

KEVIN WINS INDY TITLE

Wesley, Wyatt Mop Up Remains

***Entire Allied Flight Lost in One-Sided Battle
 Dory Notches 21st Straight ADFT Despite Illness
 Rick, Ken, Alice, Stephen Dale on List of Notable Absences***

The 21st Indy Squadron Armistice Day Fits Tournament produced the most lopsided contest in years as the superior airplane performance, player experience and numbers of the German team effortlessly swept the Allies from the sky in a total route. Led by two-time Indy champ Kevin Richeson, the German players swept the top three positions in the eight-player tourney, the first time such a feat has been managed since 2005.

Three-time winner Dory Oda showed up despite a week-long illness to extend her 21-year record for consecutive starts in Indy's biggest game. She still felt poorly and announced prior to the game that she would escape after establishing mission credit. With that in mind, dice rolled and sides were chosen from the scenario designed by Dawn Patrol veteran Rick Lacy:

2009 Indy Squadron Armistice Day Fits Tournament Rosters			
Allies		Germans	
Dory Oda	Dolphin	Wayne Richeson	Fkr D7 160 HC
Michael Morgan, Sr.	SPAD XIII	Wyatt Richeson	Fkr D7 160 HC
Stephen Skinner	Camel 110	Wesley Morgan	Fkr D7 160 HC
Michael Morgan, Jr.	Camel 140	Kevin Richeson	Fkr D7 160 HC

2009 Armistice Day Fits Tournament			
Mike Morgan's home, Indianapolis IN			
November 14, 2009			
Kevin Richeson	German	Fokker DVII HC	147
Wesley Morgan	German	Fokker DVII HC	121
Wyatt Richeson	German	Fokker DVII HC	118
Stephen Skinner	British	Camel 110	65
Michael Morgan	Belgian	Camel 140	53
Mike Morgan, Sr.	American	SPAD XIII	38
Dory Oda	British	Sopwith Dolphin	33
Wayne Richeson	German	Fokker DVII HC	0

The Allies' missing player and lack of team experience was compounded by the fact that the combat was randomly fixed at 17,000 feet, an altitude at which the high compression Fokkers could outturn and outclimb the Camels and SPADs with ease (had the random altitude roll produced a low level fight, the effects would have been just the opposite).

The game began with Wayne's DVII moving first and scampering to a far corner of the 12-square tourney box, followed quickly by Dory who opened the tourney by pelting him with four hits. Playing in his first-ever Dawn Patrol game of any kind, Mike (Sr.) flew his SPAD around the edge of the tourney box for a shot at Wayne but promptly moved too far, dove 100 feet, and barely managed to get within 500 feet of his intended target. Had his error taken him one square farther, he would have ended up outside the tourney box with no target and eliminated himself from the game on the first turn. Instead, Mike squeezed off a 500 foot prayer at Wayne's Fokker, miraculously rolled a "1" to hit, and then pulled off another miracle by rolling snake eyes and wounding Wayne's pilot!

Wayne suffered a critical wound but didn't realize that the rules mandated immediate landings for critically wounded pilots and so continued to flit about the sky, fully engaged by two of the Allied planes. Four turns would pass before the error was uncovered, with Stephen and Dory continuing to waste bullets on him all the while.

Mike, meanwhile, was at a serious altitude disadvantage in his SPAD XIII and Wyatt's Fokker wasted no time diving to the attack. Mike's SPAD absorbed several hits and the engine began smoking instantly, crippling his offensive capabilities for the entire game. Wesley's Fokker hit Dory's Sopwith Dolphin with a burst, but Kevin's attempt to double the attack failed when he rolled a "6" and missed. A series of frustrating misses and gun jams would plague the Germans throughout the event and artificially extend a landslide victory that would otherwise have been over much quicker.

Mike continued his dive the following turn and drew the attention of Kevin, who smelled blood and dove to finish off what might have been an easy kill. Mike's SPAD suffered a series of critical hits that cut his turn speed to 60 mph, eliminated all right hand turns and maneuvers and negated most of his climbing ability, forcing him to spend the game limping around the sky in a futile effort to keep up with the fight.

Still coughing and feeling lousy, Dory escaped the fight after three turns. Two turns later Wayne's critical wound was discovered and he was eliminated as well, but by this time the Allies were already in the predictably desperate situation. Dory's Dolphin was long gone, Mike's SPAD was

a smoking hulk and the Camels of Michael and Stephen were outnumbered and too slow to compete at 17,000 feet. This spawned the suggestion that the game should be re-started, since the course of the game had been fundamentally altered and could be not resolved. Ultimately the group chose to proceed following the realization that a figurative asterisk would always denote this particular tourney and it would only be made worse by ditching the game and starting over.

After the decision was made the game resumed with planes scattered all over the sky from 17,500 feet down to 15,000 feet. The fragmented nature of the combat combined with perpetual German gun jams stalled the game, with little of the serious action taking place between turns 7 and 12. And the gun jams weren't confined only to the Germans – Stephen jammed one of his Camel's Vickers guns and it wasn't cleared until 12 turns later, leaving him largely ineffective during the Allies' small window of opportunity.

Things got exciting again when Michael's Belgian Camel dove toward Wyatt's Fokker – which was facing him – only to find out that he didn't have sufficient speed to close the gap. This left Michael with an awkward head-on shot that Wyatt was only too glad to accept. Michael missed and Wyatt hit, inflicting a light wound in the left shoulder of Michael's Camel pilot. Both flyers banked away from the engagement without colliding but the Allies were now worse off than ever with only one plane remaining in the air (Stephen's Camel) that had no critical hits, no smoke and no pilot wounds.

Softened up by Wyatt's head-on attack, Michael's Camel came under fire again from Kevin and took a prop hit. Michael was forced to cut his engine and glide to a landing with the solo kill credit going to Kevin.

Other than Mike's 500-foot shot on the game's first turn that critically wounded Wayne's Fokker pilot, this was the only other kill of the game. And since Mike had seen very few shooting opportunities and had a smoking engine, he had no real chance to follow up his lucky, long-distance kill, placing Kevin's Fokker in the lead, closely followed by his wingmen, Wyatt and Wesley.

This left three healthy Fokkers against Mike's stricken SPAD and Stephen's single-gun Camel with the fight still hovering around 15,000 feet.

Wyatt then teamed up with Kevin's Fokker DVII to double attack the smoking hulk of Mike's SPAD, which still defied gravity by staying aloft. The Fokkers scored a combined fourteen hit factors and lined up for a certain coup de grace on the following turn as Mike dove away in desperation. But this time Wyatt missed from the tail. And

Kevin lost track of his movement and accidentally overdove by 200 feet and ended up below his target. Kevin tried to salvage the play by going nose up and targeting from the bottom. He survived his 25% overdrive roll and sent two rounds into the engine of Mike's SPAD, setting it afire and securing a second solo kill.

Now alone against all three Fokkers, Stephen tried to run but didn't have the numbers. Secure in his leading score, Kevin was willing to call the game but his wingmen, Wesley and Wyatt, felt they still had a shot at winning the tourney by downing the lone remaining Allied plane.

Unable to roll an initiate number low enough to escape, Stephen's Camel endured consecutive double attacks from Wesley and Wyatt and absorbed 25 hit factors of damage. Wyatt jammed a gun and left Wesley to mop up the kill, which came when Stephen's Camel jockey suffered a critical wound to the left shoulder (he would land behind his own lines and survive).

With the entire Allied flight wiped out, scores were tallied and the degree of German domination became evident. Kevin's 147-point outburst matched the third-highest score in the history of the Armistice Day Fits Tournament. In second place, Wesley's 121 point total was actually better than the winning score of the 2004 tourney, which had the highest attendance of any game in the tourney's history. In third place, Wyatt's 118 points nearly doubled the total score of the leading Allied pilot. Despite the overwhelming Allied defeat, the game really did turn out to be enjoyable for everyone simply because the gun jams and missteps of the German team extended the game beyond its natural life and postponed the inevitable slaughter of the Allied team.

Kevin, who also won the Victory Medal in 2003, joins a fraternity of only five players who have earned multiple titles. He also moves into fourth place on the all-time participation list by competing in eight Armistice Day Tourneys since his rookie year in 2001.

Unfortunately, Indy veterans Rick Lacy, Stephen Dale, Alice Skinner and Ken Mrozak were unable to join us and were notable absences at this year's tourney and all were sorely missed.

2009 was also the final year for the current design of the Victory Medal, which has been used in this format since 2006. The Victory Medal will remain a gold medallion on a red ribbon, but it will be exciting to see what new designs are available for the next few years. The Morgan's living room was perfect for gaming; spacious (bigger than anything except Gamerz), quiet (except for their dogs, Buck and Chloe), and right next to the kitchen. Hopefully they'll have us back again some time. Overall, the

21st Armistice Day Fitts Tournament was one of the most bizarre and memorable games in the history of the Indy title game and was just what a championship should be – unpredictable and fun.

Indy Squadron Dispatch

Volume 21, Number 7

October 11, 2009

Borenkeiser Forced to Land, Survives

Flanigan Forced to Land, Doesn't
Indy Squadron TV: Oct 10 Game Highlights, Dawn Patrol Rendezvous
Albs Fight Brit SPADs to Draw
German Halberstadts Sweep Ground Mission

Double Camel Ace Killed by Rookie Two-Seat Crew

There was no shortage of kills to go around during October 10th gaming at the Game Preserve in Greenwood. Indy's official October game day brought a strong showing of eight players at a new venue that we'd never tried before. The Game Preserve is a long-standing staple of gaming in the south Indy area with a great selection and a very nice store to browse. The Game Preserve seems to make a great store and an adequate venue, while nearby Gamerz makes a great venue and an adequate game store. The facilities were a little cramped and warehousish, but the staff was very kind and welcoming.

We started with a 7-player scenario of SPADs and Albatri (see accompanying story in this issue). The second game of the night was a lengthy ground mission battle that brought down one of Indy's top Camel aces. The outnumbered Camel 110 team was comprised of Garrett, Wayne and Stephen, who flew his double ace, Lt. Peter Flanigan (24/10). The German team was led by Michael in an Albatros DVa with Kevin, Ethan and Sierra in Halberstadt CLIV, set in October 1918. The Germans were on a contact patrol, which turned out to be quite entertaining. Their job was to fly low over the front lines and conduct visual observation to determine whether pockets of troops in combat were Allied or German. It was really pretty fun to watch, even for the opposing team.

The battle started at about 1500 feet and the Germans immediately dove for the deck where they could better see and report on the battle below. The Camels followed and engaged, but not before the Germans had fulfilled half their mission with a great effort in the first two turns. Garrett made a suicidal dive on Sierra's Halberstadt and managed to distract her, but it cost him four head-on hit factors. Fortunately, her one pilot chance missed and Garrett continued in the fight. Kevin and Ethan finished off the contact patrol mission in grand style while Sierra's Halberstadt CLIV and Michael, the only German single seater in the fight, valiantly held off the Camels.

Borenkeiser Lands; Plaster Scores Double

March 1918, German lines, 1700 feet. Planes were dropping like flies in the first game of October 10th gaming when three British SPAD XIII's (Garrett, Stephen, Michael) took on four Albatros DVa's (Ethan, Kevin, Wayne, Wesley) in German lines. Led by the indomitable Lt. Flugal Borenkeiser (Kevin, 16/6) the Germans had weather and location on their side and they were determined not to go down without a fight despite the inferiority of their airplanes.

Things started out with a bang when Kevin's Alb ace got underneath Stephen's SPAD rookie (2Lt. Randall Plaster) and plastered him for 10 hits. Fortunately they were well distributed, but Stephen still suffered a right wing critical hit that left him with no ability to turn left for the remainder of the fight.

Wayne's Albatros pilot was the first casualty when he was sandwiched by the SPADs of Garrett and Stephen. Both pilots scored four hits, with half of them going in Wayne's engine. The Albatros tried to outmaneuver the faster SPADs on the next turn but Stephen still managed a side shot that scored two hits. Both went into the motor and left Wayne gliding at less than

Preceded by two youngsters who were forgiven due to their rookie status, Kevin made the all-to-common error of flying into the ground by increasing his speed beyond 20 mph per turn while fleeing the guns of Stephen's Camel ace, Lt. Flanigan. There were no alternatives, so into the ground Kevin went while his Halberstadt two-seater was mangled into a pile of splinters. His two crewmen - with 4 missions each to their credit - crawled out of the wreckage and found themselves in a pocket of German troops... the same troops that they'd been spotting on their contact patrol moments before. Both of Kevin's airmen made it back to safety.

The fight began to break up and Stephen decided to take his cheap kill and head home, nonchalantly climbing to 450 feet and opening the throttle westward. He wasn't too worried when Ethan's Halberstadt turned down his chance to escape and took a parting bottom shot from 50 feet away. One of the two possible pilot hits went through Lt. Flanigan's chest when Ethan rolled snake eyes, inflicting a critical wound. Stephen managed a rough wing setdown in No Man's Land but failed the 35% survival roll. Flanigan was credited with his 10th kill and promoted posthumously, so at least the inscription on his tombstone will read "Captain Peter Flanigan."

Everyone else managed a clean escape, with the Germans pulling off a surprise victory by accomplishing their mission entirely and downing one of the Indy Squadron's top ranking Camel aces.



The Game Preserve was friendly, but small and poorly lit as a gaming venue



Blue dice mark out the areas under observation by the German Halberstadt crews

2000 feet. He found a nearby airfield but overshot it on landing, instead ending up nose down in a river. His pilot successfully rolled for survival, although his reputation as a pilot has suffered irreparable damage. It was Stephen's first kill of the game.

From this point on, planes were going down right and left throughout the remainder of the lengthy game. Ltn. Borenkeiser (Kevin, Albatros DVa) took a shot at Garrett's SPAD and scored a pilot hit in concert with a volley of lead from Ethan's eager Albatros. The abdominal wound caused Garrett's pilot to pass out instantly and go into a spin. From only 1800 feet altitude he had no real chance at all and smashed into the ground, killing his pilot and becoming Ethan's 1st kill when he won the cut for credit over Kevin. Stephen's SPAD then caught up with Kevin's ace and pounded him with 16 straight hits when Borenkeiser decided that it was time to call it a day. He glided his Albatros over a nearby airfield (there are always airfields nearby when you use the 7th edition paper board) and landed, stopping just inches short of crashing into a line of trees that lined the field. Credit for the victory went to Stephen's SPAD rookie as his second of the game.

While Stephen was finishing off Kevin's Albatros, he allowed the Albs of Ethan and Wesley to sandwich him in a top and bottom dual attack. Stephen's SPAD had already suffered two critical hits in the right wing, and the ensuing flurry of bullets finished him off. He took 8 right wing hits in a single turn, sawing off the wing and sending him plunging into the German airfield from only 150 feet. Stephen rolled at "10" on percentile dice and survived the low level crash, returning to his squadron with an astonishing double victory on his first mission.

The last plane to go down was Wesley's Albatros, who had also lined up for a landing on the same busy airfield that now housed the planes of Kevin, Stephen and Wayne. While coming in on his final approach, Michael's SPAD XIII struck from above. His gunfire had a telling effect, instantly knocking out the engine on Wesley's Alb. Fortunately, all Wesley had to do was finish the landing that he'd already lined up for, which he managed with no trouble. Michael's kill was the fifth scored in a game that started with only seven players.

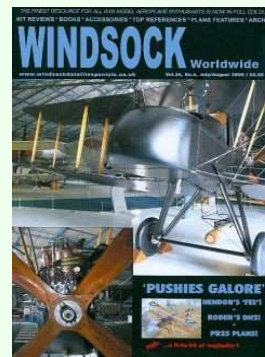
Book Review

Windsock Worldwide, Vol 25 No 4

The Albatros Productions gang is back with another issue of their excellent periodical, Windsock Worldwide. The July/August version of their bi-monthly publication features a mind-boggling array of photos and drawings of some amazing aircraft that were new to me, even after a lifetime of studying WWI aviation.

This issue is particularly strong on pusher aircraft, with exclusive photos of the new reproduction FE 2d fighter from England's RAF Museum. Colin Owers authored an amazing two-page thesis on the Permberton-Billings PB.25, a disastrous and nearly unflyable pusher that was produced for the Royal Naval Air Service in the late summer of 1916. After a tidal wave of negative reactions from pilots, this ungainly beast was discontinued as more dangerous to its own pilots than to the Germans. It's simply amazing to read about these virtually unknown aircraft and the testing and political maneuverings that led to their success, or in the case of the PB.25, failure. These articles are great fun, even moreso now that the entire magazine is printed in full color.

Windsock is clearly a modeler's magazine, but the scale drawings are outstanding and are good enough to frame. Every Dawn Patrol player worth his salt is always on the lookout for new artwork with which to spice up his personal gaming area, and these two-page drawings are great additions to any WWI aviation fan's walls. Right behind our own Aerodrome, Windsock is among the must-have subscriptions for Dawn Patrol players and Volume 25, Number 4 is another excellent example.



Indy Squadron Dispatch

Volume 21, Number 6

September 14, 2009

French Aces Command the Sky

**Disjointed Pups Can't Stop Bomber's Return
Lockhart Dies on 9th Mission
Photo Essay from Sept 12th Gaming**

French Aces Command the Sky

by Kevin Richeson

On a cool November morning in 1918, 3 French SPAD 13 pilots set out for a little adventure in the skies. Two of the pilots were famous French aces, Lt. Jean Claude Museir (Kevin Richeson) a 14/7 pilot with a history of leading his wingmates to victory in battle. At his side, his wingmate, best friend and sworn blood brother Sous Lt. Jaques Richeson (Wayne Richeson, 9/5).

Flying with the two aces was a nameless rookie pilot (Ian Cunningham), never-before-heard-of and trying to learn the ropes from these two masters of the air. As the morning wore on, the three pilots found things completely unexciting over their own lines and No-Man's Land, so they ventured into German territory, hoping to find a little action. They found it! A flight of three Germans came ripping towards them in the sky.

The German team was made up of Stephen, Ethan, and Michael flying Albatrosses. The first 2 turns of combat were all about positioning, as the Germans started out 900 feet above the French at 8100 feet above sea level. As the 3rd round began a 4th German was seen entering the fight from a distance (Stephen Dale who joined us late). Stephen did manage to get off a 6 shot burst into Wayne's plane.

By turn 3 the action was heating up, and all was going well for the French. Wayne's SPAD took aim at Michael's tail and blasted it with 8 bullets. Meanwhile, Kevin and Ian's rookie were plastering Stephen's Alb full of bullets as well. But it was the deadly Museir who did the most damage, dealing 7 hits to the side of Stephen's plane. One of those bullets found its way into Stephen's pilot's chest and he died instantly, spiraling out of control and crashing to the ground. (While Ian would later cut, he would lose credit for the kill and it went to Museir as his 6th).

On turn 4 Michael managed to shake loose of Wayne, and so Jaques Richeson turned his attention to Ethan and

Sept 12 Gaming Wrap-Up

Disjointed Pups Can't Stop Bomber's Return

The second mission of the night was an interesting February, 1917 scenario that ultimately produced no results. It matched four British Sopwith Pups (Kevin, Ethan, Stephen Dale, Michael Morgan) against a pair of Albatros DIII's (revised versions flown by Wesley Morgan and Ian Cunningham) and two AEG CIV's (Stephen and Wayne). Wayne's AEG crewmen were both on their third mission and each had already scored two kills. Stephen's two seat crew was pilot Hasso Tinglestad (11/0) and observer Paul Heimrath (10/1). They were returning from a high level bombing mission at an altitude of 15,500 feet when they encountered the Pup flight.

Pup players Stephen Dale and Michael lost initiative and climbed for altitude, allowing the Germans to pass underneath them. Wayne's AEG crew chose to dive, forcing the Pup flight to split in order to engage. The fight's only tense moment occurred when Kevin's Pup pilot attacked Stephen's AEG from below and scored a no effect wound on the observer and also smoked the German's engine. Stephen's AEG crew followed Wayne in formation with the Albatros

began what would be a 3 turn blasting of Ethan's plane by Wayne. Over the next 3 turns he put 22 bullets into Ethan's plane.

Stephen Dale, coming into the fight late, could do little but try to help his wingmates from sudden disaster. Trouble came for Ethan when he attempted to do a falling leaf to get away from Wayne's deadly tailing and firing, and found himself covered by Wayne, and now taking fire from Ian as well.

At the same time as this was happening, Michael had positioned himself into place to take a good shot at Lt. Museir. He fired a lucky shot of 5 into Museir's bottom, and one of the bullets managed to blow the Frenchie's oil gasket. Not knowing that this damage had no effect on the ace's plane, Michael was excited and the Germans suddenly became confident because the blown oil gasket had produced smoke in Museir's plane.

Losing numbers, Michael tried to dive away from the Frenchman to get cover from his wingmate (Stephen Dale). Stephen Dale chose to instead go to help Ethan, and left Michael unprotected. Museir zoomed after Michael and began tailing him, the first round putting 8 hits into his tail, the 2nd putting in 7, and the 3rd round another 7.

During those 3 rounds, Michael's plane took several major hits, and his pilot took a bullet. At the end of round 8, Michael's wing blew off from Kevin's continued firing. This would be Lt. Museir's 2nd kill of the night, and he turned his attention back to the others. Ian and Wayne had managed to trap Ethan and Wayne was going for the finishing touch, when Ethan shook his tail and managed to dive into the clouds and get away to live to fight another day.

That left Stephen Dale alone in the sky with all 3 French Spads, 2 of them being aces. He tried for 2 turns to see if he could get positioning or force an error from the 3 superior planes, and when this tactic didn't work he got wise and dove away into the clouds. The Frenchmen all went home and celebrated at Museir and Richeson's favorite pub a highly successful FIGHT IN THE SKY!

not far behind placing Kevin and Ethan in a difficult position, outnumbered 8 guns to 2. Michael and Stephen Dale dove hard to get back into the flight but they were unable to prevent the Germans' escape.

Lockhart Dies on 9th Mission

The final mission of the night sent four Albatros DIII's against a trio of 130 hp Sopwith Camels. The Germans were led by Kevin's 10-mission pilot and Stephen's 22/6 veteran, Lt. Matteo Scheffler. The Brits were led by Stephen Dale's 9/1 pilot, Lewis Lockhart.

Things looked promising for the Brits when the low-level mission produced a surprise attack by the Camels at only 1100 feet, but they couldn't press their advantage. Wesley's Albatros was pounded from the top by Lockhart's Camel, but Stephen's Alb ace suffered only 3 tail hits and Ian's DIII was missed altogether. The next four turns saw a swirling mix-up of close quarters combat with both sides dishing out damage, but no blood was spilled until Wesley's Albatros lined up for a short-range shot on Stephen Dale's Camel veteran. Wesley squeezed the triggers and scored a critical pilot wound, with Lockhart passing out immediately. At only 1700' altitude, the successful British pilot was unable to wake up and was killed when his plane crashed into No Man's Land. It was nearing midnight and the game was called on the fifth turn.

Indy Squadron TV Now Available

Gen Con Report 2009

Video: Ethan Hosts Gen Con Open Review

Video: Gen Con Interview with Mike Carr

Book Review: Walking Verdun, A Guide to the Battlefield

Gen Con Report 2009

The world's largest gaming convention has blown through Indianapolis yet again, leaving in its wake a new set of champions and a list of unanswered questions. This year's Con felt... well... comfortable. Your editor didn't have nearly as much time at the event as he would have preferred, but the whole experience is settling in to the city and instead of feeling like a Milwaukee transplant, Gen Con feels like it belongs here. No longer do we hear questions about where to find the DP table; everyone knows now. The issue of removing all the big games from the event is settled. The Gen Con Open is established as a top flight game on par with the Masters or the Society Open. Gen Con in Indy is now routine. It is home.

New champions include Indy's Ken Mrozak, who won this year's World's Largest Dawn Patrol, and Kevin Sumner, who drove down from Canada to take home the laurels in a lopsided Gen Con Open. Four Allies took on three Germans and got slaughtered in a short-lived game to wrap up the entire Con. A disappointment for everyone on both sides, since no German had a chance to win and the Allies were stuck in a brief shootout to see who could mop up the most points the quickest. Still, the game was a great deal of fun and, like last year, featured a smaller number of participants but a striking experience level among some of the top players in the society.

Gen Con also left us with a lingering list of unanswered questions. In an exclusive interview with Indy Squadron TV, society head Mike Carr went on the record for the first time to say that a physical version of the 8th edition of Dawn Patrol may never make it to game store shelves. That's something of a bombshell to those of us who have looked forward for decades to the next edition in the hopes that it would kickstart the game and help local squadrons recruit players. If the 8th edition is released only as a set of updated rules via the DP web site, what does this mean for the future of the game? Does this represent a running up of

ISD Unveils Indy Squadron TV

Well, who knows... this may turn out to be one of the all-time great ideas of Dawn Patrol or it might be a passing fancy that ends up as the answer to a trivia question. Your guess is as good as mine. But IndySquadron TV is here. As you know, we try never to run more than five years behind current technology, and we now have the capability to shoot, edit and produce video segments on Dawn Patrol events. Actually, we had this capability long ago... its just that we now have it in a small, easy-to-use package that does not require digitizing, tape transfer, or any other time-consuming TV chores. Our new system is pretty quick and easy and by golly, we're gonna try it.

IndySquadron TV will bring you video reports from major events in the Dawn Patrol world including Gen Con, the Armistice Day Fits Tournament, Red Baron Fight and other news-making activities. These videos will be archived and available on IndySquadron.com as part of our regular coverage of the Fight in the Skies Society and the Indy Squadron.

the white flag, and a tacit admission that Dawn Patrol will never have a next generation? If so, that's not entirely tragic. The game has served its purpose and provided us with entertainment, friends and it will for decades to come. Dawn Patrol has been successful at the core, fundamental job of every game - to bring people together and provide them with mutually enjoyable entertainment. Still, one has to wonder...

And one final tidbit from Gen Con... with a little prodding from the Indy Squadron, Mike Carr is now pushing for a master list of all winners of all major events in Dawn Patrol history. This includes all winners of the Masters, Society Open, World's Largest, Gen Con Open, Spring Mini Con and all other society-sanctioned events for inclusion on the official Dawn Patrol web site. Your editor is also encouraging him to include a list of all known squadron champions and local special event winners to help preserve the heritage of the game at all levels, from coast to coast.

Once upon a time we used to joke about airing Dawn Patrol events on ESPN, but this is not far from reality. The web reaches more people than ESPN could ever imagine and this will be a great promotion for the game. But we promise not to take ourselves too seriously. We'll capture some of DP's light moments on tape as well and have some good fun with it. How far IndySquadron TV goes and how long it lasts will be determined by our fans. If they're vocal and scream for more, then more it shall be. If not, then we'll hit reruns faster than *Saved By The Bell*. Sit tight and we'll both find out.

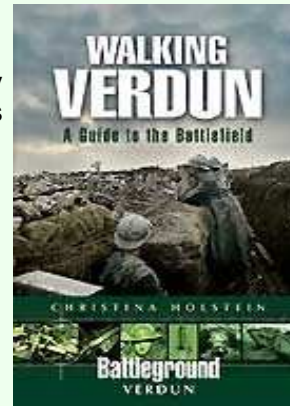
Book Review

WALKING VERDUN: A Guide to the Battlefield

Since I've walked the battlefield of Verdun many times during my research of Lt. Frank Luke, Jr., I am intimately familiar with many of the locations described in this fine softcover book recently released by Pen & Sword Publications of England as part of their excellent "Battleground Europe" series. The entire Verdun area is fascinating, with thousands of relics yet to be seen by enterprising visitors with a penchant for history and this book highlights many of the best spots that were only known to locals.

Author Christina Holstein walks the reader through the Verdun chronologically, beginning in February of 1916 and continuing through the end of the battle in October. This is really the only way to both tell the story of the events in question and introduce the reader to the battleground sites at the same time.

There is considerable history in this book, but do not mistake it for a complete re-telling of the entire Verdun story. Such a book would be an unnecessary repetition of other works and Holstein avoids this and sticks to her topic faithfully - guiding you through the battlefield itself. She breaks the tour up into segments, each carefully describing the sites and ground to be covered, the time necessary for completion of each leg of your journey, and the distance covered. She prefaces her work with travel tips including a brief discussion of accommodations, directions, food and other necessities. The author then guides you through a series of walks designed to introduce you to the battle and those who fought it. My favorite segments cover the forts at Douamont and Vaux. Having done extensive tours of both forts on numerous occasions, I still find Holstein's description of the sites of incredible interest and you will, too.



In addition to these critical forts, "Walking Verdun" also takes you to lesser known areas including the underground tunnel system that honeycombs the entire city. It is amazing how much of this massive battle was fought underneath the earth itself. The author fascinates readers with a series of

then-and-now photographs which are valuable not only for their historical interest, but because they provide unmistakable landmarks for those who actually go to France and walk the ground in person.

A warning for those who buy the book with no intention of going to the battlefields of France - once a copy of "Walking Verdun" is in your hands, you won't be able to stay home. This book makes the battle real again. It compels you to go there and experience Verdun in person, and relentlessly drives you to rediscover the people, events, and places that shook the world nearly a century ago. Holstein's work is magical, and a worthy addition to any historical bookshelf.



Warm Up Gaming Switched to New Venue

New FE2d Datafile Review

Indy Gaming Update

Warm-up gaming for Gen Con 2009 has been moved to a downtown location this year by George Henion, coordinator of Dawn Patrol events at the Con. Warm-up games in previous years had been held at the Gamerz gaming club since the Con's move to Indy several years ago, but a change was made to move it downtown to the Hyatt hotel. Games begin at 1pm on Weds, August 12th in the open gaming area of the downtown Hyatt. No details are available on the location of the open gaming area, so its recommended that you contact George in advance at [george.henion\(at\)aurora.org](mailto:george.henion@aurora.org) for details, or see if someone at the front desk might know. The Hyatt, however, is a very nice hotel and the accomodations should be quite good.

Parking, on the other hand, is expected to be a nightmare.

The entire west side of downtown will be packed with Con attendees, and its certain that the Hyatt will only allow guests to park in their lot. That leaves very few options for those driving in to the area for gaming. You can either pay the outrageous prices of a downtown parking garage, or try to find an open spot in the Circle Center Mall underground parking lot on West Washington Street, then hike over to the Hyatt for warm-up gaming. Good luck on that one. If you have any other ideas on parking or where, precisely, the Hyatt's open gaming area might be, please post it on the Indy Squadron forum for everyone to see.

Look forward to seeing you there. Contact George in advance to pre-register for warm-up gaming. There is no cost other than parking - but pre-registration helps track how many attendees are expected.

Indy Gaming Update

Its been a long, dry summer for gaming at Indy. Our last local gaming was held in May, and June/July are traditionally slow months since everyone is outdoors and consumed with other activities. Gen Con generally serves as a kick-start for more gaming and it should do



Windsock Scores Again With FE 2d Datafile

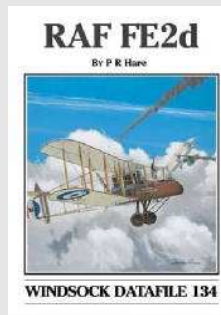
Well, the Albatros Publication guys have proven once again that they are the class of the field when it comes to excellent, fun to read, descriptive and concise publications devoted solely to a single aircraft.

Windsock Datafiles are generally aimed toward modelers and I frequently – and erroneously – tend to think of them as dry reads devoid of descriptive action and history. Nothing could be further from the truth, especially with P. R. Hare's latest addition to the Datafile lineup.

The FE 2d was a short-lived effort at using horsepower, firepower and sturdiness to strut and brace an antiquated airplane into competitiveness.

As a stopgap measure, it worked for a time. While the "Fee" has not gone down in history as an effective war machine, it nonetheless cannot be overlooked and makes a great addition to aviation board games like Dawn Patrol.

Let's face it... the wide assortment of airplanes is one of the game's most



so again this year. Gaming is tentatively scheduled for September 12th at Stephen's house, starting at 5pm. October through December are probably our most active months of gaming as we all warm-up and prepare for the Indy Squadron Armistice Day Fits Tournament, so the fall and early winter months are always busy. It would be great to have a nice local turnout at Gen Con this year as well. Stephen has extra passes and they may be made available on a "one day at a time" basis for any locals who can't make the entire event. Please contact the editor at [stephen\(at\)sopwithmotorsports.com](mailto:stephen(at)sopwithmotorsports.com) to request Gen Con passes and we'll see what we can work out.

We had a very healthy finish in 2009 with a great championship tournament, and a good start this year with a well-attended Red Baron Fight in May (and a great game, too!). So fear not. Early summer is always a slump as our minds turn to other outdoor activities (and your editor's schedule gets ridiculously hectic), but we should be back strong at Gen Con and September gaming is already on the calendar. Be sure and take in a game or two in the late summer to gear up for our big winter and spring events.

Music Video Released for THE STAND

The long-awaited theme song from the new documentary on Frank Luke ("The Search for THE STAND") has been released. The theme song "Back In Time," as well as an exclusive interview with artist Olivia Kay, is now available on the front page of www.THESTANDfrankluke.com. The behind-the-scenes interview with Olivia in the studio is posted first, the music video is second. Simply click on the first video and both will play in succession.

"To have an original musical score and a full video production on a World War I aviation project is unprecedented," author Stephen Skinner said. "You just don't see that kind of effort and investment made in a World War I book or documentary. Most of the time we're lucky to get a publisher to print a book at all. But we really wanted to raise the bar for THE STAND and go first class. We didn't just want a documentary – we wanted it shot on location in France. We didn't just want it shot on location – we wanted it to have its own original theme song composed by an original artist with a full music video. I hope people can appreciate how extraordinarily rare it is to have this sort of effort go into a



appealing facets. And learning about those planes makes "flying" them in Dawn Patrol that much more enjoyable, especially when that knowledge is supported by enjoyable stories of adventure and battle action.

But finding quality sources of accurate information on these planes has been tough in the past. Sure, you could find anything you wanted on DVII's and Camels, but getting really good information on an airplane like the FE2d was a nightmare.

No longer. Windsock Datafile 134 is a concise, readable look at everything that made the FE 2d a historic airplane worthy of inclusion in our game. And its far more than mere statistics and production numbers... Hare's "FE2d" gives a solid account of the Fee's combat record and records numerous air battles to back up the production facts.

The photo selection is amazing. Who knew that so many photos existed of a heap like the Fee? And the photo quality is top notch. Printed on glossy paper, the photos are large, well chosen, and a story in themselves. Anything not evident in the scores of new photos will certainly be apparent in the 3D line drawings that take up four pages of the booklet's center section. This data is augmented by color profiles and drawings on the inside of both covers and on the back cover as well.

The appendices even cover blueprint drawings of the Fee's Rolls Royce Falcon engine and a complete breakdown of all dimensions and performance. You really couldn't ask for much more from this little booklet. Buy one. You won't be disappointed.

Windsock Datafile 134
RAF FE2d
by P. R. Hare
34 pages
<http://www.windsockdatafilespecials.c>

World War I book and documentary.”

o.uk/

Olivia Kay is a 16-year-old singer/songwriter (www.OliviaKay.org) whose skills were recently on display during her first live tour throughout the Midwest. Her “Back In Time” video was filmed on location in Murvaux and Dun-sur-Meuse, France, as well Webb Studios in central Indiana. The music video is also included on the bonus disc that comes with the new Luke documentary, The Search for THE STAND. The “Back In Time” video will also be released on www.TheAerodrome.com and www.OverTheFront.com.

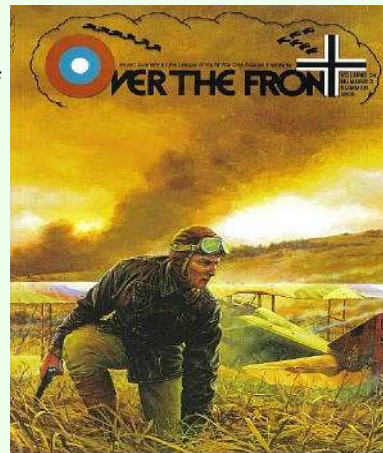
THE STAND Featured on Cover of Over The Front Magazine

The new issue of Over The Front has been released this week (Volume 24, Number 2, Summer 2009) and the latest brilliant artwork from Russell Smith graces the cover. Smith’s painting, also titled “THE STAND,” was originally created exclusively for the cover of the new book of the same name.

The current issue of Over The Front includes a 5-page article by Smith on the evolution of his painting and the research that supported it. Smith’s new painting is the most accurate rendition of Luke’s last flight ever put on canvas, even including historically correct representations of tracer fire from nearby machine guns (from the correct direction) and the serial number of Luke’s SPAD XIII fighter plane.

Smith said, “In the case of THE STAND, the facts surrounding the incident were more dramatic than any imaginary scenario I could have created, but thanks in large part to Stephen (Skinner’s) meticulous research, this project came together quite smoothly.”

A full color version of THE STAND may be seen at www.THESTANDfrankluke.com. Both paper and canvas prints of the original painting are also available for order on the web site.



Dick Bennett, president of the League of World War I Aviation Historians, wrote the most recent review of THE STAND in the current issue of Over The Front. Bennett said, “Combing through sources as diverse as newspaper clippings and cartridge casings, Skinner has reconstructed Luke’s life from birth to death, and in the process resolved many of the conflicting interpretations of his story... The result is a reconstruction of Luke’s story that will probably never be outdone.”

To obtain a copy of the current issue of Over The Front or to join its parent organization, the League of World War I Aviation Historians, visit www.OverTheFront.com.



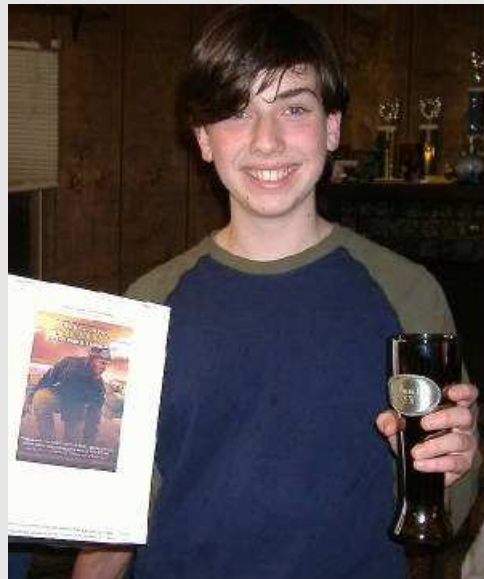
MICHAEL MORGAN CLAIMS RBF XX

**Turn 6 Miracle Saves Doomed Brits
Strauss, Unger Head Long Casualty List
Final Shot of Last Turn Decides Outcome
Red Baron Fight Celebrates 20 Years**

Talking with Rich Kapustancek in the late stages of the game, your editor commented that "I suppose its possible that I've seen a turnaround like this in a Dawn Patrol game before, but in 22 years of playing I can't remember one." Rich agreed.

The 20th anniversary of the Indy Squadron's famed Red Baron Fight was celebrated in style with a great, 10-player crowd at Rick's house on Saturday night, May 2, 2009. After a brief warm up game of only three turns, everyone rolled percentile dice for airplane choice and selected aircraft in much the same way as its been done since the spring of 1990. Red Baron Fight is unique in that the event has evolved very little over its 20-year lifespan. The game today is very much the same as it was 20 years ago, making historical comparisons and score evaluations very meaningful and fun. When aircraft and pilots were chosen, it became apparent that RBF XX would be laden with aces and major pilots on both sides yet again:

Red Baron Fight XX			
British			
Kevin Richeson	Lt. Collier Smith	4/2	Camel 150
Rick Lacy	2Lt. Thaddeus Unger	18/2	Camel 150
Stephen Skinner	Lt. Peter Flanigan	23/9	Camel 150
Michael Morgan	Lt. John Wolfgang	3/1	Camel 150
Germans			
Dory Oda	Unt. Reinhart Strauss	20/5	Fokker Dri (Red Baron)
Ken Mrozak	Off. St. Groucho Marx	26/1	Fokker Dri



Michael is all smiles after his big win.



Early action in Red Baron Fight XX

Wesley Morgan	Edmond Reinhold	2/0	Albatros DVa (revised)
Stephen Dale Skinner	Unt. Johan Strauss	10/1	Albatros DVa (hi comp)
Wayne Richeson	Clause Clam	10/7	Albatros DVa
Rich Kapustanczek	Sgt. Strauss	8/1	Albatros DVa

Two Germans, Stephen Dale and Ken, moved first. Stephen Dale wisely led them around behind their own flight in a retreating pattern where they boxed up, secure in the knowledge that if any British followed them, they would get hammered. None did.

Rick moved first for the Brits and set a similar trap by swinging away from the Germans, only this time, someone took the bait. Dory's all-red Triplane, flown by 20/5 ace and 15-year combat veteran Reinhold Strauss, took off in full pursuit and hammered Rick's Camel from above for 9 hits. The Camels of Stephen and Kevin followed. Kevin missed but Stephen scored 7 hits. Michael, the final Allied player, followed his wingmen but was unable to fire.

The resulting situation was just what the Brits wanted. Through no fault of their own, Stephen Dale and Ken had taken themselves out of the game when they moved one way and the fight gravitated the other. Dory's Tripe was outnumbered four to one and taking damage and the rest of the Germans were strung out in between the two main groups of planes. It was a picture perfect start for the outgunned British.

On the second turn, Dory outrolled two of her pursuers and continued her attack on Rick's Camel. Her left Spandau machine gun quickly jammed, but the other scored a vital blow to the British hopes. Rick's experienced Camel pilot, Thaddeus Unger (18/2), took a critical wound and passed out. His airplane spun down out of control and crashed into No Man's Land, killing the ranking pilot on Rick's entire roster.

Suddenly the British, for whom things looked so good after the first turn, were outnumbered 6-3. They had lost the second-best pilot on their team and the situation had gone from reasonably good to totally desperate after a burst from Dory's single machine gun.

Fortunately the Germans were still strung out across 25 squares of the game board and in no position to



Michael's way cool new dice won in their first RBF outing



The Silver Goblet - the traditional prize of Red Baron Fight



Fate of the doomed - Dory reads a book after her untimely departure

mount a quick attack. The Camels of Michael and Kevin began to mix it up with the Albatros of Wayne, Wesley, Stephen Dale and Rich. Ken's Tripe was fast closing the gap in an attempt to rejoin the fight. Stephen continued to pursue Dory's Tripe and had managed to get on her tail as well. He fired but missed. The window of opportunity was closing for the British. They had to do something to even the odds, and they had to do it quickly.

Turn 3 passed with another exchange of gunfire between all parties while Ken continued to work his way back toward the fight. Stephen managed a 4-shot burst at Dory without effect. Michael and Kevin's Camels were now badly outnumbered and taking damage from the well-flown Albatros team. Another round or two like this and the outcome was a foregone conclusion, like scores of other games that we've all seen before... the outnumbered team becomes totally defensive and isolated, while the winning side chases them down and picks them off one by one. Perhaps a straggler will declare escape and make it home, but the result is an overwhelming loss.

On Turn 4 and 5, Stephen's Camel ace closed in for consecutive tail shots on Dory and fired a 5-hit burst, killing Fokker pilot Reinhardt Strauss instantly. After more than a decade at the Dawn Patrol table, everyone was sad to see Strauss' Fokker spin into the ground and crash. Kevin also managed to put a critical hit into Wesley's Albatros. Although no one knew it at the time, it was a propellar hit that would come back to haunt Wesley just a few turns later. This certainly helped the British cause, but the Camels were still outnumbered 5-3 and in serious trouble.

Then Turn 6 arrived, and with it came one of the more remarkable comebacks in the history of Dawn Patrol in Indianapolis. Wesley and Wayne's Albatros still had Michael cornered, but their shots were off the mark and did no serious damage. That was the first stroke of luck for the Brits. Ken's Fokker was still too far from the fight to engage, he had just rolled another set of lousy initiative numbers and would not fire a shot this turn. Lucky stroke number two. Stephen's Camel jammed its right Vickers gun while he "maxxed out" on Stephen Dale's Albatros, which had flown away from his wingmen and been caught off guard. Stephen's 6-hit burst put a light wound into Stephen Dale's pilot and forced him to declare his escape... lucky stroke number 3. While Wesley's Albatros was fighting in the midst of the fray, he fired a burst and shot his own propellar off... courtesy of the critical propellar hit inflicted by Kevin a few turns earlier. Lucky stroke number four. And Michael's



No, its not Ken Mrozak III... its Wesley in a clever, Ken-like disguise



The top 4 finishers, L-R: Ken, Michael, Stephen, Kevin

Red Baron Fight XX
May 2, 2009

Michael Morgan	Camel 150	135
Stephen Skinner	Camel 150	129
Kevin Richeson	Camel 150	97
Ken Mrozak	Fokker Drl	97
Dory Oda	Fokker Drl (Red Baron)	54
Wayne Richeson	Albatros DVa	45
Wesley Morgan	Albatros DVa	24
Rich Kapustanczek	Albatros DVa	5
Stephen Dale Skinner	Albatros DVa	0
Rick Lacy	Camel 150	0

Camel supplied the coup de grace by firing at Rich's 8-mission Albatros veteran, inflicting a critical wound. Rich flew back toward German lines to bail out two turns later. He survived the bail out attempt but his pilot was incapacitated for life.

All three of the British pilots had fired, and all three had scored game-altering hits on their target. The Brits had lost Rick's Camel early in the game, but the Germans were now on the defensive. Dory's Fokker pilot was dead. The Albatros pilots of Rich and Stephen Dale were wounded and fleeing the fight. Wesley's game was over after his Albatros shot his own propellar off. Ken was still struggling to get decent numbers and return to the fight. In a matter of moments a 6-3 slaughter had become a 3-2 advantage for the British, and one of the truly incredible momentum swings in all of Dawn Patrol had taken place.

At this point it was Stephen's game to lose. He had scored a solo kill over Dory and it appeared as if his second victory over Stephen Dale's fleeing Albatros was assured. But Kevin, frustrated over not getting kill credit and victory points from Wesley's propellar mishap, risked an atrocity to dive on Stephen Dale's wounded Alb pilot. Ken finally rolled a decent number and jumped on Kevin's tail. Both pilots were completely out of the running for the Silver Goblet and were desperate to make something happen to alter their game.

Nursing a jammed gun and enjoying a wide points lead, Stephen kept his Camel well above the descending battle and hammered away at his jammed gun. By the time he cleared it and dove back toward the fray, the fight was nearly out of reach and he would spend the rest of the game trying to catch up.

After three turns of Kevin firing on Stephen Dale's wounded Alb and being fired on by Ken's Fokker, Kevin finally sustained a critical hit that forced him to bank right. Ken tried to follow, but could not have anticipated Kevin's battle damage... he failed to pull a bank right card during tailing and lost his target. Meanwhile, Stephen Dale's 10-mission Albatros veteran finally passed out at 200 feet and crashed to his death. This padded Stephen's points lead even more, since it was he who had inflicted the wound several turns earlier. (Con't below)

Kevin finally cleared his jammed rudder and regained control of his battered Camel. He joined forces with his wingman, Michael, and they began a new assault on the remaining Germans of Ken and

Wayne. Stephen dove hard to rejoin the fight, but it was getting late and the game was soon to be called on time.

On the game's final turn (15), Stephen fired a top shot at Ken and scored only minimum damage while Kevin and Michael's Camels sandwiched Wayne's Albatros and delivered a fatal blow. Wayne's pilot was wounded and forced to land behind German lines where he survived to fly again. The points credit was split between both Camel flyers while the victory score went to Kevin.

Of the original German flight that enjoyed at brief 6-3 advantage early in the game, only Ken managed to fly his plane back to his home airfield while the death of Rick's pilot turned out to be the only British casualty. Michael earned points credit for 1.5 kills while Stephen scored two solos, but Michael's fantastic shooting combined with Stephen's mid-game gun jam made the difference in the game. Had Stephen rolled for just three more hit factors on his final burst on the game's last turn, he would have won the Silver Goblet. Instead it went to Michael for a well-deserved victory. As always, good shooting pays off.

Half of the pilots in the air for Red Baron Fight XX were aces, and 70% of the pilots aloft had 8 or more missions. Even with this level of competition, Michael became the first player to win RBF in his rookie year since Stephen Dale did the trick in 1999. And this particular event remained in question through the final shot of the last turn.

After 20 years its evident that Red Baron Fight remains a great draw that everyone looks forward to. The enthusiasm at the table was second to none, and the game has not lost its momentum as one of the best events in Dawn Patrol.

Be sure to check out the updated "Red Baron Fight" section of this site and see the [RBF Records](#) page for an updated look at the all-time statistics of this great game!



20th RED BARON FIGHT SET FOR MAY 2nd

Brand New Event - Whosyer Con Report by Rick Lacy!

Indy Squadron – Whosyer Con report

by Rick Lacy

Hilton North Hotel, Indianapolis - The inaugural edition of the Whosyer Con (Whosyer Gamers, <http://www.whosyergamers.org/wygms/>) was well attended and had a variety of gaming opportunities. Among them were 2 slots of Dawn Patrol run by the Indy Squadron as a means to attract new players.

The first slot was Friday night at 8 pm. We had 4 players, 1 of which was new (Stan Love I believe his name was, a board gamer from Carmel-Clay). The other 3 players were Barton Stano, George Henion, and Rick Lacy of the Indy Squadron. The first mission was a balloon attack in July of 1917. Barton and George were in Sopwith Triplanes, while Rick was in an Albatros D-V and Stan was in an Albatros D-III. After a brief dogfight, Bart and George dove down and flamed the balloon (with George getting the kill). The Tripes then outran the Albs and escaped cleanly.

As that mission didn't take long, we ran a second. This one had a German 2 seater doing photo recon in late 1917. Rick had the Rumpler C-IV, Stan had an Alb D-III as cover. Bart and George a French SPAD and Nieuport up to defend. The French were plagued by gun jams and chose to tangle with the Alb rather than concentrate on the Rumpler, which allowed Rick to complete his photo runs and escape cleanly. Stan was able to successfully engage both French planes due to their gun jams and when an opportune moment arrived (due to lousy initiative rolls by the French) he managed to escape cleanly also. Stan was awarded the prize for that session having arrived as a new player and departed with a 2/0 Alb D-III pilot.

The second time slot was 10 am on Saturday. I had set up a game in July of 1918 with Fokker Triplanes going against American Nieuport 28s. Unfortunately, we didn't have as much luck with this one, as Bart and George were engaged in other games and I did not have any new players show up. This one could have benefitted with more support from the Indy Squadron, but apparently no one was able to attend.

I was somewhat surprised at that as we get more attendance at Gen Con (which costs an arm and a leg) than we did at a free con. Hopefully Whosyer Con does well enough a second year is warranted and we get more participation next year. This is a great opportunity to attract new players and keep the FitS society growing as well as as the Indy Squadron.

Red Baron Fight XX Set for May 2nd!

The 20th anniversary of the Indy Squadron's Red Baron Fight is slated for Saturday, May 2nd, at 5 pm at the home of Rick Lacy, and a host of former champions are set to attend. Scott Jones has said that he would like to make the date. Scott won RBF III and VI, and has traditionally been a threat in this event. The Richesons - Wayne and Kevin - were titlists in RBF XIX and XVI respectively. The problem with Kevin is that he'll either win the Red Baron Fight or die trying... there's never much of an in-between. The problem with Wayne is that he shoots. Eternally. And scored copious amounts of championship points in the process.

Rick Lacy is expected as well. He's the RFB XVIII champion and has been the most active player and impetus behind the squadron in our recent quiet months. Never underestimate someone who has their head in the game. Stephen has earned a few silver goblets in his time and he'll be on had as well. Dory, however, does not have an RBF title among her many Dawn Patrol laurels. She inquired a few weeks ago about the date and place for the upcoming 20th anniversary of Red Baron Fight, so she is expected as well.



This is a great time to take a second look at the [Red Baron Fight section](#) of this web site. Check out the 20-year history and tradition of this event, and brush up on the rules ahead of time. One of the great things about RBF is that the rules have never significantly changed, so you can accurately compare your performance in the event to the players who preceded you by two decades. Have a look at the [Red Baron Fight section](#) of this site and enjoy!

Indy Squadron Dispatch

Volume 21, Number 1

February 1, 2009

Indy Celebrates 20 Years

Three of Four Original Players Show, Morgans Join Squadron
January 31st Game Report



L-R: Wesley, Michael, Wayne, Stephen, Dory/Ethan, Kevin, Sierra, Nelson

Indy Gathers Again on 20th Anniversary of First Games

Exactly twenty years after the birth of the Indy Squadron, the current version of the group gathered once again to celebrate two decades of gaming and remember good times past and present.

The turnout was great and included three of the squadron's four original members. Dory, Stephen and Nelson were all on hand, and Scott was the only missing player to have participated in our inaugural games. But unlike our four-player initiation on December 29, 1989, our twentieth anniversary celebration drew a good crowd and some new players as well.

January 31st Game Report

Another nice crowd showed up for the first games of 2009, held at Rick's house on the last day of January. We have no reliable notes from the day's games, but a quick review of one or two mission logs helps reconstruct a few basics.

The first game of the evening sent a German DFW up on an artillery observation mission in October 1918, escorted by three high compression Fokker DVII 160's. The German flight was met over No Man's Land by a trio of French SPAD XIII's. The mission produced no memorable results, but Ethan flew as the DFW's observer and racked up another sortie and a bit more experience.



Illustration 1: L-R: Wesley, Kevin, Dory at Indy's 20-year games

Our distinguished list of attendees included 1994-95-96 squadron champ Dory Oda, original member Nelson Skinner returned after a 20-year absence, RBF XVI winner and 2003 Armistice Day titlist Kevin Richeson, 2006 World's Largest champion and RBF X winner Stephen Dale Skinner, 2004 Indy champ Wayne Richeson, and six-time Victory Medalist Stephen Skinner.

We also had two new players, brothers Wesley and Michael Morgan. Both are experienced gamers and quickly took to Dawn Patrol's movement and firing rules. It was evident that they were hooked on the game when Michael immediately purchased a 7th edition copy of the game off E-bay just days afterward. Ethan and Sierra Skinner also logged a few missions to continue their developing DP careers. No one knows what kept Scott from attending this special occasion, but a plumbing pipe let go and Rick Lacy spent the evening trying to keep his house from being flooded. We bought his excuse, but the jury is still out on Scott.

We played three games that evening, with a few aces making surprise appearances. 59-victory Camel ace Squadron Commander Christopher Foxxe (Stephen, 72/59) flew again... it seemed only right that he would participate since Foxxe also flew during Indy's first games in 1989. He failed to score a kill, but it was nice to see him in the air again.

The second game of the night featured a flight of four Albatri (Kevin, Wayne, Michael and Wesley) against three SPAD XIII's (Stephen, Nelson, Dory). Kevin took up his 14/4 Albatros pilot, Lt. Flugel Borenkeizer, but he promptly got a SPAD on his tail and was shot up pretty badly. Borenkeizer escaped the game and the fight produced no casualties.

The third and final matchup of the night pitted a flight of Camel 150's against an ill-fated trio of Fokker Triplanes.

Set in October 1917, the second game of the night was more eventful. Three Albatri (Rick, Stephen and Wesley) and a Roland DII (Michael) were at medium altitude over their own lines when they faced off against three SE 5a's (Kevin, Stephen Dale and Wayne). The Brits had more player experience but Stephen tried to even the odds a little by flying his 22/6 Alb ace, Lt. Matteo Scheffler, who tailed Wayne's pilot for several turns and chased him into the clouds with 9 hits in each wing. Wayne managed to make good his escape and save his pilot. Stephen Dale's Lt. Peter Sparks (7/0) gave Rick's Alb pilot a light wound, but then received a fuel pump hit and three criticals from a flurry of hits by the German fighters of Michael, Wayne and Wesley. Sparks' engine quit and he was captured for the duration after landing in German lines. Meanwhile, Rick managed to land in German lines and save his pilot.

The third and final game was a balloon mission as requested by Kevin, staged in October 1918. A German drachen hung at only 300 feet, guarded by three Albatri DV's (yes, Albatros DV's in October 1918... this is not a misprint) flown by Stephen Dale, Rick and Stephen. Four SE 5a's piloted by Kevin, Wayne, Michael and Wesley attacked the balloon. Despite a good effort by the more experienced German pilots, they were pretty soundly defeated. The Morgans swept in on the balloon and downed it after two passes, with Rick's ground fire uncharacteristically impotent. Stephen Dale was caught up in a low altitude dogfight against the SE's of Kevin and Wayne, and despite efforts by both Stephen and Rick to intervene, he was forced to land. Stephen Dale's pilot, Lt. Johann Strauss (11/1), was heavily damaged and forced to land at an emergency field. Being so close to

Wesley's Fokker was tailed by Lt. Peter Flanigan (Stephen, 22/8) until its left wing was blown off. Flanigan followed up by tailing Stephen Dale's Triplane until its right wing failed, scoring a double kill. Kevin manned the final German Fokker and tried to make a last stand against the odds, but was eventually forced to climb away from the fight.

Overall the night was a great success with some really fun games and great memories, in addition to two new players who were knowledgeable and enjoyable to play with.

acehood, Stephen Dale couldn't afford to take chances. He faced 50/50 landing odds and made it. Now outnumbered 4-2, Stephen and Rick boxed up at 300 feet over the German anti-aircraft guns and waited. The Brits were satisfied with the completion of their mission and chose to take their victory and go home.

Once again, the changeover to a low key, old fashioned home gaming event and a 5pm start seemed to get everyone's approval. This really does feel like old-time Indy Squadron gaming and everyone loves it.

Gift to WWI Museum Would Have Been Blasts in the Past

Matt Campbell, KC Star - A recent gift to the National World War I Museum at Liberty Memorial blew officials there away.

Not literally, thank goodness. Because the gift that came in seven very heavy boxes was a collection of 119 vintage — but inert — grenades or parts of grenades from various battlefields and combatants of the war.

These are not all just familiar pineapple-shaped explosives. Many are exotic specimens that will allow the museum to display the evolution of the grenade during the first truly industrial war.

They are among several important acquisitions recently.

There is a crude Austrian grenade devised in the field and filled with shell fragments or rocks. An Italian discus grenade that a soldier would hurl for greater distance to reach enemy trenches. A Russian square, lantern-shaped grenade presumably designed for more efficient shipping. A British rifle-fired grenade with an intact cloth "ballerina skirt" to help guide it aerodynamically.

And there are more than 100 others, all donated — unsolicited — from a collector in California who thought the National World War I Museum in Kansas City was the appropriate place for them.

"We thought we had a great (grenade) collection and we had three dozen," said museum director Eli Paul. "We don't have reference books that cover all of these. They could be unique to this collection."

Curator Doran Cart is only beginning to research the grenades, but officials hope to display most or all of them near the museum's interactive tables by summer.

The Liberty Memorial Association has been collecting World War I items since 1920 and in recent

years recorded perhaps 100 additions a year. But since the museum opened in late 2006, it has recorded 425 acquisitions. An acquisition may be a single item or, as in the case of the grenades, several dozen.

Some of these are purchases to fill a gap in the collection. For example, the museum recently paid thousands of dollars for war items from imperial Russia that are exceedingly rare because of the revolutionary turmoil that broke out there during the war. The purchase included an aviator's leather coat with the Russian imperial crest on its buttons and a cap of the type he would have worn.

Another purchase was a first edition of the book *Two Colored Women With the American Expeditionary Forces*, which enhances the museum's collection of African-American materials. It has a signed inscription from one of the authors, Kathryn M. Johnson.

But most acquisitions are gifts. And sometimes they tell fascinating stories, such as the tale of John Rupert of Slovenia, who became a naturalized U.S. citizen in 1915, renouncing allegiance to the Austro-Hungarian emperor. He was drafted and became part of the only U.S. infantry regiment deployed to Italy — on the Austro-Hungarian front.

"It was very near where he was from," said museum archivist Jonathan Casey. "Then, years later after the war, he went back to Europe and he visited his town. Part of the donation (from Rupert's great-niece) was a color photograph showing his village."

The donation also includes Rupert's infantry tunic with a very rare patch depicting the winged lion of St. Mark's in Venice, Italy; a wartime photo of him wearing the tunic; and his discharge papers.

Paul said the odds of the museum accumulating such a complete set from the only regiment in Italy were "infinitesimal."

Another recent gift to the Liberty Memorial included uncensored and unpublished personal accounts of an officer who was a survivor of the "Lost Battalion" in the Argonne Forest in October 1918. The unit was surrounded by Germans and cut off from Allied support for six days, running out of food and taking heavy casualties.

"It was probably the most famous episode, from the American point of view, to come out of the war," Casey said.

A relative who lives in Missouri donated a letter that 1st Lt. Maurice Griffin wrote to his wife at Thanksgiving relating his experience with the battalion, as well as his service record, in which he re-created it in more detail.

"No sleep since I left Paris," Griffin wrote at one point. At another: "Thank heavens rations arrive!"

Museum officials said some or all of these acquisitions would eventually be on display.

