the Escadrille) has backstory that is developed and pertains to the events as they unfold. And the results of continued combat operations on the pilots is also represented very well with different characters handling the stress of combat and the loss of squadron mates in realistic ways.

Now, on to the aerial sequences. Very well choreographed and quite visually stunning. The combat as presented really gave one a feel for what it was to be in the cockpit of a WW1 fighter. I was particularly impressed with the first sequence where the new Escadrille pilots went up on their first mission - I think this really did a lot to capture the confusion

Richard Porter (SE 5a, Rick 21/3) expected an easy flying day, but with a giant cloudbank seven hundred feet overhead it wouldn't hurt to be watchful. Three hundred feet below they spotted two Albatros DV's and Lt. Porter, deciding to play it safe, gave the signal for the two Allied planes to make a defensive formation.

Unt. Johann Strauss (Alb DV, Stephen Dale 3/1) noticed two Allied planes forming up above him and signaled to Otto Kroll (Alb DV, Alice 3/0) to attack. Johann pulled up 150 feet below the nearest Allied aircraft and squeezed the trigger. Crimson splattered over Lt. Porter's goggles; he ripped them off to see a gaping wound in his chest. He coughed hard... then he couldn't breathe, couldn't scream and suddenly everything went black. Johann watched victoriously as the SE 5a slammed into the ground below erupting into a ball of flame.

No sooner had he rejoiced over his victory than another SE 5a began to fire at him. Otto Kroll knew what to do and began a continuous defensive circle to lessen Lt. Duckworth's onslaught on Johann. The altitude passed slowly... 100, 200, 300 and then both Albs climbed into the cloudbank.

Furious, Norman ripped off his goggles. "Come out," He screamed, tears streaming down his face, "Come out here and fight!" He watched for a solid half hour but nothing emerged from the white mass. Reluctantly he headed for home, stealing one last glimpse at the pile of rubble below. He was going to miss his friend.

Game 3: German Lines, (4/23/18), Mostly Clear Skies

The third mission was rolled randomly.

"Two rookies going after a balloon aren't good odds," figured rookie Brian Meadowlark (SE 5a, Stephen Dale 1/0). He looked over to the rookie beside him (SE 5a, Rick 1/0), a man he didn't even know, and crossed his fingers.

Four hundred feet below the two allied planes two Pfalz DIII's flown by August Lowenhardt (Alice 7/0) and an unknown rookie (Stephen 1/0) watched carefully. One SE 5a turned hard to the right and the rookie accelerated to catch up. Unfortunately the young pilot was focused on the Allied aircraft above him and slammed straight into a hill... he died instantly on impact.

"Great," thought August, who opted to stay far behind the two British planes as they closed up on the balloon. The inexperience of the two Allied pilots showed as pass after pass they failed to inflict any serious damage on the *drachen*. Then, out of the corner of his eye, August noticed the Pfalz DIII of Lt. Nathaniel Spadinger (Stephen 1/0) and a wry smile crossed his lips... maybe the Germans could still make a go of it!

that must have been present with new pilots (which is something that made new pilots such easy pickings for experienced pilots).

The tactics as represented should give any DP player a new understanding of what aerial combat was like (LOTS of head on attacks and more pilot hits than we have come to be used to) and in my opinion go a little way to help explain how the game is a somewhat accurate model of aerial combat while at the same time is subpar at handling other aspects of aerial combat (see my posting in the Forum about the Indy 2 Seat defense rules). In no way does DP closely match what is shown for combat on the screen, but at the same time, DP does allow such combat to be modeled in a playable and enjoyable method. If we were to try to model more closely what happens from a physical standpoint we'd end up with some huge monstrosity of a rulebook that only physicists would understand.

Overall rating: 3.5 of 5 stars (and definitely worth owning on DVD!)

News and Notes

- The format of the Indy Squadron Forum will soon be redesigned to match the new look of the main page. Hang in there for a bit while the rest of the work is completed.
- It was great to see Alice at the Dawn Patrol table again. She's only played once or twice in the last year but didn't appear rusty at all. She flew well and survived every mission.
- The Richeson clan played games on Friday night. They played until nearly 5am Saturday and we hope for a game report from

Soon the two German aircraft had caught up to the Allied planes and the balloon was less than a hundred feet from the ground. But taking no chances the unknown allied rookie sped towards home leaving Brian by himself. "Thanks a lot" thought Brian, who pressed the throttle down and attempted to follow his wingman.

Suddenly, an explosion washed through the air as Meadowlark's SE 5a blew to pieces, demolished by anti-aircraft fire. When Brian woke up a few moments later he wandered aimlessly for a moment, stunned to be alive. Then he heard the distinct cock of a German rifle. He raised his hands in the air and was wrestled to the ground. He would remain a prisoner for the duration.

Game 4: German Lines (10/23/18) Mostly Clear Skies

The fourth and final game was rolled randomly.

Ltn. Walter Strahle (Pfalz DXII, Stephen 25/5) told Unt. Johann Strauss (Alb DVa, Stephen Dale 4/1) that this mission would be a test of patience. During the flight Johann found out he was right. Their assignment was to destroy a floating pontoon bridge, nothing else. However, the situation made Johann salivate because the sky was decorated with a balloon and two Sopwith Camels flown by Lnt. Christopher Ridley-Scott (Rick, 6/2) and an unknown rookie (Evan, 1/0).

As Johann surveyed the situation he looked over at Ltn. Strahle who authoritatively pointed down towards their target. Johann obeyed but the mission seemed repetitive, as pass after pass at the bridge seemed to produce nothing and it was hard to hit with any accuracy. Suddenly an explosion rippled underneath the bridge and it slowly began to sink. He looked towards Walter for a moment, and then he felt several slugs slam into his engine - the anti-aircraft fire had done its job.

In a panic Johann headed for home but the Camels swooped in, trying for an easy kill. For a brief moment Johann looked up to see Walter's Pfalz dancing through sky, firing round after round into both Allied aircraft. Soon Johann spotted German lines and frantically began working the controls to try and land his crippled airplane. He looked up but it was too late... he had accidentally dove towards the ground.

Yanking the stick backwards he felt the wheels shatter on impact and the propeller snapped off, flying over his head. When the dust cleared he looked up and saw Walter fly past shaking his head. The ace had not abandoned him despite the threat of two nearby Camels. "Oh well," Johann thought as he crawled from the wreckage to be escorted home by German troops, "at least I'm still alive."

them soon.

- Too bad more Indy players didn't make the movie. It was really a lot of fun to get away from the gaming table and soak up a fun WWI aviation film. Rick, who originated the idea, says we should do more group outings. We agree.
- Rumor is that Wyatt Richeson is anxious to return to the Indy Squadron skies... watch out.
- Look for Rick's unfortunate SE 5 pilot in the [Indy Squadron War Cemetery](#). A proper eulogy and burial service with full military honors has been performed.

Indy Squadron Dispatch

Volume 18, Number 11
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MEDAL OF HONOR ACE DEAD

Bittner Dies On 10th Mission After Claiming Ken's 8-Mission RE 8 Pilot

Indy Squadron Game Day 9-9-06 Report by Rick Lacy

5 players, 7 games. No money collected for the squadron fund because Rick was brain dead and didn't bring the can so forgot to ask. Some rules were discussed and voted on (see companion article), and at least one question of significance regarding burning planes was brought up.

Game summaries:

Game 1: WF, 9 Sept 1918, Central, Low. This game saw Rick and Ken in Sopwith Dolphins flying against 3 Drl's piloted by Stephen, Stephen Dale (henceforth known as SD) and Evan. It was a well played game that saw the Germans get the better of the Allies for the most part. Rick took quite a few hits while dealing only 2, and Ken was unable to effectively cover Rick. All players escaped with no fatalities.

Game 2: WR, 9 May 1917, Front, Low. Rick and SD in German Albs attacking 3 British RE 8's flown by Stephen, Ken, and Evan. This game was a bloody affair. The Germans attacked the RE8s and there was much firing. Rick had his best D-III pilot up (Vfw Wilfred Bittner, 10/3) and he ran into Stephens best 2 seat crew (LT Dennis Woodbridge 9/0, 2LT Stephen Clay 8/2) with the result of a critical wound to the right leg of Bittner. He started down to land and lost consciousness at 1700 feet without awakening and sheared his wings in the resulting overdrive, ending at 10/3. Ken's crew of 2LT Cuthbert Foamingmouth 8/1 and CPT Hamilton Sandwich 4/0 met an untimely death in a crash as well.

Game 3: WF, 9 March 1917, Allied, Med. 2 French Nieuport 17's (Stephen, CPL Vlad Kirosk 2/0 and Rick, Lt Martin Boulet 3/2) flew against 2 Germans (Ken and Stephen Dale) in a noneventful encounter. No one took much

Three House Rules Addressed by Squadron

When a Nieuport 17 mission was rolled up during our last gaming day, the issue of old versus new Nieuport stats came up. The Nieuport's performance has been seriously downgraded in the latest web version on the official Dawn Patrol site but the Indy Squadron has not yet voted to adopt the change.

The first proposed rule offered would have the Indy Squadron accept all web rules off the official site for local use. That measure was rejected by a 4-1 vote. The main sticking point seemed to be the lack of a rotary right for the Sopwith Snipe in the new web statistics. After the tricky handling of the Sopwith Camel, engineers attempted to design the Snipe to have more stable handling characteristics. According to most contemporary pilots, they failed. The Snipe was a bit tamer but still carried a rotary engine, a far forward cockpit and a heavy tail and still produced a snappy right turn essentially equalling the Camel.

The next rule offered for a vote was to simply adopt the N.17 stats off the official site in place of the current 7th edition stats. Three players abstained and only one voted in favor. With the last vote, Stephen voted "nay" to create a tie, the idea being to table it until we have a gaming day with more players present so we can get a better feel for what everyone wants.

The only measure adopted was in reference to balloons. During World War I, time after time pilots were awarded credit for destroying balloons after they had reached the ground. The WWI reasoning behind it was that a) the balloon was still destroyed and that was obviously the goal all along, and b) balloons were brought down to ground level but they were never truly "on" the ground when they were hauled down...

damage, no one was shot down, everyone returned home.

Game 4: WF, 9 January 1918, Central, Low. 3 British SE 5a's (Rick, Ken and Evan) attacked a German balloon and ran into 2 German Albs (Stephen, SD). Stephen's Alb pilot (Vfw Berhard Roesche, now 6/3) managed to get onto the tail of Rick's SE (Lt Richard Porter, now 20/3) and keep him out of the action while Ken and Evan dispatched Stephen Dale and flew down to attack the balloon. Stephen Dale managed to save his pilot when he landed his burning Albatros behind German lines. Evan and Ken downed the balloon and Rick managed to escape Stephen through some admittedly brilliant maneuvering (hehe). Rick didn't ever get to take a shot but had 10 hf in his left wing.

Game 5: IF, 9 July 1918, Central, Med. An Italian front mission seeing Ken and Rick in Berg D-I (200's) and Evan in an Oeffag 253 go up against 2 Italian Caproni CA36's flown by Stephen and SD. The Germans managed some decent attacks against the flying monstrosities and inflicted some significant damage onto SD's Caproni, but were overcome one by one with mounting damage caused by the plethora of defensive fire. Evan flew off with 5 engine hits, Rick took 6 engines and glided to a road landing, and Ken kept fighting as long as he could but finally had to veer off as well. The Caproni's bombed the HQ they were assigned to and came home safely. Stephen's Caproni pilot is now 9/0; his rear gunner collected a kill and is now 9/2.

Game 6: North Sea, 9 May 1917, Central, Low. This was the most scattered mission of the day. 2 British Sopwith Baby's (Ken and Rick) tried to jump SD in an Albatros W4, but were in turn jumped by 2 Alb D-IIIs flown by Evan and Stephen. The Babys actually managed to have a couple of good turns and not get too hammered, and then Ken took an engine crit and started trying to escape. Rick, aided by good initiative, tried to help Ken escape, and was largely successful - although it wasn't his flying that did it. The Germans never flew as a group. Evan managed one shot and circled a lot, SD dove way down anticipating Ken would be coming down but he didn't. That left Stephen trying to prosecute the attack against Ken but numbers (along with his wingmen) were not his friend and Ken managed to escape. Rick also managed to fly away ending the combat. Like Stephen said, in those circumstances there is no reason both

they merely hovered a few feet above the earth and were still considered an aerial target. Rickenbacker, Luke and many others scored balloon victories this way.

Hence, the squadron voted 3-1 to count balloons as kills even if they had been hauled down to the "0 foot" level. The rule is now listed among [Indy Squadron House rules](#) (midway down right side column below Condensed Alternative Collision Chart). The pilot must still brave AA guns and MG guns at point blank range to gain the kill. This seems to be yet another area where the official rules penalize bravery, so we opted for what most of us believed to be the more historically accurate and fun-to-play option. The dissenting voter suggested that the defensive flight no longer had an opportunity to save the balloon if it was not safe as soon as it reached the ground.

In Memoriam
Captain Ely Matthews
(Stephen, 11/6)

His was one of the most colorful of Dawn Patrol lives. Captain Ely Matthews crammed a lot of excitement into his brief, eleven-mission career.

In his first mission he was shot down in a Kankakee dogfight in 1996 and survived the crashlanding. His second mission was the 1996 Masters Tournament at Gen Con in Milwaukee, where he managed a positive score of 36 points.

Matthews scored his first kill on mission number four when he flamed a German balloon - only to lose the cut for credit to Dory's pilot after the game - then flamed a second balloon behind German lines before making his escape. His engine was hit while crossing No Man's Land and caught fire... his SPAD force-landed between the lines where he was captured by German troops. He escaped his captors and returned to combat after receiving the Distinguished Service Cross.

His seventh mission was flown at the Society Spring Mini Con in 2002 where he shot down Rick's pilot as his second kill. In Barton Stano's 2003 Gen Con tourney *Under the Guns of the Red Baron*, Matthews was cast as Frank Luke and scored another balloon kill, his third overall.

Still a lieutenant, Matthews was back in 2005 in George Henion's *Luke Over Murvaux* Gen Con

British planes should not have been kills. However, the fog of war showed logic doesn't always prevail (dice do...).

Game 7: WF, 9 Oct 1918, Front, Low. Rick in a D-VII (185) and Ken in and SSW D-IV took on Stephen and SD in American Spad XIII's. Stephen was flying Capt Ely Matthews (11/6, US MoH). The Germans were surprised and jumped, but Stephen missed and Stephen Dale hit for average damage but jammed a gun. The game quickly turned to favor the Germans, with Rick managing a bottom shot on Stephen Dale for 9 hf. Then came quite a bit of maneuvering as Ken's SSW pilot hit Matthews in the right arm as he tailed Rick's D-VII. Stephen dived away to land but went unconscious at 200 feet and died in the crash. Stephen Dale took considerable damage and escaped, landing safely on a road within Allied lines. Rick managed to surprise and kill a random balloon rolled up at the start of the game.

tournament... again playing the role of Frank Luke. In the defining moment of his career Matthews shot down four balloons and a German fighter to win the Medal of Honor and a promotion to captain. Only three of those kills were allowed on his pilot record because he was flying with some judge-mandated advantages, but he was given double mission credit as consolation.

In his 11th and final sortie Matthews couldn't get a die roll to save his life - literally. He and his wingman surprised two Germans but on their initial shot Matthews missed and his partner jammed a gun. He still managed to tail his opponent for two turns and put 17 hit factors into him before taking a bullet in his right arm.

Critically wounded, he made it to the ground only to pass out during his landing attempt. He was killed in the crash.

Five of Matthews' eleven missions were flown in major events with large fields and an uncommon number of successful aces in the air. Though he flew in the shadow of Major Harold Clark (Stephen's other US ace) for his entire career, he was a great backup pilot and saw more action in eleven missions than many of Stephen's pilots saw in twenty.

FINAL SHOT CLINCHES WORLD'S LARGEST FOR STEPHEN DALE

Nate, Ken, Rick, Stephen Claim Tournament Wins
Indy Comprises One Third of World's Largest Field

The Indy Squadron turned in perhaps its best-ever performance at Gen Con this year, hauling away a load of honors including the World's Largest Dawn Patrol championship, a sweep of both 1st and 2nd place in three tournaments, two pilot promotions and three medals, and the God Save the King tourney championship. The highlight of the week came when Stephen Dale captured the World's Largest title with a final-turn kill that gave him a dramatic one-point win over the thirty-two player field. (Con't below)

Stephen Dale (L) is congratulated by Mike Carr



Flying a Sopwith Dolphin, Stephen Dale started the game with good initiative numbers rolling a 4 on the first turn and a 3 on the second. He made the most of the opportunities by plugging Graham Shepfer for six hit factors and George Henion for six more. On Turn Three his dice left him, rolling a 9 followed by a 10. His advance strategy was to make sure he was there at the end of the game, so he flew off to a far side of the board and waited out his bad initiative numbers. Turn three went by with no action at all, but he managed to score another six hits into

Indy Takes Four More Tourney Wins at Gen Con

A total of ten players from the Indy Squadron were at Gen Con this year, representing a third of the World's Largest field and collecting top honors in several other events.

Nate Engle returned to the gaming table for one of the most spectacular games your editor has ever witnessed. Blake Taylor ran a superb scenario in *Stop Gap Attack*, a mixture of two-seaters featuring a German bombing mission, two attempted rescues of downed pilots, a host of pilot hits, a fistful of medals and an outstanding shooting performance by Nate's Allied two seater crew. He scored a double kill to finish a few points ahead of fellow Indy pilot Stephen. Nate's crew hauled home an assortment of well-deserved medals for their big win.

In *Double Edged Sword*, Indy's Ken Mrozak took the championship in a two-seater laden scenario that blended a German Rumpler and three Halberstadt CV's against a trio of British DH4's. Despite flying with the outnumbered Brits, Ken managed a 66-point performance that earned a fourteen point win over Stephen, another Indy regular. Ken also managed a third-place finish in the World's Largest game.

Rick Lacy scored another win for Indy in *God Save the King*, an October 1918 game with hot rods on both sides including a pair of armored Junkers DI fighters. The game was interesting but extremely short when two planes went down in the early going. Rick and Stephen would tie as co-champions with a score of 57 points each.

Olivia Lacy on Turn Four. Then, on the game's final turn, he rolled a 7.

Stephen Dale flew in for the best shot available. Olivia was again his target and he could get within 100' but only for a side shot. After shifting down a table for deflection he managed only four hits. He finalized his score sheet and turned it into the game judge.

In the meantime Olivia was consulting with her father, Rick, to assess the damage to her German fighter. Combined with the damage sustained in Stephen Dale's attack the turn before, she had six total hits. Her engine quit and she managed a successful landing in German lines. It was some time after the game before Stephen Dale was informed of his kill.

"In the beginning I thought I had a very good chance to win it," Stephen Dale recalled. "But when I heard that Blake [Taylor] shot down a pilot on the very first turn I didn't think I had much of a chance. When I first turned in my score sheet I only had 57 points, and then we found out that Olivia had gone down. It wasn't something we knew right away."

The kill gave him a 30-point bonus, which put him atop the standings by one point. The big difference in the game was the fact that, true to his pre-game strategy, Stephen Dale had not absorbed a single hit. The game judge audited his opponents' score sheets and verified that not only had he not been hit, no one in the game had even taken a shot at his airplane. Stephen Dale now holds two "youngest" records... he is the youngest player ever to win the Red Baron Fight and the World's Largest Dawn Patrol game.

"They were both very big wins," he said. "They were both definitely big landmarks in my career. I felt like this one really put me on the map so far as the Dawn Patrol community is concerned."

Stephen scored a solo championship in *Survival of the Fittest*, a lengthy eight-player marathon with a mixed bag of Germans versus the ever-present British Dolphins (which seemed to be in vogue at the Con this year). Flying a Pfalz DXII, Stephen limped to victory with cuts to his plane's climb rate, dive rate, with no fancy maneuvers or loops available, no kills and with a lame 66-point tally in a game featuring lots of shooting and smoke but few downed airplanes.

Omissions and Technicalities

There's no way on earth your editor can recall everything that happened during the four day weekend of Gen Con, so please excuse any omissions. We've tried to hit the highlights of Indy's most successful missions at the Con and believe that most of them are covered here. Any omissions were unintentional and apologies are offered.

Also, we have offered more Gen Con coverage here than we normally would (see our [Mission Statement](#)) at the request of game designer Mike Carr. Mike asked us to publish whatever details we would normally publish without regard to Aerodrome's publication schedule. Still, we have tried to focus primarily on Indy players and leave more general coverage up to the Aerodrome editors.

GEN CON IS BACK

For the first time in years Gen Con felt like Gen Con.

Since its arrival in Indianapolis in 2003 the Fits Society's presence at the Con has been burdened with controversy, dwindling attendance and a mass exodus of the major events that once made Gen Con a nationwide draw. For the next three years the effect was devastating, leaving few players willing to make the trip to Indianapolis for a sadly diminished convention. The Dawn Patrol event schedule shrank, tournaments were cancelled for lack of participation and enthusiasm dropped to its lowest ebb.

But Gen Con is slowly beginning to regain the slightest aura of its storied past. Though still a far cry from its old self, the 2006 Con made you stop and reminisce about the good old days when the World's Largest Dawn Patrol game was the largest Dawn Patrol game in the world, pick-up games started on Wednesday night and continued non-stop until Sunday afternoon, and you would have to play the biggest game of the year on four hours sleep.

Numbers alone show a marked difference this year - the Gen Con Open posted a slight gain, drawing thirteen players to match its highest-ever attendance. Unlike last year there were no Dawn Patrol events cancelled due to a shortage of players. Participation was up considerably with an average of nine players per scheduled event in the games played by ISD's editor (53 players in 6 games) as opposed to about six last year.

The best news, of course, is that the world heavyweight champion is back with a vengeance... the World's Largest Dawn Patrol game drew a 32-player field, authenticating it as the biggest Fits game in the world in 2006. That is just the sort of validation that the game needed to restore its reputation.

(Con't from previous column) Every game cannot be the largest in the world and some fluctuation is to be expected, but surely its reasonable to ask that the World's Largest draw enough people to make it one of the biggest games of the year. For the first time in four years, that has happened.

Many old faces were back at the gaming table and it was great to see everyone again. Several epic battles were fought including a knock-down-drag-out brawl won by the heavily decorated and newly promoted German team of Nate Engle. And most importantly, after three years on life support it appears that Dawn Patrol's presence at Gen Con is finally showing a pulse again.

Gen Con Headlines

The Indy Squadron sent at least nine players to Gen Con this year which constitutes the group's strongest showing ever. Rick, Nate, Stephen and Stephen Dale all won events to give Indy a solid presence with a number of prizes to show for their efforts. We were introduced to Daniel Racke, a local gamer who played quite well and showed interest in joining an Indy event soon.

The Gen Con Open was won by Chris Weiser and Stephen Dale Skinner took top honors in the World's Largest game. Warm up gaming continued to grow with eight players logging six games on Wednesday evening.

Full Coverage of Gen Con Coming Soon

This issue is being rushed into print for players everywhere who want quick news from Gen Con. It will take a few days to gather photos, interviews and more data from other players to facilitate complete coverage. A special Gen Con issue of the Dispatch will be published very soon - much sooner than our typical turnaround for an issue - so check back again in a few days

for ISD's exclusive coverage of Gen Con 2006.



Gen Con Warm-up Venue Secured

For the third consecutive year the Indy Squadron will host warm-up gaming for Gen Con, and for the second consecutive year it will be held at Gamerz gaming club in Greenwood.

Gamerz has served as the primary gaming venue for official Indy Squadron events for the past two years and has turned out to be a very nice place to play. The building is comprised of two halls: one retail area and a main hall devoted to gaming space. Warm up gaming will take place in the gaming area, where two large tables will be reserved for Dawn Patrol gaming only. It is a very large area with space for up to 130 gamers.

In the retail area, Fits members may browse the store and its array of fantasy games, buy snacks, order sandwiches and pizza or stock up on new dice. For those who want to go out for dinner, a Pizza Hut is nearby along with several other fast food chains and independent restaurants. There is plenty of food and drink either at Gamerz or within a mile of your gaming table.

Gamerz is located at 7749 S. Meridian St/US 135 South, Indianapolis IN 46217. The phone number is 317-865-1500. Warm up gaming begins at 2 pm and will continue until midnight if players choose to stay that long. We have two tables reserved at Gamerz and of course, with Gen Con starting the next morning, tables will be in demand. So it is vitally important that players inform us of their desire to attend and the time at which they intend to begin playing. 2 pm will remain our default starting time unless we receive a number of requests to start later. Any changes will be announced on this site or the [Indy Squadron Forum](#). Please see the forum's Gen Con discussion board to announce your attendance plans and the time of your arrival.

Gamerz is roughly 15 minutes south of downtown Indianapolis. Here are directions to

Turning Point Approaches for Gen Con

An Editorial by Stephen Skinner

As Gen Con's major Dawn Patrol events go, so goes the game's future at the Con. A quick review of the big games this year suggests that 2006 may be pivotal.

The Gen Con Open will crown its third champion in 2006. Though participation has declined (the inaugural Open featured thirteen players; last year's attendance fell to ten), everyone who played in last year's Open enjoyed the game. In 2004 the Open was touted as a replacement that would compensate for the absence of other major events that were moved to the Spring Mini-Con. While the Open has fallen short of that goal, it has prevented a complete collapse of interest in Gen Con. The Henions have worked tirelessly to promote it. As a result the players who do attend Gen Con are not skipping the Open to experiment with other games or walk the showroom floor; they are participating, which demonstrates that the Open is gaining a foothold as an event worth winning and a respectable addition to a player's Dawn Patrol resume.

The World's Largest Dawn Patrol game continues to struggle. It is now advertised as the world's largest in name only and its remaining prestige is derived from its long-standing presence at the Con. That may seem a weak argument in the face of its poor attendance (only twelve players last year), but the game still has tradition on its side. It is the sole remaining major event with a history at the Con and Mike Carr has solidly supported this tradition. It still has instant name recognition with every veteran Dawn Patrol player. For the Society members who do attend Gen Con, the World's Largest may be smaller, but it is still a "must play" game.

The inevitable attendance crash following the shake-up of Dawn Patrol's major events in 2003

the warm-up venue from the downtown area:

Take 1-65 southbound to 1-465 westbound. Proceed for only about 1 mile and exit onto US 31/South East St south toward Greenwood. Follow US 31/South East St south for approx. two miles to Southport Road. Turn west (R) on Southport Rd and proceed for approx. 1/2 mile, then turn south (L) onto Meridian St/US 135 southbound. Proceed approx. 1-2 miles and look for a Pizza Hut on the right side of the Road and a strip mall on the left (E) side of the road. Gamerz is located in the strip mall with a large sign overhead.

was bad. However, attendance at the Spring Mini-Con has surged with 24 players at this year's Masters Tournament so the sacrifice of Gen Con was not in vain, and perhaps it will only be temporary. If the game's presence at Gen Con can still be salvaged the long term effects of the move may offset the damage. If that recovery is to take place, it will be due to the attendance and enthusiasm generated by the Gen Con Open and the World's Largest games. So pick up your dice, bring your friends and spread the word... 2006 is a pivotal rebuilding year and we need to go to work.

Summer Blues Slow Gaming

Dory Discovers Rare Photo of Early Indy Action Webmaster Issues Call for Computer Assistance

June and July are always tough times to get a foursome together for Dawn Patrol and this year is no exception. With only three players available June gaming was cancelled at Indy. July gaming is set for Saturday the 8th and it may be tough to get four players for that event as well. But that's okay... we still game more regularly than any squadron in the country and at least players know that if they want to show up, a game date has been set.

Gen Con always seems to provide a big boost for autumn gaming with the carryover enthusiasm sparking participation in September and October, with Armistice Day providing the fall climax in early November.

Many moons ago we worried ourselves over mid-summer gaming but the above routine has proven fairly predictable, so missing a game or two during the summer is not the disaster it may appear to be. Summer is filled with family activities and a heavy workload and some conflicts are to be expected.

Dory Discovers Rare Photo of Early Indy Action

And now, for a fun photo...



In our every widening search for classic material from the Indy Squadron's past, Dory turned up this rare photo. Sitting left to right are Jason Meador, Alice Skinner (partially hidden behind Jason), Stephen Skinner, Dory Oda (nearest camera) and Chad Meador. The question is... who took the photo?

This was taken at what became legendary as Dory's Dawn Patrol Basement beneath her house in Brownsburg. She moved away from there in 1991, so this photo predates that time period. Since Jason is in shorts and all players are in t-shirts, it's clearly a summer time photo which pushes it back to mid-1990. According to archival issues of the Indy Squadron Dispatch, the only known

date where Jason, Alice, Stephen, Dory and Chad were all present was on June 9, 1990. Mike Oda was also playing that day and perhaps he was the mystery man taking the picture?

A closer look at the original photo shows two cups of salsa and Stephen holding a chip in his left hand. The photos on the wall to the right are of Manfred von Richthofen, a cutaway view of a SPAD, and a WWI diagram on how to properly fly the V-formation. Two candles stand atop the corner file cabinet in addition to a black and white photo of the 148th Aero Squadron's Sopwith Camels.

If the photo does date to June 9, 1990, the smile on Dory's face would soon disappear. Her famed Camel pilot, Lt. Edward P. Stove (18/7), would die after taking a wound from Chad's Fokker DVII pilot in the last of three games that night.

If you have any memorabilia from past Indy Squadron days, please contact the webmaster. We would like to continue building the Archives section of this site by collecting photos and other material from Indy players.

Webmaster Needs Computer Assistance

The original Indy Squadron Dispatch was a paper publication distributed by snail mail until 1999. That means we have eleven full volumes of ISD on paper, and nearly every issue is preserved in a master folder (that would be the big gray binder you browse through at Armistice Day every year).

We would like to expand our online Archives section to include all of these old paper issues, but the webmaster lacks the know-how and software to do the job. Any advice on how best to transfer old paper documents to an electronic format for inclusion in our Archives would be most appreciated. Perhaps scanning them as a PDF document would do the job, but the webmaster does not have the program necessary. Or is there a better method? Scanning them as photos simply takes too much data space and too long to load. Some of the old issues are in 8.5x11 portrait format, while the later paper issues are in 17x11 landscape format, folded into a four page newsletter.

This is a long term project that truly needs to be done in order to preserve all previous issues of the Dispatch and fill out our Archives section, which by simple logic must have all of the old issues included.

This really important to this site and to the squadron and any ideas or assistance would be most appreciated and helpful. Please feel free to post ideas on the Forum or contact the webmaster directly.

STEPHEN GRABS SIXTH TITLE IN RBF XVII

Mrozak, Celmins Complete Brit Sweep
 German Flight Decimated By Pilot Hits

British			
Mark Celmins	2Lt. Randolph Hill	11/6	Sopwith Camel 150
Stephen Dale Skinner	Capt. Albert Peterson	5/0	Sopwith Camel 150
Ken Mrozak	Capt. Daniel Stewart	14/10	Sopwith Camel 150
Stephen Skinner	Capt. Purvis Leiter	43/27	Sopwith Camel 150
German			
Wayne Richeson	Kal Boover	2/0	Fokker Drl (Red Baron)
Rick Lacy	Ltn. Bryan Ingolstadt	7/1	Fokker Drl
Dory Oda	Ltn. Reinhardt Strauss	18/4	Albatros DVa 200 hp
Dan Danoski	ObItn. Egon Lunkenheimer	51/22	Albatros DVa
Kevin Richeson	Ltn. Flugel Borenkeizer	8/3	Albatros DVa
Barton Stano	Ltn. Edgar Frug	5/0	Albatros DVa

WHEN WAS THE LAST TIME you flew in a major event where *fifty percent* of the pilots in the air were aces? If you replied "Gee, I guess it would be last weekend in Red Baron Fight XVII," you would be correct. The time before that? In the 2004 edition of Indy's ace-laden classic. The frightening mortality rate doesn't seem to sway the participants, who consistently put their top pilots in the air whether they have two missions or fifty. When the Silver Goblet is on the line we invariably see a stunning array of the heaviest hitters in Dawn Patrol and the seventeenth annual Red Baron Fight was no exception. Take a close look above for the rosters of both teams (note: the Skinners are referred to as Stephen [father] and Stephen Dale [son]).

Stephen Dale moved first with Ken close behind, and Stephen Dale chose the best possible move which saved the game for the British. Knowing that both Tripes were on the other side of the German formation, Stephen Dale used his Camel's speed to fly away from the Tripes and gain the far flank of the Albatri, just out of their effective shooting range. Ken's Camel moved next and boxed perfectly with Stephen Dale, followed by the entire German flight of six. Had Stephen Dale made a mistake on this move all might have been lost for the heavily outnumbered British.



The top three finishers (L-R): Ken, Stephen, Mark

But as it turned out, the Albs tried in vain to reach the fleeing Camels, stringing out their formation and leaving themselves open from the rear. The Camels of Stephen and Mark Celmins moved last, pounding Kevin's Alb while taking no damage in return.

On Turn 2 Barton was maneuvering his Albatros for the best shot possible when he was jumped by the Camels of Stephen Dale and Stephen. Both scored hits, but Barton's day ended early when Stephen's six-hit burst dealt his five-mission pilot a fatal head wound. When the Germans needed a lucky roll they couldn't get one. Everybody held their breath when at the end of the turn Dan Danoski's quadruple Albatros ace was put under cards by Ken's double Camel ace, but Dan shook the tail by flying back into the Albatros fold where Ken's pilot didn't dare follow.

Wayne, flying a red Tripe and playing the part of the Baron, swept in for a shot on Stephen's super-ace, Capt. Purvis Leiter, and nailed the pilot with a wound. But the British luck held when Stephen rolled an 003 for a left shoulder hit, resulting in a no effect wound. Ken was under the gun as well, taking a thirteen-hit volley from the deadly guns of Dory (Alb) and Wayne.

Ken turned around and teamed up with Stephen Dale's Camel for a double attack on Rick's Triplane. Vickers guns rattle from above and below and smoke began to pour from the stricken Fokker. Once again the dice had gone British... when Ken was doubled he survived, but when Rick was doubled he suffered a severe critical hit.



Mark and his triple rack of 48 dice

THE GERMANS MADE THE FATAL MISTAKE of allowing the fight to scatter on the game's fifth turn. Mark was forced to move first (he would move first about five times in a row in the middle of the game before his good numbers finally returned) and he wisely used his 110 mph turn speed to find a quiet flank away from the angry guns of the Albatros. Unable to get a good shot, Dan settled for an uncontested head-on shot at Mark's Camel from 550 feet. Rick brought his smoking Triplane around in a wide circle for a side shot on Mark in an effort to help Dan's head-on attack become more effective. Still fearing the guns of the collective Albatrosses, Ken chose to pass up a shot on Dan's ace and instead closed in for a point blank range attack on Rick. His decision would even the odds when Rick was hit with a fatal chest wound, taking one of the Triplanes out of the game. Again, the Germans desperately needed a good roll but they couldn't get one.

But Wayne helped the German situation considerably when he slammed Stephen's Camel with eight more hit factors, including six hits in the right wing and a devastating tail critical that prevented any fancy maneuvers and dropped his turn speed by 20 miles per hour. Aside from his rotary right ability Stephen's Camel flew with Albatros performance for the rest of the fight, forcing him to fly conservatively and expose only his left wing to further damage.

Just as the Brits had evened the fight, they suffered their first and only casualty. Stephen Dale, whose brilliant first-turn move had saved the Allied flight from annihilation, was caught in a sandwich by Dan and Wayne The Bane (who managed to roll "4" for initiative numbers at least ten times during the game to the utter astonishment of all). Wayne's shooting had been downright venomous all game and this turn was no exception... he and Dan combined for fourteen hits, knocking out the engine of Stephen Dale's Camel with six total hits and - worse yet - setting it on fire. Stephen Dale did what could be done to salvage the life of his five-mission flyer, but the flaming engine exploded (scoring credit went to Dan Danoski) and his pilot perished.

Regaining good numbers, Mark's Camel plunged back into what was now a seven-plane fight and hit Kevin's pilot with a wound insufficient to remove him from the fray. Although the kill escaped him, Mark would spend the rest of the game in the heat of the battle passing out numerous hits and working his way up the scoring charts. The same could be said for Dory, who committed some early mistakes but came back strong in the second half of the fight, scrapping as well as her Albatros would allow and creating some pivotal moments for her team.

MARK STRUCK AGAIN on Turn 8 with a top shot on Kevin. With only one operational gun, Mark's Camel was not as effective as he would have liked but he still got the job done. Despite Dory and Dan's best defensive efforts, Kevin's Camel had taken heavy damage and was barely limping through the air before Mark's single gun, four-hit burst. Knowing it was impossible to absorb another round of damage and hoping to avoid being pilot hit, Kevin's eight-mission pilot rolled his Albatros over on its back and unfastened his seat belt to hand Mark an unchallenged solo kill. The wounded aviator's parachute worked perfectly but he was captured upon landing in Australian lines. But true to his reputation (he'd already done this once before), Kevin's pilot escaped from prison and will return to fly again.

However, the fight was even again at three airplanes each and the Germans were preparing to make what would turn out to be their last stand. On Turn 13, The Revenge Of Wayne took place when the red Triplane socked Mark's Camel with 7 hits, four of which found their way into the Bentley engine which began spouting a plume of black smoke. As Mark steered clear of the fight, Dory's Albatros dove in to pummel Ken's Camel with six left-side hits, forcing Ken into a sticky situation as well. Dory immediately turned her attention to Mark's Camel and put him under cards. Dan, who had already been pounded by Mark and Ken, drew on thirty years of game experience and concluded that enough was enough. His wounded 22-kill Albatros pilot was forced to escape and fight another day, leaving Dory and Wayne against three damaged - but still lethal - Sopwith Camels.

At this point there were four strong contenders for the Silver Goblet: Dan, who scored well but was forced to escape to save his pilot; Ken, who soloed with a kill over Rick's Tripe; Wayne The Bane, who rolled enough "4's" for a career and had scored some sixty points on shooting alone; and Stephen, whose lucky shot on Barton gave him a solo as well. All four players were within a few points of each other, but the next turn would decide the matter emphatically...

Pinned under cards by Dory's Alb, Mark's Sopwith drew a bank right and lost the tail, placing Dory on the defensive. Wayne's red Tripe moved in for a top shot on Mark's Camel and exposed his tail to Stephen, whose Camel had fresh guns and no one moving after him. Stephen seized the opportunity and blasted Wayne with an eleven-hit megaburst from point blank range. Wayne's pilot was critically wounded and Dory found herself alone in the sky in an Albatros against three Camels. Wayne would find an emergency field and glide down to 200 feet before passing out cold from his wound. He boldly predicted that he would survive the wound before rolling an 007 on his dice and doing just that.



Ken and his statuette of Richthofen

With a fortuitous sense of timing Dory rolled snake eyes on the next round and brought Red Baron Fight XVII to a bloody end.

WHEN THE POINTS WERE TALLIED, Stephen's good dice had resulted in his sixth RBF victory despite the performance reduction from his Camel's tail critical and a no effect wound. Almost unbelievably, six of the ten pilots in the fight had absorbed wounds. Due to good dice, the two wounds that Stephen handed out were lethal (Barton's pilot died, Wayne's pilot was critical) while the one wound he received was a no effect left shoulder hit. Ken and Mark completed a British sweep of the top three positions.

The British flight flew extremely well and made precious few mistakes. The Germans also flew well and could have won had the Albatri stayed in close proximity to each other and forced the Camels to fly into their midst in order to attack. As the fight broke up in the later turns and the Albatri separated, the higher turn speed of the Camels allowed them to engage at will and break off when they were threatened by using their superior speed. If for no other reason, RBF XVII will go down as a classic because of the strategy that played out over the course of a very long game.

Red Baron Fight XVII April 29, 2006		
Stephen Skinner	Camel 150	141
Ken Mrozak	Camel 150	117
Mark Celmins	Camel 150	99
Dan Danoski	Albatros DVa	95
Wayne Richeson	Fokker Drl (red)	84
Dory Oda	Albatros DVa (high compression)	77
Stephen Dale Skinner	Camel 150	36
Rick Lacy	Fokker Drl	16
Kevin Richeson	Albatros DVa	10
Barton Stano	Albatros DVa	0

A short editorial about the last Mini Con

By Rick Lacy

First off, kudos to George and Jennifer! Excellent choice of venue and great organization overall!

While I had a great deal of fun at the Mini Con, there was one thing that did *not* sit well with me and I wanted to take a quick opportunity to bring it up. At every past con I have attended, [the topic of open versus closed damage](#) has come up. This was always solved by a vote at the table on either open or closed. This solution has been quick and easy, and it worked well. However, at this past MiniCon, a new twist was put on this issue.

A rule was put into place for the weekend that if just one person at a table decided they wanted to play with open damage, then the table was forced to use open damage.

To have this sort of poorly thought out rule forced down everyone's throats is (in my opinion) the worst sort of decision that can be made. This was done without the knowledge of the designer (I checked). Why would this even be considered over voting per table as at past cons? You could just have easily made it 'if one person at a table says closed, it's closed', but that wasn't the case. One can only draw the conclusion that the person putting this rule in place did so because of a personal bias toward open damage (sorry George, but that's sure the way it looked to me).

Now, to look at the issue of open versus closed damage – if more players are opting for closed damage, this sort of rule makes sense, sort of. For those who prefer open, they will find

Notes and Quotes from RBF XVII

The Indy Squadron would like to thank a number of people for donating to the prize pool for Red Baron Fight.

World renowned aviation artist [Russell Smith](#) donated a beautiful lithograph to our winner. Modeler Phillippe Jourdane of Paris built us a gorgeous statuette of Manfred von Richthofen. Both Russell and Phillippe went so far as to pay for having their artwork shipped to us which is greatly appreciated. Barton Stano threw in a way-cool computer program with maps, battles and everything else you could want to know about WWII and Ken Mrozak put up a foam model of a Triplane (which my youngest son is enjoying a great deal). Thanks to all who donated prizes for RBF XVII.

In addition to our annual spring event, several games were played throughout the day. Mark Celmins and Dory Oda arrived a game early, hoping for some warm-up rounds before the big event. They were sent to a second table to join Dan Danoski and Ken Mrozak for their "warm up" under the assumption that if you warm up against Dan and Ken, everything else should be downhill from there. Elsewhere, Kevin lost one ace and made another in the same day. We hope to have a memorial for his fallen one in the next issue and details of his new ace as well.

And die-hard RBF fans can check the [Red Baron Fight page](#) of this site for updated RBF records and complete details of every event going back to the very first game in 1990.

themselves outvoted more often than not. But to disenfranchise the majority of players to humor the minority is a decision that needs to be examined.

For example, all of the big Society events (BIG GAME, Society Open, Master's) are done closed damage. That leads one to the conclusion the next edition will be closed damage as standard and open as an option. Are we to continue to have open damage forced on players who prefer closed, when the game is obviously moving toward closed as the standard?

Going forward, for the next Cons I'd much prefer to move back to a system where each table decides by vote at game time the damage system to be used – or at the worst, designate **one** table as open damage all weekend and let folks choose their flavor by where they sit as opposed to giving one person a veto over many.

Just my two cents, everyone. This opinion may not reflect the beliefs of other members of the Indy Squadron.

Special Double Issue

ENORMOUS PRIZE PACKAGE FOR RBF XVII

Last year the Indy Squadron raised the stakes in the Armistice Day Fits Tournament by securing an automatic bid to the society's Masters Tournament as well as a WWI aviation book, a free pass to Gen Con, automatic induction into the Armistice Day Tourney Hall of Fame and of course, the Victory Medal.

Our goal this year was to set the bar even higher for the winner of the Red Baron Fight... little did we know that we would end up with what appears to be one of the greatest single-game prize packages in the forty-year history of the game.

We began by asking several vendors if they would like to contribute something to the winner of our humble event, but the responses were so overwhelming that your webmaster felt he should consult with other long time Indy players to see how the loot should be dispersed. He was soon in conference with several local players and fortunately, the opinions received were remarkably similar with each player offering only slightly different versions of the same basic ideas. The prizes have been divided up according to concensus and hopefully everyone will be pleased to see their suggestions manifested in the awards package.



The Silver Goblet

The universal sentiment among all players was that our awards pile was so big that it should not be given to a single player, but divided three ways - so that's the way it will be done. Another sentiment expressed by every player was that the prizes should be "heavily weighted" toward the top, with first place getting a far greater share than second, and second than third. That also has been done.



"Winged Valor" limited edition lithograph by Russell Smith

Several players favored allowing the winners to select their own prizes from the prize pool, so that will be done to the greatest extent possible. The Silver Goblet is the traditional award for the RBF champ and should clearly go to the winner, as well as the automatic induction into the RBF Hall of Fame. Further, Russell Smith signed the lithograph to "the winner of RBF XVII" and offered it specifically as an award for the game's winner, so it would be inappropriate to use the artwork in any other manner.

A final issue up for discussion was whether to alter the format of the Red Baron Fight itself, and although some minor changes were offered, nearly everyone said that the seventeen-year format of the game should be preserved intact. So as requested, the webmaster has dropped any ideas on changing the rules or formatting.

In compliance with the thoughts expressed by local players, the Indy Squadron is proud to present a prize package that will set a new standard in Dawn Patrol. We hope you agree! If you join us to compete in Red Baron Fight XVII on April 29, 2006, this is what you are fighting for:

The Winner's Purse:

- The Silver Goblet. This is the true award for Red Baron Fight and it is only owned by RBF champions. The Goblet is about ten inches high, plated with .999 fine silver, and engraved with the event name. It is a quality piece to be proud of. Lots of other prizes go to the winner as well but at the end of the day, the Silver Goblet is the real award of Red Baron Fight and its what the best pilots on our rosters will risk their lives to get.
- Automatic induction into the Red Baron Fight Hall of Fame. Your winner's photograph and gaming biography will be displayed in the Hall along with only eight other players in Dawn Patrol who can lay claim to an RBF title.
- *Winged Valor*, a limited edition lithograph from an original oil on canvas work by WWI aviation artist Russell Smith. One of only 650 made, this 22x33" masterpiece is a tribute to the Sopwith Camel. Valued at \$120, it is printed on 100# acid free stock and personally numbered and autographed by the artist specifically for the winner of RBF XVII.

The winner will then be able to choose one additional prize from among the following:

- A new, yet-to-be-named WWI aviation book courtesy of the Fits Society. Mike Carr offered to select a book from the society's prize closet and contribute it to our winner. The title will be published as soon as a selection is made.
- A ten-inch tall statuette of Manfred von Richthofen, created by professional Parisian modeler Phillipe Jourdain and finished in a bronzed appearance. We offered models once several years ago by another modeler in Europe, but delivery was not made and after several failed attempts at making contact we no longer offered his work as prizes (with regrets to those who should have won them). Mr. Jourdain has been proactive and responsive and shipping arrangements have already been made, so we anticipate that the award will be shipped as promised and the RBF XVII runner-up will get many years of enjoyment from this work of art. It should be on-site and available for immediate awarding after the game.
- 48 six-sided dice in three plastic racks. Each rack has 16 dice of a unique color. You can never have too many dice... this complete set is a great addition to any Dawn Patrol kit.
- 4 sets of two six-sided specialty dice from Gamerz gaming club - the facility in which we play. The owner, Tim, will permit one of our winners to browse the store after the game and select any four pairs of specialty dice that strikes their fancy (8 dice total).



Unfinished statuette of the Red Baron - will be bronzed for RBF XVII

After choosing one additional prize from the pool, the winner's purse will be complete and three prizes will remain. The second place finisher will then select the prize that he most desires, leaving two items on the table. In order to preserve a choice for the third place finisher, he will then choose the award he likes best, leaving one remaining award which will go to the second place finisher by default.

We hope this accurately represents the wishes of the local players as they were expressed and makes for a fun, fair game. This "heavily weights" the most and best prizes toward the winner, yet still preserves some fine awards for the second and third place finisher. Even the third place player will not just get "leftovers." He will have a chance to choose the prize he likes best.

It is still possible that a few other vendors will contribute prizes (which would likely be alternately chosen by second and third places), but at this point the purse is so large that any additional prizes would just be icing on the cake. If there has ever been a better prize package at any Dawn Patrol event, the webmaster has not seen it in 17 years of playing. Certainly its the nicest array of awards ever offered at Indy and it easily surpasses what is normally given at Gen Con and Spring Mini-Con events.

The Red Baron Fight is an open event and we expect several out of town players and several new local players to attend. A number of experienced gamers at our local gaming club (Gamerz) expressed interest in learning Dawn Patrol and attending RBF, so the winner's purse will not be easy to get. Expect a dogfight - literally and figuratively - and a monumental bloodbath that will take down a number of aces in the process.

However, the winners will be well rewarded. They may need a dump truck to haul home one of the best prize packages ever offered.

Indy Squadron Gaming March 18, 2006

It was a small gathering with just four players but we had a lot of fun and knocked out five missions during a short day at Gamerz. Jason, Ken, Stephen Dale and Stephen finished around 5pm.

Game 1: We started the hostilities with a pair of Albs flown by Jason (1/1 rookie) and Ken (Sigmund Snopek, 25/8) against two Clerget Camels. Stephen flew his Camel ace, Lt. Peter Flanigan (16/4) and Stephen Dale took up Capt. Albert Preston (4/0) on a bombing run. But after a series of bonehead moves the Camels lost any advantage they might have enjoyed and were forced onto the defensive. Capt. Preston managed to fly directly back into the path of both Albs and was shot down in flames while crossing back into Allied lines, with Jason's rookie getting credit for the kill. Preston survived a flaming, end over end crash just four squares inside his own lines.

Game 2: Lt. Norman Duckworth (Stephen, SE 5a, 16/5) scored his fifth kill after putting a fatal bullet squarely through the chest of Jason's rookie Fokker DVII pilot on the first turn of the game. In company with Stephen Dale's 6/2 SE 5 pilot, he then chased down Ken's fleeing DFW crew (Ltn. Randolph Mossner, 26/1 and Obltn. Zigmund Krauss, 26/3) who escaped into a cloud bank.

Ben, Ken Receive Masters Invitations After Armistice Performance

Word just came in from Society Head Mike Carr that based on their performance in last November's Armistice Day Fits Tournament, both Armistice Day champ Ben Hodgson and Victory Medal winner Ken Mrozak will receive invitations to Dawn Patrol's most important single event, The Masters game, to be held during the upcoming Society Spring Mini-Con on the weekend of March 31.

Ben won the tournament outright with a fantastic performance and the fourth highest score in history and took home a number of great prizes, but he had not gamed with Indy at all that year so the 2005 local title and guaranteed Masters invitation were defaulted to Ken by rule, who had gamed with the squadron in 2005.

However, we did ask Mike Carr to consider the situation and asked that Ben also receive a bid to the Masters. The guaranteed invitation as Indy champ had to default to Ken, but Ben won the game and we requested that both he and Ken receive invitations. In addition to Ben's appearances at Indy he has also played in several society events (winning a rare Congressional Medal of Honor), played quite a bit with the Rolls Royce guys as well as at Gen Con. There was no doubt that he richly deserved it. Thankfully, Mike responded positively, specifically citing Ben's Armistice Day

Game 3: Since Jason and Ken had won the first game together and Stephen Dale and Stephen won the second game together, we decided to keep the teams intact and go for the best of three. Ken and Jason rolled up Belgian Camels while Stephen Dale and Stephen got a DVII 160 and Albatros DV respectively (both hi-compression). The game was even and well played until Stephen Dale (Ltn. Selmar Winkle, 23/3, Fkr DVII) looped away from the tailing effort of Ken's Belgian pilot. Stephen Dale turned toward his attacker to force a bottom shot, but Ken was too far away to get underneath him. Rather than lose a shot, Ken pushed his 4/2 Belgian in for a 200' head-on shot at Stephen Dale's ace Fokker pilot, scoring a fatal head wound. Stephen Dale claimed atrocity, but Ken refused to pass up a firing opportunity and did not have enough dive (under the card restrictions) to get a bottom shot. Ken's pilot was hammered with 8 shots and limped away from the fight, chased by Stephen's Alb pilot who could only manage two parting shots with his one remaining unjammed gun. Easily able to outrun Stephen's pursuing Albatros, Ken survived the engagement and both Germans escaped combat. The three-game, Jason/Ken vs. Stephen Dale/Stephen series was declared a draw.

Game 4: Jason's good fortune finally changed in the last two games of the day when his roster was hard hit with a pair of losses. The first came when his long time Austro-Hungarian pilot, Anton Fiala (10/3), had his motor knocked out after an extended battle with Italian aces Ten. Giuseppi Balestreri (Ken, 17/5) and Sgte. Melchoire Giovanni (Stephen, 12/8). Deep in Italian lines, Jason's pilot made a successful landing but was taken POW. Stephen Dale's 2/0 Austro-Hungarian Phonix pilot was hit with a pilot wound before passing out and crashing to his death. Stephen was credited with Jason's kill; Ken got credit for Stephen Dale's Phonix.

Game 5: Sides changed again in the final game when Stephen Dale and Ken teamed up in a Fokker DVII and a Triplane against the British Camels of Jason and Stephen. A disparity in altitude caused the game to start slowly, with each side maneuvering for advantage. On the second turn, both Jason and Stephen took 500' bottom shots on Stephen Dale and Ken, both rolling "1's" and scoring hits! There was no serious damage but it was a huge lift in morale for the Brits. Once combat was finally engaged

performance as the basis for issuing an invitation to Dawn Patrol's biggest game.

Needless to say, we are all delighted. We could only guarantee one invitation but felt strongly that two were warranted; Mike agreed and we couldn't be happier. This may give Indianapolis as many as four invitations to the Masters in 2006, perhaps the most this group has ever had.

Congratulate The Winner It Makes Everything Worthwhile

When I coached the Waverly Warriors high school basketball team in its first-ever conference championship game in 1986, I told the players that if they won, I would let them cut down the nets. We brought our own scissors and a ladder and went to the game with high hopes. When we beat Columbus for the title the players went wild celebrating and to this day, most of those players have that small piece of cotton they cut from the net on a Saturday afternoon some twenty years ago.

Now if I told you the name of the conference it would mean nothing to you and I'm sure you've never heard of the Waverly Warriors. It was a small team whose accomplishments were long ago forgotten by everyone except the participants. Yet this game became their Super Bowl. They could not win an NBA championship because they weren't in the NBA. But this is what they had. This is what was available to them.

I have long believed that if an event is worth holding, then it is worth the effort to honor the winner. But what to win? Since there's no money in Dawn Patrol (or high school basketball), ultimately the award is nothing more than recognition because, after all, the rest of the world neither knows nor cares what we are doing. But thankfully, a little recognition goes a long way.

For these reasons the Indy Squadron Dispatch works hard to recognize our winners. Ten pages are devoted to our big events and each has its own Hall of Fame. Records set during competition are remembered for others to see and someday, to break.

In most Dawn Patrol events, two weeks after the game no one has a clue who won. And by the time the winners names are finally published,

at close range, Jason's 6/3 Camel pilot was pilot hit by Ken's Lt. Kurt Schilling (21/7). The wound was critical and Jason's jockey passed out at 2400' and died in the crash. Stephen, again flying Lt. Peter Flanigan (16/4), had just scored a heavy burst into Ken's Fokker and was successfully tailing but chose to abandon the fight after Jason's pilot died, being outnumbered and having only one operational Vickers gun.

the event has faded from memory.

But while other events falter, our two big games have become the most prestigious local titles in Dawn Patrol. More players turned out for our 2003 championship than for the following year's Society Open. More players vied for our 2004 championship than attended last year's Society Spring Mini-Con. Perhaps our events have achieved the one elusive goal that all other events strive for - longevity - because we give a little recognition to those who win them? This is not to oversensationalize a game that at its very best is a mere hobby. Rather, this is to observe a universal truth - that people appreciate being recognized for their accomplishments. Even small ones.

Red Baron Fight XVII is only weeks away. Join the fun, participate and help us congratulate the winner. Take a picture, give a handshake and help make the event worth winning. If you have ever won either of Indy's major events, your game will be remembered on our small corner of the internet. You ain't gonna get rich from it, but hey... this is what we have. This is what is available to us. And in the end, recognizing our winners and offering nice prizes is in our own self interest because it ensures the future of the game we enjoy. Besides, everybody likes to be recognized. Just ask the 1986 Waverly Warriors.



Indy Squadron Dispatch

Volume 18, Number 3

February 27, 2006

ISD GETS NEW LOOK

Also: Fickle Finger of Fate Finds Ferplunk

Jason Returns to Indy Table

Major Site Redesign Expands ISD

The biggest Dawn Patrol site on the web just got bigger. IndySquadron.com, the home of the Indy Squadron Dispatch, now has 190 pages of Dawn Patrol content for players locally and worldwide.

Readers will immediately notice a new menu bar at the top of (this) home page that facilitates movement between the main site and the forum/calendar areas. Easy, one-click travel between the two has always been difficult because the site building mechanism supplied by our web host (Interland) does not permit the sidebar menu to link to any outside URL. And since our forum and calendar are provided by ProBoards, there was never any way to easily switch between the main site and the forum. Hence, the forum always seemed to be an unattached satellite.

However, we now have a new menu bar on the main page which links directly to the forum/calendar pages without bringing up a new browser window. And when you get to the forum and calendar pages, you can easily get back to the main site with just a single click because of our new sidebar menu on the forum. Although they are not a perfect match, the forum now has a visual appearance that is very close to that of the main Dispatch page.

We also have a host of new pages on the site, most of which were produced by a massive expansion of the coverage lent to Indy's two major events, the Armistice Day Fits Tournament and the Red Baron Fight. Prior to our site redesign, each event had a single page devoted to it. Now each event has five pages of coverage, including new articles on the origin of the events and their awards and new entries in the record books of each.

ISD readers will notice the new menu bar at the top of all Armistice and RBF pages and the resulting ease with which information can be found. Separate pages are now listed for past game scores, all-time records for each event, origins of the event and its awards, and the Halls of Fame. A complete page is now devoted to the awards given for each event, featuring a new online museum of past awards. Photos are being collected of all past RBF and Armistice events, as well as the awards given in each, for display on each respective page.

And, just in time for this year's annual RBF classic, the Red Baron Fight now has it's own Hall of Fame just like the Armistice Day tourney. This year's winner will be inducted as have all past winners, and we ask you to help us search for victory photos of all RBF games from previous years. We've found several of them, but at least half of them are still missing. Be sure to click on the new RBF Hall of Fame and browse around.

The Indy Squadron War Cemetery and Memorial Park is now expanded and redesigned. The old charts, which were unsightly and too large, requiring too much mouse movement to navigate, have been replaced by compact charts that neatly display a memorial to each ace or experienced pilot lost in Indy. They are much easier to read and to facilitate visitors, a plot number has been assigned to each pilot in each national cemetery. Be sure to stop by the Cemetery and Memorial Park to appreciate the new work and pay your respects to the great Indy pilots of old (some of which may be yours!).

Almost every major section of IndySquadron.com has been updated, including the Archives section. Some of the older issues were displayed in a very small font which made reading difficult. All issues

have been reformatted around the font size you are now reading with many empty spaces and formatting issues resolved.

And of course, the colors on left sidebar and lower bar on each page have been give a new color to better match the banner, giving the entire site a cleaner and more cohesive look. The Indy Squadron Dispatch slogan has been moved to a footer where it will appear on each page (scroll to bottom). The hit counter has been updated with a new look which better matches the site and has been moved to a new, easier to find location.

Hopefully the new site's look will exude a unanimity which has escaped us in previous versions... similar color schemes on all pages, easier transitions between ISD and the forum, easier to use menus and more of them. Please stop by the forum - remember, the new link is at the top center of the home page - and let us know what you think.

In Memoriam: Fred Ferplunk

The Indy Squadron Dispatch remains true to its commitment to celebrate the lives of its successful aces and unfortunately, it is time to honor such a memory once again. The indomitable Fred Ferplunk (Kevin, 13/1) flew Fokkers for Germany and was a respected opponent esteemed by men on both sides of the trenches. For nearly a decade he taunted and hunted the enemy before perishing tragically as a result of his own bravery in a recent dogfight. Since it is always difficult to lose a pilot that was on your original roster, ISD asked Kevin to offer the eulogy in his own words:

"Ferplunk finished with a lifetime record of 13/1, not getting his first kill until the very turn that he was dealt a fatal blow to his engine that wound up catching fire and one turn later exploding. Ferplunk did not make the survival roll."

"His very first mission log looks like so many of his career. I did not have the actual date of the game played, but I know it was sometime around 1997 and was the first night I played Dawn Patrol. Ferplunk flew, dealt out a grand total of 6 hit factors, and was not hit once throughout the game. In fact, this happened 5 times in Ferplunk's career (that he was not hit once in the flight). In truth he only had taken a critical hit one other time in his 13 missions before the night of his death... when he took two. So I can be somewhat forgiven for taking chances with him in his final game."

"Ferplunk always managed to get lucky in the past. This was an unusual stat in and of itself, and adds to Ferplunk's uniqueness. A few other things: Ferplunk had 3 brothers and 1 sister. Two

Gaming Report, 2/25/06

Eight players showed up for a full day of gaming on February 25th, giving us the rare option of splitting up into two groups of four players each. Attendees included Stephen Dale, Rich, Ken, Jason, Stephen, Kevin, Wayne and Scott. We played one eight-player game, followed by several four player games in two groups, then as players filtered out for the day the remainder gathered for two more games as a single group. The result was a five-game day for everybody.

The biggest news of the session was the return of 1993 Indy Squadron champion Jason Meador, who makes his Dawn Patrol comeback after more than a five year absence. Jason came back for a single gaming night around 2000 but hadn't really played since 1995, so in reality his absence spanned more than a decade. So it was great to see him again and, as expected, he played well...

Ferplunk Dies in Fiery Explosion

... and Kevin certainly wished he hadn't. In the fourth game of the day, Kevin flew his famed Fokker pilot, Fred Ferplunk, on his 13th and final mission. He was hit early in the game by Stephen's SE pilot (Lt. Norman Duckworth, 15/5) and was smoking from a critical engine hit. But Jason's SE was also hit and smoking and Kevin couldn't pass up the chance at scoring Ferplunk's first kill. So despite having five engine hits, he dove in for a top shot on an SE 5 (never a good idea). Jason returned fire with his Lewis gun, Stephen closed in for a tail shot and the legendary Fred Ferplunk - who had just made experienced status earlier the same day - went down in flames. He died when his Fokker exploded two turns later. Jason received credit

of his brothers (Zane and Franz) had already been shot down. The other brother, Felix, will be seen before too long at an Indy event. His sister, Frezza, sometimes pretended to be a man in order to be allowed to fly. She also is set to carry on the Ferplunk name. If these two die, the Ferplunks will have lost all of their family to the Great War."

"Ferplunk owns one other dubious distinction that has forever etched his name into Indy Squadron history. One night in September of 1918, Ferplunk was flying a brilliant mission truth be told. It was his 7th mission overall, and as usual, he was virtually unscathed. He had dished out a grand total of 34 hit factors to Stephen and Stephen Dale. His wingmate that evening was one of Scott Campbell's pilots. They were definitely winning the fight and Ferplunk was honing in on yet another shot. He somehow got disoriented and fired at the first thing he saw-his own wingmate. To make matters worse, he scored a pilot hit on his wingmate, taking him out of the game. The British were all to glad to escape alive that night and live to laugh and tell the story of the German who shot down his own wingmate by mistake. The horrible thing is that this was the best mission of Ferplunk's career up to that dubious moment."

"On the night of his death, Ferplunk made another risky move, flying into an SE-5 from the top with 5 hits already suffered on his engine. This ended the luck, and Ferplunk's life. Still, what an entertaining pilot he was over the years..."

for the kill, while Stephen's oil-leaking motor forced him to escape and land in Allied lines with Ken's pilot getting credit for the kill.

Rich Kapastanczek joined Ken in the drive down from Madison and put together a fine day, surviving every mission except the one in which his 5/1 Albatros DVa pilot was shot down by his traveling partner. Rich and Wayne also put up a stout balloon defense when their British pilots (assigned to Italy) were jumped by the Oeffag 253's of Kevin and Ken. Kevin dumped the first balloon instantly with only a three-hit burst before mixing it up with the defending Camels. Flying his Austro-Hungarian ace OS Issak Heineman (33/16), Ken took five head-on hits and missed the first gasbag, then pummeled the next balloon for ten more hits but couldn't manage to down it. But he did Ken get his Albatros ace, Obltn. Sigmund Snopek, to double-experienced status when he survived his 24th mission.

Scott Jones didn't have the best numbers in the world, but he did manage to save a German triplane pilot who appeared to be lost. When his wings were loaded up with hit factors and criticals, Scott pulled the plug on his engine and threaded his way between trees and buildings to make a successful landing and save his pilot. He also set up a fun ground attack mission featuring a line of German planes at an aerodrome and a heavily defended balloon that turned out to be highly entertaining.

Stephen Dale Doubles

The younger set didn't do badly either. Stephen Dale's French SPAD XIII pilot scored a double when he shot down the Albatros CVII that was artillery spotting near Allied lines. He then lined up for a top shot on a defending Fokker DVII and knocked it's propeller off with a single burst. Wayne managed a high point of his own by getting the best pilot on his roster to 7/3.

Stephen's best moment came when his back-up Camel ace, Captain Purvis Leiter, scored his 25th kill to reach super-ace status. Leiter scored an 11-hit megaburst on Scott Jones' Fokker triplane, persuading him to make force-land his battered fighter on the following turn. Stephen's next back-up Camel ace, Lt. Peter Flanigan, forced a Roland DVIIb to land and upped his record to 14/4. His SE 5 ace, Lt. Norman Duckworth, lost the cut for Kevin's flaming

Fokker ace but still managed to survive an engine oil leak and a forced landing of his own behind British lines.

EXPANDED NEW INDY FORUM GOES ONLINE

New Archive Updates Historic Photos Found from Armistice Day 1993, 1994

The [Indy Squadron Forum](#) is now bigger, better and more interactive than ever before... and best of all, those annoying pop-up ads are gone forever! (Fans cheer loudly).

The new forum is hosted by ProBoards, and the staff has pledged never to use pop-up ads or insert banner ads in the posts. We will have one small and rather benign banner at the top of the page and a few ad links at the bottom, but once you see the new forum you'll realize that they are not intrusive and that this is by far the most advanced and user-friendly forum that Indy has ever used.

The average life of our forums has been about two years. The first, created by Brian Halberstadt in late 1999, was a giant leap forward for the Dawn Patrol universe because it was the original Fits board on the worldwide web. Once we moved to our new site, this first forum was no longer accessible and we moved to a Bravenet forum for the next year or so. It was a good forum and served us well but it became antiquated when newer forums left the old indented threads format and moved to the new category-style message boards. From there we moved to our most recent board, hosted by Aimoo, and this forum was excellent so long as we paid to keep the pop-up ads off of it.

But our current ProBoard forum is even well ahead of our last one. It is free, meaning that we will no longer have to ask users to make donations to sustain it. It is also 100% free of pop-up ads, which turned out to be the eventual death knell of the Aimoo board. Everyone hated them and there was a noticeable drop in the number of posts when the pop-up ads were activated. Further, there are no banner ads inserted into the threads and posts themselves - another major step ahead of the Aimoo board. Our new forum has also been expanded to include fifteen categories covering nearly every aspect of gaming here in Indy and across the Dawn Patrol world, and a new calendar of all Dawn Patrol events for both the Indy Squadron and the Fits Society (which, to be honest, may make the dedicated calendar page on this site obsolete).

In some ways your webmaster hated to switch to another board, as doing so makes everyone renew their browser

Hall of Fame Updated With Newly Discovered Photos, Honorary Members

The [Armistice Day Hall of Fame](#) has been updated with some fun new pictures that were recently discovered in an old photo album lurking in the bottom of a utility closet adjacent to the webmaster's office.

The album included several photos taken at the Skinner's house in the early 90's with lots of players present, most likely indicating a major event. Closer inspection with a magnifying glass (at this point, DP has clearly become an illness) showed 1993 champ Jason Meador sporting a Victory Medal on his chest and an empty champagne bottle sitting on the corner of the table, evidence that the picture showed an Armistice Day Fits Tournament. Since 1993 was the only championship that Jason won and since all players in the photograph correlated with those scoring points in the 1993 championship game, it quickly became obvious that Jason's long-lost championship photo had been found.

The same photo album had a picture of the 1994 title match, signified by the caption on the back of the picture and verified by matching the scoresheet from the game to the players shown in the photo. 1994-95-96 champion Dory

bookmarks and can be a minor inconvenience. But every step we take is a step forward. This is the best forum we've ever had and the best Dawn Patrol message board on the internet. The Indy Squadron has had the first Dawn Patrol web site, the most regularly updated web site, the first Dawn Patrol forum, the first web-based games and a host of other "firsts" in the society, and that requires taking risks and making changes. So dive into the new forum, explore all the new whistles and buzzers that it offers, and let us know what you think.

Elsewhere on this site updates have been made to the [International Champions Archive](#), the only listing of all known local squadron and event champions ever assembled. Links have been updated to two articles that have been unavailable for some time - [Traveling the Western Front](#), and [Luke Monument Restored](#). Additionally, all of the old Indy Squadron Forums have been closed, locked, and added to the [Archives page](#), as well as the old version of this web site which can still be perused as a nostalgic endeavor.

Oda was featured prominently in the photo, which was taken during the game and not as a post-game victory shot. A little cutting and pasting and we now have a nice shot of Dory in the title game that she would go on to win. We would like to find a picture of her actually wearing or receiving her Victory Medal after the game, but at least now we have an authentic picture of Dory taken during the event itself, which is much better than the generic stock photo we had to use before.

We are still searching for photos of old Indy Squadron events, so please keep an eye out whenever you run across any old photo albums or lost snapshots.

Two other items found were the cakes that Dory baked for the '93 and '94 Armistice Day events. She's baked many such cakes at nearly every major event and they've been enjoyed and appreciated by all, so they've been inducted into the Hall as honorary members.

Why bother with a Hall of Fame if you can't have some fun with it?

GHOST JASTA UNVEILS NEW WEB SITE

ISD Opens Eighteenth Year
New Year's Eve Gaming Report

Ghost Squadron Goes Cyber An Interview with Andy Priest

If a scan of the worldwide web is a great way to gauge the health of Dawn Patrol, things may be looking up... a little bit.

The Indy Squadron Dispatch lists a total of seven Dawn Patrol-oriented sites on the web, with four of them being classified as active (including this site). Of the active sites, [the Jasta 6 page](#) has not been updated since 21 June 2005. The game's [official site](#) was down for much of 2005, but was revived late last summer. There has been no new information posted on the site recently. The web's newest Fits site is Andy Priest's [Ghost Jasta home page](#), complete with player profiles and a local message board. The latest material posted on this site is dated 27 December 2005.

The Ghost Jasta site has a lot of things going for it... a nice design, good artwork, and most notably, a gung-ho webmaster with lots of experience in the game. Andy Priest, son of long-time Fits player Carl Priest, launched the site only weeks ago in an effort to revive gaming in the neglected Twin Cities area that was once such a hotbed of Dawn Patrol activity. Andy kindly accepted our request for an interview so ISD readers could get the scoop on what's happening at the northern end of the DP universe.

ISD: Tell me about the state of gaming with the Ghost Squadron right now... how active are you guys?

AP: I think we average playing probably every other month or so, mostly when Mike Carr is in town. Mr. Priest Sr. used to organize games regularly & life has been busy for him the last few years. No one else has really stepped up during that time to attempt to organize games, so gaming has been fitting to the name - ghostly.

Dispatch Holds Steady for 18 Years

Gaming groups come and go. A group will be active for a few months... they'll come up with a cool name, a web site or a publication, they'll hold their first annual championship, then they'll disappear forever. It's a perpetual cycle. I have always believed that if a group was to survive long term, it needed several things. First, it needed a rallying point... some tangible thing to which the group could refer for guidance and stability. Secondly, it needed an event which made it unique. And thirdly, it needed a history. With history comes identity, with identity comes a sense of belonging.

For the Indy Squadron, the Dispatch has always seemed to work as something of a rallying point... sort of like a basketball team's home court. But since we don't have a building or uniforms, we needed some sort of glue that put us all on the same page. The Dispatch has done that. We have two special events which have become well known even to out of town players. And those events have given us a history, which lends us our own identity.

You may say "Aw, you're

ISD: What inspired your creation of the new web site... you guys have gamed for a long time. Why a web site now?

AP: Back in the day when we had an almost weekly game going, one of the gamers, Dino Balafas, did a regular write up of that week's mission highlights & would bring it to the next game. He always wrote such comical stories & I have been inspired to resurrect the tradition via a website. I had the idea of the site about 5 years ago, but just have not had time to work on it. This fall I spent a few months in Eastern Europe & built a website to log my travels. At the same time I built that site I set up the FITS site as well in the interest of generating more interest in the game locally.

ISD: What are the biggest barriers to regular gaming in your group and how are you attacking them?

AP: The bustle of daily life these days leaves little time for hobbies. Also, I think the group of players around the Twin Cities is fairly spread out geographically, so the inconvenience of getting together makes it difficult. As far as attacking this, I think the web site, as well as my intentions step it up and schedule at least a monthly game well ahead of time will hopefully spark more regular gaming.

ISD: Do you currently have any efforts going to recruit new players?

AP: Yes! Some of the more regular players these days are a batch of new recruits. I have a few friends interested in checking out the game so hopefully a whole new generation of players will be emerging from the Twin Cities. So far that is it. When its tough to just get a game together in the first place its tough to think about getting new players, so first things first.

ISD: Talk about the current state of the game - generally - nationwide. What is right with Dawn Patrol and what does it need most at the moment?

AP: Being that we are the Ghost Squadron, we are honestly out of the loop as far as the state of the game, hopefully this will change soon! As far as what I have observed though, there seems to be continued interest in playing the game year after year, with circles of players popping up all over, which is great. I personally think that what the game needs most right now is to get back to its roots of what made it great in the first place with the release of the new edition.

When I talk to most of the old guard that rarely plays now but played tons with Priest Sr. in the 80's they tend to shy away now because the game has become so complicated. Simple setup & start for new players with the

overanalyzing all this, Stephen." And you may be right. But the most elusive goal in Dawn Patrol isn't acehood or the Medal of Honor... its consistency. When people in Wisconsin can't find a game, they come to Indy where in 18 years we've never gone 90 days without a regular gaming night, never had an interruption in ISD's publication and never shut down our group for lack of players. No other Dawn Patrol group can say that. As long as that trend continues I'll keep believing that our online magazine has something to do with it. So thanks to all of you who have contributed and will contribute to ISD in the coming year... I'm still convinced that the Dispatch pays off.

New Year's Eve Gaming Report 31 December 2005

You know you're a hard-core Dawn Patrol player when you spend your New Year's Eve playing the game you enjoy. Rick, Ken, Stephen Dale, Evan and Stephen showed up at Gamerz at 10 am for gaming.

The day opened with a trio of lame, single-wing-gun British Nieuports against a duo of Albatri piloted by Rick (Oblt. Jonathan Dampier, 5/2) and Ken (Vz. Fryc Wurstmeister II, 39/21). On paper the Albs should have smoked the less experienced Nieuyps of Stephen Dale, Stephen and Evan, but it worked out the other way. Stephen Dale's 5th mission Brit pounded Rick with 13 hits, forcing him to escape and leaving Wurstmeister alone against three Englishmen. The game broke up after Rick made a successful escape.

The group then broke out Rick's gorgeous Italian Front game board where Stephen and Ken flew Nieuport 24's against the Oeffag 253-series Albatri of Rick, Evan and Stephen. Stephen Dale was double attacked and received an engine

fewest charts and simplest ways of building pilots will help build interest for new players. I have seen with the new players we play with that they are excited about trying to build pilots, but when they are flying constantly against those of us that have played for years and have a strong roster, its really tough for them to compete. We have tossed around ideas such as the Nationality Roster where a new player can choose to fly a pilot by nationality alone for the first 6 missions, then place him into a specific aircraft.

I think if the current group of players is serious about generating new interest in the game, small steps like this will need to be taken. I have read a bit about a new movie coming out (this summer?) called "Flyboys" that is loosely based on the Americans that flew with the Lafayette Escadrille. If the new edition came out to coincide with this release it could create a great buzz for the game.

Hopefully that answers your questions sufficiently! I really hope that interest in the game picks up more in this area, and would love it if we could eventually get a tournament set up in the Twin Cities again!

critical which hit his fuel pump. He was forced to escape with severe performance reductions in his airplane. Aces in this game included Ken's Italian flyer (Ten. Marcello Asti, 16/10) and Stephen's Austro-Hungarian veteran (Obltn. Kurt Weissensteiner, 26/8).

The third game saw Evan, Stephen Dale and Ken flying German fighters against the British Dolphins of Rick and Stephen. Rick took up his six-mission pilot (Benjamin Potts) only to have him pilot hit by Stephen Dale's two-mission Albatros DVa jockey. Rick's pilot was incapacitated following a dramatic survival effort from a critical wound. Ken's pilot, Oskar Ritter von Mader II, is now 71/40, while Stephen's pilot, Lt. Peter Flanigan, moves to 13/3.

The day's final game Rick was again pilot hit by Stephen Dale. Ltn. Selmar Winkle (Stephen Dale, 11/3) flew a high compression Fokker DVII in for an attack and scored the hit on the first game turn, but Rick managed to survive the mission. The game's only casualty was the second-mission pilot of Stephen's Hannover CLIIIa who died after a second straight head-on attack from Ken's single-gun Allied aircraft. Stephen's observer managed to survive and make it back to friendly lines.